

December 29, 2015

TO: Members of the MAG Management Committee

FROM: Darryl H. Crossman, Litchfield Park, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, January 6, 2016 - 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
January 6, 2016**

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 November 18, 2015, Meeting Minutes

5A. Review and approval of the November 18, 2015, meeting minutes.

TRANSPORTATION ITEMS

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

A Project Development Status Report is produced twice each year, and project changes are completed quarterly or as needed. Monitoring of member agency project schedules within the Status Report, and the assurance by each agency that their project(s) will obligate federal funds as noted in the federally approved Transportation Improvement Program (TIP) listing, assist with ensuring that the regional suballocation of federal funds will be utilized and not swept from the region. The Project Status Report also assists with providing needed information in preparation of closing out Federal Highway Administration funding for the current year. On December 17, 2015, the MAG Transportation Review Committee recommended acceptance of the Report. Please refer to the enclosed material.

*5C. Programming of Transportation Alternatives/Safe Routes to School Projects in FY 2017

Through prior MAG action, a total of \$400,000 in Transportation Alternatives funds is set aside each fiscal year for Safe Routes to School non-infrastructure projects. A call for qualifying projects was issued in August 2015 to program \$508,057 in Fiscal Year (FY) 2017 (includes \$108,057 moved to FY 2017 from earlier cycles). Six Safe Routes to School project applications were received requesting a total of \$260,407 in FY 2017. On November 17, 2015, the MAG Transportation Safety Committee reviewed and recommended approval of a list of Transportation Alternatives/Safe Routes to School projects. Since this recommendation will not result in the programming of all available funds, remaining Transportation Alternatives/Safe Routes to School non-infrastructure funds will be transferred to the Transportation Alternatives Program to be used to program infrastructure projects for FY 2018-2020. On December 17, 2015, the MAG Transportation Review Committee recommended approval of

5B. Recommend acceptance of the MAG Federally Funded, Locally Sponsored Project Development Status Report.

5C. Recommend approval of a list of six Safe Routes to School projects for FY 2017 in the total amount of \$260,407 of Transportation Alternatives Program funding to be added to the FY 2014-2018 MAG Transportation Improvement Program, the draft FY 2017-2021 Transportation Improvement Program, and the 2035 Regional Transportation Plan as appropriate.

the six projects to receive funding. Please refer to the enclosed material.

***5D. Request for Connection to the Regional Community Network**

MAG recently received a request from Arizona State University (ASU), with sponsorship from the City of Tempe, to obtain a connection to the Regional Community Network (RCN) fiber optic communications backbone. This connection would enable the ASU Traffic Engineering Laboratory to get access to traffic data from a partnering local agency for research purposes. Such a request cannot be approved within the Roles and Responsibilities document as approved by the Regional Council. This request was discussed at meetings of a Working Group and the MAG Intelligent Transportation Systems (ITS) and MAG Technology Advisory Group (TAG) committees. Steps necessary to address member agency concerns were noted. The RCN Roles and Responsibilities document has been revised based on discussion, and changes have been incorporated as necessary to accommodate this and similar requests in the future. A draft letter of authorization is also provided. On December 2, 2015, a joint session of the MAG ITS Committee and the MAG TAG recommended approval. On December 17, 2015, the MAG Transportation Review Committee recommended approval. Please refer to the enclosed material.

***5E. Arterial Life Cycle Program Status Report: April 2015 - November 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 April 2015 and November 2015. This is the program's twenty-second status report and the first published in Fiscal Year 2016. Please refer to the enclosed material.

5D. Recommend approval of the revisions to the Regional Community Network Roles and Responsibilities document.

5E. Information and discussion.

*5F. Recommendation of Projects for the MAG FY 2016 Traffic Signal Optimization Program

On October 7, 2015, MAG announced a call for new projects for the FY 2016 Traffic Signal Optimization Program (TSOP). The budget available for new TSOP projects is \$300,000. A total of six project applications was received. On December 2, 2015, the MAG Intelligent Transportation Systems (ITS) Committee reviewed all applications and recommended all six of the proposed projects and two additional projects that would involve performing before-and-after evaluations and a workshop to provide training on traffic signal timing software. These projects would help improve traffic signal coordination along a number of major arterial corridors in addition to freeway-arterial coordination in the Interstate 10 corridor. The total estimated cost for all eight projects is estimated to be \$304,000. An additional \$10,000 is available in TSOP funds carried over from FY 2015. All projects will be carried out using MAG on-call consultants. On December 17, 2015, the MAG Transportation Review Committee recommended approval. Please refer to the enclosed material.

*5G. Federal Fiscal Year 2015 Year End Actuals Report of Federal Highway Administration Suballocated MAG Regional Funds, and Evaluation of Estimated Federal Fiscal Year 2016 Funding Levels

Federal Fiscal Year (FFY) 2015 Federal Highway Administration funding that was suballocated to the MAG region includes Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, Highway Safety Improvement Program, Transportation Alternatives, and planning funds and programs. Final amounts for those funding allocations and project authorizations were reported by the Arizona Department of Transportation in October 2015. An update is being provided for the FFY 2015 year end actuals and an estimated outlook for FFY 2016 funding. Please refer to the enclosed material.

5F. Recommend approval of the list of FY 2016 Traffic Signal Optimization Program projects.

5G. Information and discussion.

*5H. Programming of Paving Unpaved Road Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Program Funding in the Draft FY 2017-2021 MAG Transportation Improvement Program

MAG is developing a new Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). A call for projects was announced in August 2015 and the results from the evaluation and prioritization process for the Paving of Unpaved Road projects funded with the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds have been generated. The lists of FY 2018, FY 2019, and FY 2020 CMAQ funded Paving Unpaved Road projects were recommended for approval on November 10, 2015, by the MAG Street Committee, and on December 17, 2015, by the MAG Transportation Review Committee. Please refer to the enclosed material.

*5I. Programming of Intelligent Transportation Systems Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Program Funding in the Draft FY 2017-2021 MAG Transportation Improvement Program

MAG is developing a new Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). A call for projects was announced in August 2015 and the results from the evaluation process are included for the Intelligent Transportation Systems (ITS) projects that are funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. The lists of FY 2018 and FY 2019 CMAQ funded ITS projects were recommended for approval on December 2, 2015, by the ITS Committee, and on December 17, 2015, by the MAG Transportation Review Committee. Please refer to the enclosed material.

*5J. Programming of the Pinal County Surface Transportation Program Projects in Fiscal Year 2018 and Fiscal Year 2020

MAG is developing a new Fiscal Year (FY) 2017-2021 Transportation Improvement Program

5H. Recommend approval of the list of FY 2018 Congestion Mitigation and Air Quality Improvement Program funded Paving Unpaved Road projects to be added to the FY 2014-2018 MAG Transportation Improvement, and to add the lists of FY 2018, 2019, and 2020 Paving Unpaved Road projects to the Draft FY 2017-2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate.

5I. Recommend approval of the list of FY 2018 Congestion Mitigation and Air Quality Improvement Program funded Intelligent Transportation Systems projects to be added to the FY 2014-2018 MAG Transportation Improvement Program, and to add the lists of FY 2018 and 2019 Congestion Mitigation and Air Quality Improvement Program funded projects to the Draft FY 2017-2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate.

5J. Recommend approval to award full requested Surface Transportation Program funding to the Gilbert Road project and partial requested Surface Transportation Program funding to the Southern Avenue project in the FY 2014-2018 MAG

(TIP). On August 10, 2015, MAG released a call for projects for the Pinal County Surface Transportation Program. An estimated \$1.620 million is available for FY 2018 and FY 2020. Three project applications were received by the September 21, 2015, due date. On October 13, 2015, the MAG Street Committee reviewed the applications and deemed one ineligible for funding under the program and had questions concerning the data in the two remaining project applications. The Street Committee requested that the agencies provide additional information at the next meeting. On November 10, 2015, the Street Committee reviewed the updated applications. The two remaining project applications received an identical project score based on the committee's technical review, program measures, and evaluative weights. At the meeting, the Gila River Indian Community indicated that it would not be able to proceed with its Gilbert Road project with partial funding. The City of Apache Junction subsequently indicated that it would be able to go forward with its Southern Avenue project with partial funding. On December 17, 2015, the MAG Transportation Review Committee recommended approval to award full requested funding to the Gilbert Road project and partial requested funding to the Southern Avenue project. Please refer to the enclosed material.

Transportation Improvement Program, draft FY 2017 - FY 2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate. Inclusion of the Southern Avenue project is contingent on a new finding of air quality conformity, anticipated in June 2016.

ENVIRONMENTAL ITEMS

*5K. 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 miscellaneous highway projects, transit projects, as well as Transportation Alternatives Program/Safe Routes To School, Paving Unpaved Road, Intelligent Transportation System, and Pinal County Surface Transportation Program projects for fiscal years 2017 and 2018. The amendment includes projects that may be

5K. Consultation.

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.

ITEMS PROPOSED TO BE HEARD

6. Status Update on the June 30, 2015 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, 2015

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, 2015. An unqualified audit opinion was issued on November 25, 2015, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new findings. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2015, CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2015, CAFR, this would be the agency's 18th consecutive award. Please refer to the enclosed material.

6. Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2015.

- 7. 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 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at that the October 28, 2015, Regional Council meeting. Since then, additional project changes and additions have been requested by member agencies. The new requested project additions and changes include Regional Freeway and Highway Program project changes, Transit Life Cycle Program project changes, and general project changes, which are shown in Table C. Additionally, the TA/SRTS, paving, ITS, and Pinal County STP projects to be added to the FY 2014-2018 TIP, as appropriate, are included in Table D. On December 17, 2015, the MAG Transportation Review Committee recommended approval. Please refer to the enclosed material.

- 8. Final Recommendations on the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and Systems Study (COMPASS)

The fiscal year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, amended by the MAG Regional Council in October 2011, directed study funds to provide for the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS). The study was at the direction of the Mayors of El Mirage, Glendale, Glendale, Peoria, Phoenix, Surprise, and Youngtown, and former Maricopa County Supervisor Max Wilson, to preserve US-60/Grand Avenue as an expressway facility that remains a state highway under Arizona Department of Transportation control. Updates on the study's progress were reported to the Transportation Policy Committee in May 2013 and June 2014. The COMPASS project has now completed its process and identified a long-term solution for accommodating

- 7. 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.

- 8. Information and discussion.

travel demand and adjacent property access in the corridor. Staff will report on the project's draft recommendations. Please refer to the enclosed material.

9. EPA Proposed Revisions to the Exceptional Events Rule

On November 20, 2015, the Environmental Protection Agency (EPA) published a proposed rule with revisions to the 2007 Exceptional Events Rule to address issues raised by stakeholders and to provide clarity and increase the efficiency of the criteria and process. Exceptional Events include natural events such as dust storms, wildfires, stratospheric ozone intrusion and volcanic and seismic activities. In addition, EPA proposed draft guidance on preparing exceptional event demonstrations for wildfires. MAG staff is currently reviewing the proposed revisions and guidance in coordination with the MAG special Washington, D.C., legal counsel. Comments are due by January 19, 2016. U.S. Senator Jeff Flake has requested a 30-day extension of the comment period. EPA intends to finalize the rule revisions and guidance before October 1, 2016. On December 8, 2015, EPA conducted a public hearing on these items at the Arizona Department of Environmental Quality at 10:00 a.m. Please refer to the enclosed material.

10. Discussion of the Development of the FY 2017 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. In January, MAG provides the draft Dues and Assessments and the proposed budget production timeline. This provides an opportunity for early input into the development of the Work Program and Budget. Please refer to the enclosed material.

9. Information and discussion.

10. Information and discussion.

11. Legislative Update

An update will be provided on legislative issues of interest.

12. Request for Future Agenda Items

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

13. 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

11. Information, discussion, and possible action.

12. Information.

13. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
November 18, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|--|--|
| Darryl H. Crossman, Litchfield Park, Chair | Kari Kent for Christopher Brady, Mesa |
| Tom Remes for Ed Zuercher, Phoenix | Dawn Marie Buckland for Kevin Burke,
Paradise Valley |
| Matt Busby for Bryant Powell,
Apache Junction | Carl Swenson, Peoria |
| Jessica Blazina for David Fitzhugh, Avondale | # Louis Andersen for Greg Stanley, Pinal
County |
| Stephen Cleveland, Buckeye | John Kross, Queen Creek |
| * Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Peter Jankowski, Cave Creek | Brad Lundahl for Fritz Behring, Scottsdale |
| Marsha Reed, Chandler | # Bob Wingenroth, Surprise |
| Dr. Spencer Isom, El Mirage | Andrew Ching, Tempe |
| # Jess Knudson for Lisa Garcia, Florence | Reyes Medrano, Jr., Tolleson |
| Alfonso Rodriguez for Phil Dorchester, Fort
McDowell Yavapai Nation | Joshua Wright, Wickenburg |
| # Grady Miller, Fountain Hills | Jeanne Blackman, Youngtown |
| # Ernest Rubi, Gila Bend | Sintra Hoffman for John Halikowski,
ADOT |
| * Tina Notah, Gila River Indian Community | Tom Manos, Maricopa County |
| Patrick Banger, Gilbert | Wulf Grote for Steve Banta, Valley
Metro/RPTA |
| Brent Stoddard for Dick Bowers, Glendale | |
| Brian Dalke, Goodyear | |
| * Rosemary Arellano, Guadalupe | |
| * Gregory Rose, City of Maricopa | |

* 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 Darryl H. Crossman, Litchfield Park, at 12:02 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Louis Andersen, Mr. Jess Knudson, Mr. Grady Miller, Mr. Ernest Rubi, and Mr. Bob Wingenroth joined the meeting via teleconference.

Chair Crossman noted that at each place were a revised summary transmittal and revised agenda, which were updated to reflect changes to agenda item 5H.

3. Call to the Audience

Chair Crossman recognized public comment from Mr. John Rusinek, who said that he had been escorted out of an air quality meeting at the Pera Club by two women and a boy. Mr. Rusinek stated that one of the women grabbed his arm when she was escorting him out and he twice asked her not to do that. He said that this is what happens when citizens try to hear what is going on. Mr. Rusinek passed around his photographs of the driveway next door and a letter on violations. Chair Crossman thanked Mr. Rusinek.

Chair Crossman recognized Ms. Dianne Barker, who stated that she was a downtown Phoenix resident and Buckeyes fan. Ms. Barker noted how she has been helping Mr. Rusinek, who is a veteran, a taxpayer and Phoenix resident of 50 years. She stated that Mr. Rusinek speaks within the jurisdiction of MAG. Ms. Barker commented that senior residents desire to be served. Ms. Barker stated that she and Mr. Rusinek had attended a Maricopa County Board of Supervisors meeting. She indicated that she had written a letter to Board Chair Chucuri for Mr. Rusinek and what they want is enforcement of zoning regulations on the driveway next door to Mr. Rusinek. Ms. Barker stated that she has also communicated this to Phoenix Mayor Greg Stanton. She said they have an attorney who protects non-performance. Ms. Barker said they stated they have answered 13 violations in ten years and will continue active enforcement. She stated that the Maricopa County pollution department under the Board of Supervisors is the main enforcer for air quality and MAG has a role. Ms. Barker stated that according to ADEQ, the City of Phoenix is in compliance and has discretion in passing ordinances and neighborhood preservation is the higher standard. She said they put it off on a zoning guy and are using street ordinances as a guide for a single family residence. Ms. Barker stated that this should not happen and they need a neutral advocate or ombudsman. She noted that they have not received a response from MAG. Chair Crossman thanked Ms. Barker.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. He stated that MAG recently organized a press conference on "Lifesaving Lethality Assessments," on October 16, 2015, at the Banner Simulation Training Facility in Mesa. Mr. Smith explained that a series of questions are asked in a Lethality Assessment for personnel to determine if a person is a victim of domestic violence. He stated that the Lethality Assessments were developed through the leadership of the Cities of Glendale, Phoenix, and Scottsdale, and he noted that all MAG cities except two are currently implementing them.

Mr. Smith stated that MAG staff recently met with Mr. Keiichi Koshiyama, Senior Economist with the Institute for International Economic Studies at Toyota, and staff from the Pima County Economic Development Department and the Greater Phoenix Economic Council. He stated that Japan is Arizona's largest foreign direct investment partner. Mr. Smith stated that MAG staff

drafted material on Japan and additional fact sheets will be developed for other foreign direct investment partners.

Mr. Smith stated that MAG staff members presented the Read On Arizona early literacy map viewer for elementary schools at the Race to the Top workshop in Washington, D.C. He noted that Pew Research developed a slide of the most return on investment in pre-school education. Mr. Smith stated that MAG staff developed additional slides and identified daycare deserts -- places that do not have adequate early childhood education. He remarked that we are missing out on training some of the future workforce. Mr. Smith stated that this material could be presented at a future Management Committee meeting.

Mr. Smith announced that a public hearing on the Draft 2015 Annual Report on the Status of the Implementation of Proposition 400 will take place on November 19, 2015, at 5:00 p.m., in the MAG Saguaro Room. He said that everyone is invited and he requested that any comments be submitted to Mr. Jason Stephens, MAG staff.

Mr. Smith stated that the Tourism and Shopping Initiative to expand the tourism and shopping zone for Mexican Nationals to statewide from 75 miles has been supported by the Intertribal Council and all but one of the planning agencies in Arizona. He noted that tourism is Arizona's number one economic engine and extending the zone could have an impact of approximately \$181 million per year in the state. Mr. Smith stated that there is a meeting on this topic this Friday with the Governor's staff and key stakeholders. In addition, there will be a meeting with the joint field command in Tucson to work with the Congressional Delegation. Mr. Smith advised that any change to the zone would require the approval of Homeland Security.

Mr. Josh Wright was applauded on the recent addition to his family.

5. Approval of Consent Agenda

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

Chair Crossman asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

No questions were noted.

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

Mr. Stephen Cleveland moved, Ms. Jeanne Blackman seconded, and the motion passed unanimously.

5A. Approval of the October 14, 2015, Meeting Minutes

The MAG Management Committee, by consent, approved the October 14, 2015, meeting minutes.

5B. Don't Trash Arizona Litter Prevention and Education Amendment to Extend Contract for an Additional Year

The MAG Management Committee, by consent, recommended approval to extend the consultant contract with Fingerpaint Marketing, Inc., for the first one-year option for the Litter Prevention and Education Program, and to amend the contract to include the \$300,000 budgeted in the FY 2016 Unified Planning Work Program and Annual Budget for litter prevention and education efforts. It costs our region more than \$3 million every year to pick up litter from our regional freeway system. Proposition 400 includes funding for a litter prevention and education program designed to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. The Don't Trash Arizona Litter Education and Prevention program is implemented by MAG in cooperation with the Arizona Department of Transportation (ADOT). On November 17, 2014, the Regional Council Executive Committee approved the selection of Fingerpaint Marketing, Inc. (formerly known as Olson Communications, Inc.), as the consultant to design and implement the FY 2015 Litter Prevention and Education Program. Under terms of the contract, MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. Based on the ongoing success of the program, staff recommends extending the contract with Fingerpaint Marketing, Inc., for the first year option for the Litter Prevention and Education Program, and to include the \$300,000 budgeted in the FY 2016 Unified Planning Work Program and Annual Budget for litter prevention and education efforts.

5C. 2015 Annual Report on the Status of the Implementation of Proposition 400

Proposition 400 was approved by the voters of Maricopa County in November 2004, and authorized the extension of a half-cent sales tax for use on transportation projects in the MAG Regional Transportation Plan. A.R.S. 28-6354 requires that MAG issue an annual report on projects included in Proposition 400, addressing factors such as project status, funding, and priorities. The 2015 Annual Report is the 11th report in the series and covers the status of the life cycle programs for freeways/highways, arterial streets, and public transit.

5D. Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2016 CMAQ Funding

The MAG Management Committee, by consent, recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2016 CMAQ funding and retain the prioritized list for any additional FY 2016 CMAQ funds that may become available due to closeout or additional funding received by this region. The Fiscal Year (FY) 2016 MAG Unified Planning Work Program and Annual Budget and the FY 2014-2018 MAG Transportation Improvement Program contain \$1,530,113 in FY 2016 Congestion Mitigation and Air Quality

Improvement (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. On October 22, 2015, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2016 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on October 13, 2015, in accordance with the MAG Federal Fund Programming Guidelines and Procedures.

5E. Proposed 2016 Revision to the 2015 Edition of the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions have been recommended for approval by the committee and have been reviewed by MAG member agency Public Works Directors and/or Engineers. It is anticipated that the 2016 Revision to the 2015 Edition will be available for purchase in early January 2016. This item was on the agenda for information and discussion.

5F. Maricopa and Pinal County Resident Population and Employment Projections

The MAG Management Committee, by consent, recommended approval of the Maricopa County and Pinal County resident population and employment projections for 2015, 2020, 2025, 2030, 2035, 2040, 2045, and 2050 provided the Maricopa County and Pinal County control totals are within three percent of the final control totals. According to Executive Order 2011-04, the Arizona Department of Administration (ADOA) is responsible for preparing an official set of population projections for Arizona and each of its counties. ADOA has prepared a set of draft resident population projections for Maricopa and Pinal Counties consistent with the 2015 Population Estimates. MAG has also developed draft employment projections which are consistent with the ADOA population projections. Because there may be changes to the State and county projections totals by ADOA, on November 10, 2015, the MAG Population Technical Advisory Committee (POPTAC) recommended approval of the draft ADOA 2015 to 2050 population projections for Maricopa County and Pinal County; and the draft 2015 to 2050 employment projections for Maricopa County and Pinal County provided the Maricopa County and Pinal County control totals are within three percent of the final control totals. The projections are for 2015, 2020, 2025, 2030, 2035, 2040, 2045, and 2050. They will be used as the control totals from which MAG will develop a set of sub-regional projections that will be brought to the Management Committee and Regional Council in 2016. The Pinal County control totals will be presented to the Central Arizona Governments Regional Council.

5G. Approval of the Draft July 1, 2015 Municipality Resident Population Updates

The MAG Management Committee, by consent, recommended approval of the draft July 1, 2015 Municipality Resident Population Updates for MAG Member Agencies provided that the Maricopa County and Pinal County control totals are within one percent of the final control total. MAG staff has prepared draft July 1, 2015 Municipality Resident Population Updates for MAG Member Agencies. The Updates, which are used to prepare budgets and set expenditure

limitations, were prepared using the 2010 Census as the base and updated with housing unit data supplied and verified by MAG member agencies. Since there may be changes to the Maricopa County and Pinal County control totals by the Arizona Department of Administration, on November 10, 2015, the MAG Population Technical Advisory Committee recommended approval of these draft Updates provided that the County control totals are within one percent of the final control total. The Pinal County control total and sub-county figures will be presented to the Central Arizona Governments Regional Council.

5H. Amendment to the FY 2016 MAG Unified Planning Work Program and Annual Budget to Approve the Addition of a Regional Transportation Planning Project for the Maricopa County Region

The MAG Management Committee, by consent, recommended approval of the addition of the narrative for Transit Oriented Development (TOD) planning grant to continue land use planning along the proposed Tempe Streetcar project to the FY 2016 Total Regional Planning Funds section of the MAG Unified Planning Work Program and Annual Budget. The Fiscal Year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2014, identifies planning projects for the Maricopa County Region as required by Federal regulation 23 CFR 450.308 (c) that includes a discussion of the planning priorities of the Metropolitan Planning Organization. Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 are required to be documented in the unified planning work program. Valley Metro received a Transit Oriented Development (TOD) planning grant to continue land use planning along the proposed Tempe Streetcar project. The effort will include preparing a strategic plan that will identify long term opportunities for TOD as well as an implementation program. The work will be done by City of Tempe with support from Valley Metro and is funded with \$250,000 by the FTA Grant and \$75,000 through local funds. The FTA has indicated that this project needs to be included in the narrative of the MAG Unified Planning Work Program and Annual Budget appendix under FY 2016 Total Regional Planning Funds.

6. Draft MAG 208 Water Quality Management Plan Amendment for the Central Buckeye Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharges to the Roosevelt Canal and Buckeye Canal

Ms. Julie Hoffman, MAG staff, reported on the City of Buckeye request for a MAG 208 Water Quality Management Plan Amendment for the Central Buckeye Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharges to the Roosevelt Canal and Buckeye Canal.

Ms. Hoffman stated that the facility has a current capacity of 4.5 million gallons per day and is identified in the MAG 208 Plan with an ultimate capacity of 45.8 million gallons per day. She explained that effluent is currently disposed of through reuse and discharge to a lateral of the Buckeye Canal located adjacent to the facility.

Ms. Hoffman stated that the purpose of this amendment is to add additional Arizona Pollutant Discharge Elimination System discharge points for the Central Buckeye Wastewater Treatment Plant to the Roosevelt Canal and the main Buckeye Canal. The primary discharge point would be to the Roosevelt Canal. Ms. Hoffman stated that by discharging to the Roosevelt Canal, the City will receive Long Term Storage Credits that can be used to maintain its 100-year Assured Water Supply. She said that constructing the pipeline from the Central Buckeye Wastewater Treatment Plant up to the Roosevelt Canal will also provide the City with additional opportunities for reuse and recharge.

Ms. Hoffman stated that the discharge to the main Buckeye Canal would be a contingency discharge. In addition, the methods of effluent disposal currently identified in the MAG 208 Plan will continue to remain options, including the discharge to the lateral of the Buckeye Canal located adjacent to the facility.

Ms. Hoffman stated that unincorporated Maricopa County is located within three miles of the project and the County has submitted a letter indicating that the project does not conflict with County plans for the area and it is acceptable.

Ms. Hoffman stated that on October 1, 2015, the MAG Water Quality Advisory Committee authorized a public hearing be conducted on the 208 amendment. She said that the public hearing was held November 17th and no public comments were received. Immediately following the public hearing, the Water Quality Advisory Committee unanimously recommended approval of the 208 amendment to the MAG Management Committee.

Ms. Hoffman stated that with a recommendation by the MAG Management Committee, it is anticipated that the MAG Regional Council will take action on the amendment at its December 16th meeting. The amendment would be transmitted to the State Water Quality Management Working Group for its January 5th meeting and then be submitted to the Arizona Department of Environmental Quality. By mid to late January, the Arizona Department of Environmental Quality would certify that the amendment is consistent with the MAG 208 Plan and submit it to Environmental Protection Agency for approval.

Chair Crossman thanked Ms. Hoffman for her report and asked if there were any questions.

Mr. Stephen Cleveland expressed his appreciation for everyone's support and said that he looked forward to a yes vote on the amendment.

Chair Crossman noted that no public comment cards had been received.

Chair Crossman noted that Pinal County, the Town of Florence, and the Cities of Apache Junction and Maricopa abstain on matters that are exclusive to the Maricopa County Boundary defined by State Law or through a planning designation by a Governor's Executive Order, including Section 208 Water Quality Management Planning. He added that these agencies participate in the Central Arizona Governments 208 water quality management planning process.

With no further questions, Mr. Brian Dalke moved to recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Central Buckeye Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharges to the Roosevelt Canal and Buckeye Canal. Mr. Stephen Cleveland seconded, and the motion passed, with Mr. Louis Andersen, Mr. Matt Busby, and Mr. Jess Knudson abstaining.

7. Streamlining of the MAG 208 Plan Small Plant Review and Approval Process

Ms. Julie Hoffman, MAG staff, reported on streamlining of the MAG 208 Plan Small Plant Review and Approval Process. Ms. Hoffman noted that in August 2015, she presented to the Management Committee the proposal for streamlining the MAG 208 Water Quality Management Plan Process, which is the amendment process. She indicated that MAG shares the importance of economic development for the region with the Arizona Department of Environmental Quality (ADEQ) and agreed to work cooperatively with them on streamlining options for the process that do not jeopardize its integrity. Ms. Hoffman stated that the Proposal for Streamlining the 208 Water Quality Management Plan Process was approved by the MAG Regional Council on August 26, 2015.

Ms. Hoffman stated that the Stakeholder Group for 208 Streamlining recommended that corresponding changes be made to the MAG 208 Plan Small Plant Review and Approval Process. She explained that this is a shortened process for wastewater treatment plants 2.0 million gallons per day or less with no discharge. Ms. Hoffman stated that the Stakeholder Group that evaluated the 208 Process and recommended the corresponding changes included representatives from MAG member agencies – Buckeye, Glendale, Phoenix, Queen Creek and Maricopa County; private utilities – EPCOR and Liberty Utilities; homebuilders; and ADEQ. A representative from the Governor’s Office was also invited to participate.

Ms. Hoffman stated that by making the corresponding changes as recommended by the Stakeholder Group, the Small Plant Review and Approval Process has been streamlined and shortened from approximately 12 to 17 months to approximately six months. This represents a 50 to 65 percent reduction in the overall timeline for a Small Plant Review and Approval. Ms. Hoffman noted that just like the amendment process, improvements were made throughout the Small Plant Review and Approval Process including at the local level before an application is provided to MAG, the MAG Process at the regional level, and the ADEQ Process from the point in which the approved application is submitted to ADEQ from MAG.

Ms. Hoffman stated that on the MAG member agency portion of the process, the improvements made provide clarity, assistance to the business community, and a shortened time frame. First, the applicant would contact the jurisdiction in which the facility would be located to discuss the need for the Small Plant Review and Approval. If required, the applicant would draft the small plant document and submit it to the jurisdiction. Ms. Hoffman stated that the jurisdiction in which the facility would be located would have 60 days to determine the application complete. Once determined complete, the jurisdiction would have a 60 day deadline to review the small plant and submit the document to MAG. At the end of the 60 day review period, the application will come to MAG and be considered through the Small Plant Review and Approval Process.

Ms. Hoffman stated that during the 60 day review period, the jurisdiction where the facility would be located would conduct a workshop with jurisdictions within three miles of the Small Plant Review and Approval to inform them of the facility and request letters of no objection, support, or comment. The jurisdiction in which the facility would be located would also provide updates to MAG staff on these timelines so MAG knows when the Small Plant will be coming to MAG. Ms. Hoffman added that the applicant would identify and contact any private utilities within three miles of the Small Plant Review and Approval to make them aware.

Ms. Hoffman stated that improvements on the MAG portion of the process include changes that provide clarity, transparency, and a shortened time frame. She stated that a pre-application packet has been developed that includes a business friendly fact sheet with a step-by-step description of the Small Plant Review and Approval Process; tables on the guidelines or criteria to be addressed in the Small Plant Review and Approval document; and links to previously approved Small Plant Review and Approvals to use as an example.

Ms. Hoffman stated that improvements on the ADEQ portion of the process include changes that provide parallel processing, concurrent reviews, and a shortened time frame. She noted that ADEQ has indicated that they could issue a conditional Aquifer Protection Permit that would allow for parallel processing and concurrent reviews with the Small Plant Review and Approval Process. Ms. Hoffman stated that this is a significant change. She explained that previously, ADEQ would not proceed with reviewing the small plant until it was approved through the Small Plant Review and Approval Process. Now the Small Plant Process and Aquifer Protection Permit process can occur in parallel. Ms. Hoffman stated that ADEQ has also indicated that within 15 days of receiving the Small Plant Review and Approval from MAG, they will make their certification decision.

Ms. Hoffman addressed next steps. She said that the Small Plant Review and Approval Process, as with the amendment process, will be evaluated annually to determine if additional improvements are necessary. Ms. Hoffman noted that these are corresponding changes to the Small Plant Review and Approval Process as recommended by the Stakeholder Group for 208 Streamlining.

Chair Crossman expressed his appreciation to MAG and the stakeholders for conducting this process and reaching a great solution.

Mr. Cleveland extended his compliments to staff and stakeholders who participated in the streamlining process. He said that it took a lot of time to develop a simplified process to reduce lag time and redundancy and make the process concurrent instead of consecutive. Mr. Cleveland remarked that the streamlined process is a great compromise for both public and private interests. He added that he hoped the process could be implemented before someone tries to effect a change at the Legislature, etc. He indicated that he thought we need to be prepared for addressing that.

Mr. Cleveland asked the maximum size considered part of the Small Plant Review and Approval Process. Ms. Hoffman replied that it applies to small plants of 2.0 million gallons per day or less

that do not have a discharge. She added that the majority of changes to the MAG 208 Plan are amendments.

Mr. John Kross expressed his appreciation and echoed Mr. Cleveland's comments on allowing a chance for the process to be implemented. He said that one of the aspects of the streamlined process is the Annual Review of the prior year, which he would like to be able to evaluate because the review could indicate additional opportunities for streamlining. Mr. Kross stated that there is considerable merit to proceeding and allowing the streamlining effort time to gain momentum.

Mr. Reyes Medrano, Jr., echoed Mr. Cleveland's and Mr. Kross's comments. He also expressed his appreciation for the efforts to develop the streamlined process and thanked Ms. Hoffman for walking them through the process. Mr. Medrano said that they are firm believers in parallel processes and they plan to support the Streamlining of the MAG 208 Plan Small Plant Review and Approval Process. Mr. Medrano noted that Tolleson experienced an issue last year. He stated that the proper notifications were met, however, Tolleson found out about the issue later since their staff had not attended the Water Quality Advisory Committee meeting at the time. Mr. Medrano said that one possible change to discuss potentially during the Annual Review could be expanding the notification radius of three miles. Mr. Medrano stated that Avondale and Phoenix are the only cities within three miles of Tolleson. He thanked MAG for ensuring that the cities' voices remain a strong, significant piece of the process.

Chair Crossman noted that no public comment cards had been received.

Chair Crossman noted that Pinal County, the Town of Florence, and the Cities of Apache Junction and Maricopa abstain on matters that are exclusive to the Maricopa County boundary defined by state law or through a planning designation by a Governor's Executive Order, including Section 208 Water Quality Management Planning. He added that these agencies participate in the Central Arizona Governments 208 water quality management planning process.

Mr. John Kross moved to recommend approval of the Draft Proposal for Streamlining the MAG 208 Water Quality Management Plan Small Plant Review and Approval Process. Mr. Stephen Cleveland seconded, and the motion passed, with Mr. Louis Andersen, Mr. Matt Busby, and Mr. Jess Knudson abstaining.

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

Mr. Dean Giles, MAG staff, provided a status report on the Fiscal Year 2015 PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. He noted that a list of these sweepers was included in the agenda packet.

Mr. Giles stated that based on responses from member agencies, the procurement process for FY 2015 PM-10 certified street sweepers is underway. He noted that the City of Buckeye has received reimbursement and the City of Goodyear has requested reimbursement.

Mr. Giles stated that member agencies are requested to purchase their sweepers, and then submit their reimbursements within one year of authorization. He noted that this is to meet Federal Highway Administration requirements to minimize inactive obligations and reduce federal fund carry forward in the MAG Work Program.

Mr. Giles reviewed the requirements for disposing of old CMAQ funded sweepers. He stated that approval from the Arizona Department of Transportation is required prior to disposal of CMAQ funded street sweepers. Mr. Giles noted that recently, MAG was notified that a sweeper had been disposed of without obtaining approval first. He indicated that this procedure is sometimes not communicated when there are changes in staff.

Mr. Giles noted that there are approximately 120 CMAQ funded street sweepers in the MAG region, and this requires extensive reporting at MAG. He said that they are looking at possibly providing decals that could be placed on sweepers to serve as reminders of the process for proper disposal of the sweepers. In addition, MAG is planning a workshop for fleet managers in the near future.

Chair Crossman thanked Mr. Giles for his report. He noted that the City of Litchfield Park notes the disposal process on the sweeper's vehicle title as a reminder.

Mr. Cleveland suggested informing member agencies of the useful life of a sweeper to remind them they are nearing a disposal period. He asked if a sweeper lasts more than 100,000 miles. Mr. Giles replied that in many cases, sweepers do not reach 100,000 miles. He said that useful life is approximately eight years. Mr. Giles stated that the MAG Street Committee made a recommendation that useful life was 96,000 miles, or 12,000 hours. He added that the Regional Council approved this.

9. International Businesses in Arizona

Mr. Anubhav Bagley, MAG staff, provided an update on international businesses in Arizona. Mr. Bagley explained that MAG has been analyzing data related to international connections. He said that the Arizona international connection information is very important because foreign direct investment generates a large amount of capital. Mr. Bagley reported that jobs in the export sector generate 18 to 20 percent higher wages. He said that this can be a strategy in moving our economy forward.

Mr. Bagley stated that staff is asked many times, "What is the international presence in Arizona?" He indicated that the MAG Employer Database is Maricopa County data only, however, MAG staff was able to gain access to information from Dunn and Bradstreet and some other local agencies to expand these data.

Mr. Bagley stated that approximately 85,000 jobs have been generated by the 683 international parent companies representing 50 countries in Arizona. These parent companies own approximately 1,000 different businesses at approximately 3,000 locations. Mr. Bagley reported

that the most international businesses in Arizona are from Canada, the United Kingdom, Germany, Japan, France, and Mexico, in that order.

Mr. Bagley indicated that the number one industry sector cluster for these businesses is retail, followed by business services, transportation and distribution. He noted that MAG has detailed information on each of the international businesses by address or jurisdiction.

Mr. Bagley stated that Maricopa County accounts for 75 percent of international businesses in Arizona, with approximately 62,000 jobs in 570 parent companies. He that the business sectors are different in Maricopa County than those in Pima County. Mr. Bagley stated that the countries with the largest presence in Maricopa County are Canada, United Kingdom, Germany, Japan, and France, in that order.

Mr. Bagley reported that European companies in Arizona are the largest sector of jobs, accounting for approximately 43,000 jobs generated by international companies. North American countries, primarily Canada and Mexico, have generated approximately 28,000 jobs in Arizona, and Asian countries have generated approximately 10,600 jobs in Arizona.

Mr. Bagley stated that MAG staff also looked at innovation and entrepreneurship of international companies through the Global Innovation Index, which was developed by Cornell University. He said that the top ten international companies in the Index have a presence in Arizona. He said that Switzerland is the number one country in the Index.

Mr. Bagley stated that cities from 11 international countries and 49 cities in Arizona participate in the Sister Cities program. Mr. Bagley stated that one new element is taking the Sister Cities program beyond cultural ties and expanding it to economic ties. He noted that Alana Chavez Langdon, MAG staff, is working on these connections and evaluating where we could be participating.

Mr. Smith stated that MAG could conduct research and develop materials for the Sister Cities program for member agencies. In addition to the cultural focus, there could be a focus on business.

Mr. Bagley stated that the “International Companies in Arizona” data and a 77-page report are available in the resource section on www.ConnectBIEN.com. He noted that he could forward the link to the website to committee members.

Mr. Bagley discussed next steps, which includes gathering economic development teams and international experts to review the international business data set, explore the needs and efforts for expanding data to include additional key information, and discussing the development of specific international strategies.

Chair Crossman thanked Mr. Bagley for the report. No questions from the Committee were noted.

10. Legislative Update

Mr. Nathan Pryor, MAG staff, stated that federal transportation legislation, MAP-21, expires November 20, 2015, however, an extension through December 4, 2015 is expected. Mr. Pryor stated that a conference committee met November 18, 2015, and a five to six year reauthorization with no major changes at this time are anticipated. He noted that the House and Senate have passed their own versions of reauthorization. Mr. Pryor stated that MAG worked aggressively on legislation with national associations and he thanked member agency elected officials for their outreach to the Congressional Delegation, in particular, on the Wicker/Booker and the Davis/Titus amendments, which, unfortunately, did not make it into the legislation. He noted that these amendments would have increased the Surface Transportation Program funding to urban areas like MAG.

Mr. Pryor stated that a last minute amendment on Interstate 11 has been proposed. He noted that this amendment is of great interest to the Arizona Department of Transportation, stakeholders in Nevada, and development groups in the Interstate 11 corridor. Mr. Pryor stated that a congressional conference committee began their work that morning on the exemption of fiscal restraint language currently in surface transportation legislation. He noted that this is being proposed as pilot program.

Mr. Pryor stated that timing appears to be the biggest challenge. He indicated that letters of support for the pilot program were sent by ADOT Director John Halikowski on November 17, 2015, and by Glendale Mayor Jerry Weiers, Chair of the MAG Transportation Policy Committee, on November 18, 2015. Mr. Pryor indicated that he would report back on this issue as needed.

Mr. Dennis Smith stated that ADOT is currently proceeding with a Tier I analysis for the Interstate 11 corridor. The landowners in the Interstate 11 section between Interstate 10 and Wickenburg are interested in a Tier II analysis that would provide a centerline for the facility. A Tier II analysis is not possible due to a federal requirement that requires that funding for the facility be reasonably available in the MAG Regional Transportation Plan and Transportation Improvement Program. The amendment that Mr. Pryor noted would have made an exception for the Interstate 11 project to proceed with a Tier II analysis that would have made it possible for the land owners to make right-of-way donations.

No questions for Mr. Pryor were noted.

11. Request for Future Agenda Items

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

Mr. Cleveland stated that he would like a report and further discussion on the Read On Arizona topic. He added that economic development and city staff could be invited to hear the presentation.

Mr. Smith noted that this item would also be on a future MAG Economic Development Committee agenda.

Ms. Sintra Hoffman stated that staff could present an update on the Tier I and Tier II processes for Interstate 11.

12. Comments from the Committee

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

Chair Crossman noted that the next Management Committee meeting will be January 6, 2016. He wished everyone a happy holiday.

Adjournment

There being no further business, the meeting was adjourned at 12:55 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

MAG Federally Funded, Locally Sponsored Project Development Status Report

SUMMARY:

The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on June 24, 2015, outline the requirements for local agencies to submit status information on the development of their federally funded projects. A Project Development Status Report is produced twice each year, and project changes are completed quarterly or as needed. Monitoring of member agency project schedules within the Status Report, and the assurance by each agency that their project(s) will obligate federal funds as noted in the federally approved Transportation Improvement Program (TIP) listing, assists with ensuring that the regional suballocation of federal funds will be utilized and not swept from the region.

The December 2015 Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds that are programmed to authorize in Federal Fiscal Year (FFY) 2016 and 2017. The Project Development Status Workbook (Workbook) that was sent to member agencies required that a project development schedule be completed and project changes could be requested. Workbooks were also sent to agencies that have Highway Safety Improvement Program (HSIP-MAG) and Transportation Alternatives Program (TAP-MAG) funded projects regionwide, and Surface Transportation Program funded projects in Pinal County that are included in the FY 2014-2018 MAG TIP as of September 2015 Regional Council action. Information submitted by local agencies was at times cross checked with the ADOT Local Government section for feasibility, and further inquiries were made by MAG staff as appropriate. The summary of the projects (since the July 2015 report) requesting deferrals or deletions, and projects that are expected to authorize on time (June 1, 2016) is included in the table below.

Funding Type	----- 2016 -----					----- 2017 -----				
	On Time	Deferrals	Deletions	Advance-ments	Total	On Time	Deferrals	Deletions	Advance-ments	Total
CMAQ	26	1	3	0	30	29	0	1	0	30
CMAQ 2.5	1	0	0	0	1	2	0	0	0	2
HSIP-MAG	8	0	0	0	8	3	0	0	0	3
STP-MAG	1	0	0	0	1	0	0	0	0	0
TAP-MAG	4	0	0	0	4	3	0	0	0	3

The report may be accessed electronically at:
<http://www.azmag.gov/Events/Event.asp?CMSID=7072>.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Acceptance of this Project Development Status Report will allow the projects to proceed in a timely manner in the year that best fits their project development schedule.

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects should Congress fail to authorize a funding level of obligation authority that can meet programming levels.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Project Development Status Report aids the region in making decisions to keep projects in the current year, or defer, advance, or delete them from the program.

POLICY: This Status Report follows the process explained in the approved MAG Federal Fund Programming Guidelines.

ACTION NEEDED:

Recommend acceptance of the MAG Federally Funded, Locally Sponsored Project Development Status Report.

PRIOR COMMITTEE ACTIONS:

This item was recommended for acceptance at the December 17, 2015, MAG Transportation Review Committee meeting.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Vice Chair
- El Mirage: Jorge Gastelum
- #Fountain Hills: Randy Harrel
- * Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- * Goodyear: Cato Esquivel
- * Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson

- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- * Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- *Street Committee: Maria Deeb, Mesa
- *ITS Committee: Marshall Riegel, Phoenix
- *FHWA: Ed Stillings

- * Bicycle/Pedestrian Committee: Jim Hash, Mesa
- * Transportation Safety Committee: Renate Ehm, Mesa

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

CONTACT PERSON:

Teri Kennedy or Stephen Tate, MAG, (602) 254-6300.



PROJECT STATUS REPORT December 2015

Maricopa Association of Governments

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Phoenix, AZ 85003

Phone: 602-254-6300

Printed: Friday, December 4, 2015

Purpose and Scope

This report was developed pursuant to the MAG Federal Programming Guidelines as approved on October 26, 2011 by the MAG Regional Council. It is required that project sponsors provide MAG with schedules that show clearly when key milestones are to be achieved and an overall project timeline with periodic reporting that demonstrates that the sponsoring agency is making progress in achieving these milestones.

These requirements apply to a two year moving window of projects in the MAG Transportation Improvement Program that are outside the three 20-year life-cycle programs and that are funded with federal Congestion Mitigation Air Quality (CMAQ) or sub allocated urbanized area Surface Transportation Program (MAG-STP) funds. The June report contains current fiscal year follow up information for the end of year closeout.

The data for this report was collected in October, 2015 and is the ninth round collected under the Guidelines. It includes only federally funded projects that were programmed in after the adoption of the Guidelines No freeway, transit or arterial life-cycle program projects are included in this report.

Project Milestones and Project Deferrals

The implementation of the Guidelines was phased in during the October 2011 data collection for the January Report, and an extensive effort to reprogram projects was completed. As a result of this, many of the project schedules that were modified are now on track and the region has greatly reduced the number of deferrals. Because of this, the

project schedules shown in this report include very few cases of projects failing to meet key deadlines. It is anticipated that with the completion of the October 2015 data collection effort that all project schedules will be reviewed and updated to meet key milestones per the MAG Federal Programming Guidelines.

Data Descriptions

Project Information Columns:

1. First Column: This column identifies the project sponsor, the identification number in the MAG Transportation Improvement Program of the project and the Federal Fiscal Year the project is programmed.
2. Location Cell: The location of the project as it appears in the MAG Transportation Improvement Program.
3. Work Cell: The work to be performed for the project as defined in the MAG Transportation Improvement Program.
4. Project Type Cell: This is the type of work to be performed by the projects. These types include: Design, Right-of-Way, Construction and Procurement.
5. Design Process Cell: This indicates whether the design is funded from federal sources. If design is federally funded, a project may not proceed beyond 30 percent plans without an environmental clearance. If the design is locally funded, it may proceed beyond 30 percent plans without an environmental clearance, but may risk substantial revision due to mitigation measures identified in the environmental clearance.
6. Environmental Clearance Cell: The type of environmental clearance anticipated for the project. The actual type of

environmental clearance required is determined in the early stages of the design process.

7. CMAQ Cell: The amount of CMAQ funds programmed in the MAG Transportation Improvement Program for the project.
8. Total Cell: The total local and federal funds programmed for the project in the MAG Transportation Improvement Program.

Project Scheduling Information Columns:

1. Design Columns:

- a. Start Column: The date that design work on the project is to begin.
- b. 60% Plans Started Column: The date that work on “60 percent plans” began or is anticipated to begin. This field is not applicable for Right-of-Way, procurement or design projects.
- c. PS&E Completed Column: This is the final plans for the project. For procurement projects this amounts to the specifications, estimates and deployment plan needed to procure equipment and services using federal funds. This is not applicable for design projects.

2. Environmental Columns:

- a. Tech Docs Started Column: This refers to the date work on the technical documents (hazardous materials, cultural and biological surveys) for the environmental clearance has begun or is expected to begin. This is not applicable for design and procurement projects as this level of analysis is not needed for the environmental clearance. In most cases, it is also not required for

right-of-way projects as these studies are completed as part of the design for the overall project.

- b. Clearance Approved Column: The date the environmental clearance for the project is expected to be approved.

3. Right-of-Way Columns:

- a. Inventory Started Column: This is the date that right-of-way inventory began or is expected to begin. This field is not applicable for procurement and design projects and some construction projects that require no right-of-way.
- b. Clearance Approved: The date that the right-of-way clearance was approved or expected to be approved.

4. IGA Approval Column:

The date that the IGA was approved or is expected to be approved for the project. This is not applicable for agencies that are self-certified to manage the federal design and construction process. These agencies include the Cities of Chandler, Phoenix, Scottsdale and Tempe, and Maricopa County.

5. FHWA Authorization Column:

The date that a federal funding for a project was or is expected to be approved by the Federal Highway Administration. No work performed on a project is eligible for federal reimbursement prior to the date of authorization.

6. Notes Column: The cells in this column contain a note about the project.

7. Target Dates Row:

The cells in this row identify key dates that are to be achieved for the project to continue in the MAG Transportation Improvement Program and to receive federal funding. They vary by project type (e.g. construction, procurement, etc.), the year the project is programmed and the work activity identified for the column they are located in.

8. Agency Schedule Rows:

- a. Initial Row: The dates provided for the initial status report for the project.
- b. Current Row: The dates provided for the most recent information provided for this report.

9. Schedule Status Rows:

- a. Months Ahead Row: The number of months that the current schedule is ahead of the initial schedule provided.
- b. Months Behind Row: The number of months that the current schedule is behind the initial schedule provided.
- c. Expected Date Row: The date the project is expected to achieve a milestone.
- d. Will Meet Target Dates Row: This indicates whether the milestone is expected to meet target deadlines. A checkmark indicates that it is expected to meet the target deadline.

Project Commitment Letters

The Guidelines require that in the December – January Status Report, an update be given on Commitment Letters for each project 2 year prior to project kick-off. A general schedule for projects listed in the TIP is as follows:

Project TIP Work Year	Commitment Letter Due*
2014	November 2012
2015	November 2013
2016	November 2014
2017	November 2015
2018	November 2016
2019	November 2017
2020	November 2018

* Or when added to TIP after Due Date, the Commitment Letter is due at first Project Workbook Reporting Due Date.

- 1. A commitment letter signed by the Manager/Designated Representative that local funds, staff time, and resources are committed to develop, obligate, implement, and complete the project as noted in the project development schedule.
- 2. A copy of an approved local Capital Improvement Program (CIP)/budget document that documents the project work phases and local funds committed to complete the project.

Listing of Project Status Workbooks Received and Commitment Letters On File for October, 2015 Data Collection

TIP ID	Agency	Work Year	Location	Work	Funding	Federal	Total	Status Workbook Received	Commitment Letter on File	Note
APJ17-401	Apache Junction	2017	Southern Ave, Winchester Rd to Royal Palms Rd; Winchester Rd, Hondo Ave to Southern Ave	Reconstruct sidewalks with ADA compliant ramps and driveways.	CMAQ	197,604	229,548	✓	✓	
AVN15-441C	Avondale	2017	I-10 and the Agua Fria	Construct asphalt path and underpass	CMAQ	1,264,427	1,340,856	✓	✓	
AVN16-409	Avondale	2017	McDowell Rd from Dysart Road to Avondale Boulevard.	Install fiber communications backbone	CMAQ	424,498	881,544	✓	✓	
AVN16-410	Avondale	2016	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	HSIP-MAG	207,000	207,000	✓	✓	
AVN16-412	Avondale	2016	Avondale (Citywide)	Construct Pedestrian Countdown Signals and Accessible Pedestrian Signals	HSIP-MAG	255,744	255,744	✓	✓	
AVN17-406	Avondale	2017	Van Buren St from the Agua Fria River to 113th Ave.	Construct multi use path with lighting, landscaping, water fountains, and other pedestrian and bicycle amenities.	TAP-MAG	2,011,664	2,183,260	✓	✓	
AVN17-470	Avondale	2017	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	HSIP-MAG	216,000	216,000	✓	✓	
BKY14-403	Buckeye	2016	Buckeye (Citywide)	Procure and Install Sign Management System and Sign Upgrade	HSIP-MAG	167,400	167,400	✓	✓	
BKY15-431C	Buckeye	2016	Watson Road North of Van Buren to McDowell	Pave dirt road	CMAQ	964,532	1,049,130	✓	✓	
BKY17-401	Buckeye	2017	Rainbow Rd: Durango St to Lower Buckeye Rd; Lower Buckeye Rd: Rainbow Rd to Watson Rd; Watson Rd to Durango St.	Construct multiuse path	CMAQ	1,083,628	1,194,128	✓	✓	
CHN16-401	Chandler	2016	Citywide	Signal Equipment Upgrades: Flashing Yellow	CMAQ	633,281	671,560	✓	✓	
CHN16-402	Chandler	2016	Western Canal Crossing Improvement at UPRR	Construct multiuse path and crossing	CMAQ	355,275	376,750	✓	✓	
CHN16-403	Chandler	2016	Area bounded by Dobson Rd, Alma School Rd, Elliot Rd and Warner Rd	Pave dirt road	CMAQ	570,515	595,000	✓	✓	
CHN16-404	Chandler	2016	Various Locations on Ray, Frye, Price and connection from Frye to Cooper	Construct portions of three different bike lanes on Ray Rd, Frye Rd, Price Rd and related improvements. Add multi-use path to connect Frye Rd. bike ro	TAP-MAG	231,290	260,270	✓	✓	
DOT16-460	ADOT	2016	202 (Santan): Dobson Rd - Ray Rd	Construct FMS	CMAQ	5,940,900	6,300,000	✓		A commitment letter is not required for ADOT projects
DOT16-461	ADOT	2016	303 (Estrella): Northern Ave - Clearview Blvd	Design FMS	CMAQ	518,650	550,000	✓		A commitment letter is not required for ADOT projects
DOT16-462	ADOT	2016	303 (Estrella): Lake Pleasant Rd - I-17	Design FMS	CMAQ	518,650	550,000	✓		A commitment letter is not required for ADOT projects
DOT16-463	ADOT	2016	MAG regionwide	Design/Construct FMS Rehabilitation	CMAQ	1,244,760	1,320,000	✓		A commitment letter is not required for ADOT projects
DOT17-460	ADOT	2017	202 (Santan): Ray Rd - Broadway Rd	Construct FMS	CMAQ	4,149,200	4,400,000	✓		A commitment letter is not required for ADOT projects

Listing of Project Status Workbooks Received and Commitment Letters On File for October, 2015 Data Collection

TIP ID	Agency	Work Year	Location	Work	Funding	Federal	Total	Status Workbook Received	Commitment Letter on File	Note
DOT17-461	ADOT	2017	MAG regionwide	Construct FMS Rehabilitation, Phase 2	CMAQ	3,394,800	4,320,000	✓		A commitment letter is not required for ADOT projects
DOT18-460	ADOT	2018	10 (Papago): Cotton Lane - Dysart Rd	Construct FMS	CMAQ	3,922,880	4,160,000	✓		A commitment letter is not required for ADOT projects
DOT18-461	ADOT	2018	303 (Estrella): I-10 - Northern Ave	Construct FMS	CMAQ	3,922,880	4,160,000	✓		A commitment letter is not required for ADOT projects
DOT18-462	ADOT	2018	MAG regionwide	Design FMS Rehabilitation, Phase 3	CMAQ	377,200	400,000	✓		A commitment letter is not required for ADOT projects
FTH14-101	Fountain Hills	2017	Shea Blvd. and Downtown Area.	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	CMAQ	922,616	1,212,023	✓	✓	
FTH14-102	Fountain Hills	2018	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Construct/Pave Dirt Shoulders	CMAQ	255,364	270,800	✓	✓	
FTH14-103	Fountain Hills	2018	Fountain Hills (Townwide)	Preliminary Engineering for Arterial Street STOP Sign Upgrade	HSIP-MAG	15,000	15,000	✓	✓	
FTH15-101	Fountain Hills	2017	Fountain Hills (Townwide)	Procure and Install Arterial Street STOP Sign Upgrade	HSIP-MAG	31,800	31,800	✓	✓	
GDY16-406	Goodyear	2016	Goodyear (Citywide)	Procure and Install Sign Management System and Sign Upgrade	HSIP-MAG	75,000	75,000	✓	✓	
GDY17-402	Goodyear	2017	Various locations	Fiber Installation and Signal Communications Hardware	CMAQ	820,001	869,567	✓	✓	
GLB16-401	Gilbert	2016	Northwest Gilbert Area	Fiber Installation and ITS Components, Segment 2.	CMAQ	1,095,671	1,161,980	✓	✓	
GLN14-101	Glendale	2016	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	CMAQ	904,164	1,081,664	✓	✓	
GLN14-104RW	Glendale	2016	59th Avenue and Olive	Right-of-way Intersection Safety Improvements	HSIP-MAG	100,382	230,432	✓	✓	
GLN16-401	Glendale	2017	Various Locations	Fiber Installation and ITS Components	CMAQ	904,728	959,415	✓	✓	
GLN16-402	Glendale	2017	Citywide	Data Collection Station Installation and Database Development	CMAQ	555,470	589,046	✓	✓	
GLN16-403	Glendale	2016	55th Avenue Widening for Bike Lanes and Sidewalk	Widen roadway to add sidewalk, curb and gutter and bicycle lanes	CMAQ	159,266	404,603	✓	✓	
GLN16-404	Glendale	2016	Thunderbird Paseo Pathway at Sweetwater Ave, Thunderbird Paseo Pathway at Hearn Rd, Thunderbird Paseo Pathway at 71st Ave, Sk	Construct multiple access points to pathways	CMAQ	107,832	255,332	✓	✓	
GLN16-405	Glendale	2016	New River North Shared Use Pathway, Patrick Ln to Hillcrest Blvd	Construct multiuse path and cannal crossing	CMAQ	330,850	370,848	✓	✓	
GLN17-401	Glendale	2017	Maryland Ave, 95th Ave to 99th Ave	Lane Control Signs and Dynamic Message Signs	CMAQ	1,222,193	1,296,069	✓	✓	

Listing of Project Status Workbooks Received and Commitment Letters On File for October, 2015 Data Collection

TIP ID	Agency	Work Year	Location	Work	Funding	Federal	Total	Status Workbook Received	Commitment Letter on File	Note
GLN17-402	Glendale	2017	59th Avenue and Olive	Construct Intersection Safety Improvements	HSIP-MAG	1,395,146	2,893,312	✓	✓	
GLN17-403	Glendale	2017	65TH Ave and Bethany Home Rd.	Construct HAWK related improvements -accessible ramps, countdown pedestrian signals, street lighting, and striping.	TAP-MAG	278,110	300,920	✓	✓	
MAR14-403	Maricopa (City)	2016	MCG Highway: Porter Road to White and Parker	Design Roadway Widening	STP-MAG	512,000	543,000	✓	✓	
MAR15-402	Maricopa (City)	2018	MCG Highway: Porter Road to White and Parker	Construct Roadway Widening	STP-MAG	28,000	29,700	✓		A commitment letter was not requested for 2018 projects; commitment letters will be due next year.
MAR15-402C2	Maricopa (City)	2018	MCG Highway: Porter Road to White and Parker	Construct Roadway Widening	STP-MAG	2,000,000	2,792,613	✓		A commitment letter was not requested for 2018 projects; commitment letters will be due next year.
MAR15-407	Maricopa (City)	2016	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	Pave Unpaved Roadway.	CMAQ-2.5	501,232	531,529	✓	✓	
MAR16-470	Maricopa (City)	2016	Maricopa (Citywide)	Preliminary Engineering/Design/ Procurement/ Installation for Sign Management System and Sign Upgrade (Phase II)	HSIP-MAG	241,800	241,800	✓	✓	
MES16-401	Mesa	2016	Various Locations	Procure and Install: East Valley Arterial Congestion Monitoring: Wireless detectors.	CMAQ	655,385	695,000	✓	✓	
MES16-402	Mesa	2016	Citywide	Integrate 911 Data in RADS to Support Incident Management	CMAQ	56,580	60,000	✓	✓	
MMA14-103	Maricopa County	2016	Various Low Volume Roads	Construct/Pave Dirt Roads	CMAQ	1,117,455	1,185,000	✓	✓	
MMA15-434C	Maricopa County	2016	New River Area	Pave seven various dirt roads (Phase 1)	CMAQ	1,072,645	1,137,481	✓		The sponsoring agency has requested to abandon the project
MMA15-434C2	Maricopa County	2017	New River Area	Pave seven various dirt roads (Phase 2)	CMAQ	1,001,955	1,062,519	✓	✓	
MMA15-436C	Maricopa County	2016	Rockaway Hills Drive, beginning of Maintenance to End of Maintenance	Pave dirt road	CMAQ	235,750	250,000	✓	✓	
MMA16-401	Maricopa County	2017	McLellan from 103rd Street to Signal Butte Road and 104th Street from beginning of maintenance to McLellan Road	Pave dirt road	CMAQ	452,640	480,000	✓	✓	
MMA17-401	Maricopa County	2017	Various	Fiber Installation and ITS Software Upgrade	CMAQ	429,988	535,120	✓		The sponsoring agency has requested to abandon the project
MMA17-402	Maricopa County	2017	Riggs Rd, Sun Lakes Blvd to Arizona Ave and Alma School Rd, Chandler Heights Blvd to Riggs Rd.	Regional Community Network New Connections	CMAQ	734,295	778,680	✓	✓	
MMA17-403	Maricopa County	2017	10th Street, Dove Valley Road to Paint Your Wagon Trail and Dove Valley Road, 12th Street to 14th Street	Pave dirt road	CMAQ	1,112,740	1,180,000	✓	✓	
MMA17-404	Maricopa County	2017	31st Avenue from Olney Avenue to McKen Street, Olney Avenue from Beginning of Maintenance to 31st Avenue; 44th Avenue from End of Maintenance to Calle Poco; 47th Avenue from Estrella Drive to Cummins Avenue	Pave dirt road	CMAQ	792,120	840,000	✓	✓	
PEO16-401	Peoria	2016	75th Ave, 2,500 ft north of Greenway to Paradise Ln; Paradise Ln, 75th Ave to 77th Ave	Traffic Signal Communications Deployment	CMAQ	206,772	219,271	✓	✓	

Listing of Project Status Workbooks Received and Commitment Letters On File for October, 2015 Data Collection

TIP ID	Agency	Work Year	Location	Work	Funding	Federal	Total	Status Workbook Received	Commitment Letter on File	Note
PEO17-401	Peoria	2017	City of Peoria, DCSB Building, TMC 9875 N. 85th Avenue	TMC Equipment Upgrade	CMAQ	482,345	511,501	✓	✓	
PHX15-446CR1	Phoenix	2016	Various Locations in Phoenix	Procure bicycles, kiosks, racks, and smart bike technology for Regional Bike Share Program	CMAQ	777,975	825,000	✓	✓	
PHX15-461	Phoenix	2016	Phoenix (Various)	Procure and install Dynamic Message Signs - 7th Ave, Camelback Road, McDowell Road	CMAQ	834,811	1,959,721	✓	✓	
PHX15-463	Phoenix	2016	City of Phoenix (Various)	Procure, install, and provision traffic monitoring cameras	CMAQ	730,891	776,379	✓	✓	
PHX16-413	Phoenix	2018	Shea blvd: 32nd St to SR51	Construct multiuse path	CMAQ	364,941	387,000	✓		A commitment letter was not requested for 2018 projects; commitment letters will be due next year.
PHX16-415	Phoenix	2016	Rio Salado Pathway: 32nd Street to SR 143	Construct multiuse path and outlooks	CMAQ	3,180,952	3,373,225	✓	✓	
PHX16-417	Phoenix	2016	Various Locations: Quarter Sections 25-26, 25-28, 25-29, 25-30	Pave dirt alleys	CMAQ	1,253,410	1,571,390	✓	✓	
PHX16-419C	Phoenix	2016	Palm Ln: 35th-37th Av; 36th Av: Palm Ln-McDowell Rd; HAWK - 35th Av between Palm Ln and Granada Rd	Install missing sidewalk on Palm Lane and HAWK pedestrian signal on 35th Ave.	TAP-MAG	620,447	657,950	✓	✓	
PHX16-420	Phoenix	2016	First Street: McKinley St to Moreland St.	Construct and right-of-way to reduce roadway width, increase sidewalk width and add parking, landscaping, ramps, benches, trash receptacles, bike rac	TAP-MAG	2,008,873	2,130,300	✓	✓	
PHX16-421	Phoenix	2016	200' E and W of the Thomas Rd & Grand Canal intersection, and approx. 200' N and S along the Grand Canal	Construct multi use path segments.	TAP-MAG	320,988	340,390	✓	✓	
PHX17-416	Phoenix	2017	Downtown Phoenix	Downtown Traffic Management System Upgrade, and additional DMSS	CMAQ	566,507	600,750	✓	✓	
PHX17-417	Phoenix	2017	Various Locations: Quarter Sections 27-19, 27-20, 27-25, 28-19.	Pave dirt alleys	CMAQ	1,289,909	1,629,909	✓	✓	
PHX17-418	Phoenix	2017	107th Ave, Camelback Rd to Indian School Rd	Construct additional through lanes and pedestrian and bicycle improvements	CMAQ	900,000	3,398,216	✓	✓	
PNL15-409	Pinal County	2017	Barnes Rd: White & Parker Rd to Fuqua Rd; Fuqua Rd: Barnes Rd to Lealand Rd	Pave Unpaved Roadway.	CMAQ-2.5	1,360,119	1,948,835	✓	✓	
PNL15-410	Pinal County	2017	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Pave Unpaved Roadway.	CMAQ-2.5	1,178,750	1,290,950	✓	✓	
PVY16-401	Paradise Valley	2016	Paradise Valley (Townwide)	Procure and Install Sign Management System and Sign Upgrade	HSIP-MAG	190,234	190,234	✓	✓	
SCT12-102C2	Scottsdale	2016	Hayden Rd/Thomas Rd	Construct Intersection improvement	HSIP-MAG	324,440	344,051	✓	✓	
SCT16-401	Scottsdale	2016	Citywide	Traffic Signal Cabinet Upgrades	CMAQ	678,960	720,000	✓	✓	
SCT16-402	Scottsdale	2016	Shared Use Pathway Shea Tunnel Access / 124th St	Construct nonmotorized access improvements to the existing Shea Tunnel, multiuse path and wash crossings	CMAQ	1,253,032	1,328,772	✓	✓	

Listing of Project Status Workbooks Received and Commitment Letters On File for October, 2015 Data Collection

TIP ID	Agency	Work Year	Location	Work	Funding	Federal	Total	Status Workbook Received	Commitment Letter on File	Note
SCT17-401	Scottsdale	2017	Citywide	Traffic Signal Cabinet Upgrades	CMAQ	678,960	720,000	✓	✓	
SCT17-402	Scottsdale	2017	Shared Use Pathway WestWorld/Indian Bend	Construct sidewalk, multiuse path and enhanced street crossings	CMAQ	4,223,645	4,478,945	✓	✓	
SRP16-401	Salt River Pima-Maricopa Indian Community	2016	Longmore Road, Osborn Rd to McDowell Rd	Design and construct sidewalk with trees and benches at school bus stops and other locations as needed	CMAQ	497,796	577,885	✓	✓	
SUR16-401	Surprise	2016	Jomax Road from 147th Avenue to East City Limit (133rd Avenue)	Pave dirt road	CMAQ	707,250	750,000	✓	✓	
SUR17-401	Surprise	2017	Reems Rd, Peoria Ave between Waddell Rd; Reems Rd north of Waddell Rd; Litchfield Rd south of Waddell Rd	Fiber Installation and Dynamic Message Signs	CMAQ	804,851	928,500	✓	✓	
SUR17-402	Surprise	2017	5' Sidewalk Reems Rd	Construct sidewalk	CMAQ	198,900	210,925	✓	✓	
TMP16-403	Tempe	2016	Rural Rd within Tempe Boundaries	Conduit and Fiber Installation	CMAQ	983,626	1,043,081	✓	✓	
TMP16-404	Tempe	2016	Shared Use Path Priest Drive Underpass	Construct connection for Multi use path	CMAQ	1,165,396	1,235,839	✓	✓	
TMP17-402	Tempe	2017	Rural Rd within Tempe boundaries	Conduit and Fiber Installation	CMAQ	887,390	941,028	✓	✓	
TMP17-403	Tempe	2017	10' Shared Use Path on 8th Street	Construct connection for Multi use path	CMAQ	1,379,021	1,462,376	✓	✓	
TMP17-404	Tempe	2017	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	3,459,074	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization	
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved			
ADOT DOT18-462 (FFY 2018)	Location	MAG regionwide	Target Dates			NA	NA	NA	NA	NA	NA	9/30/18	None
	Work	Design FMS Rehabilitation, Phase 3	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	6/30/18	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	6/30/18	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	377,200		Expected Date	NA	NA	NA	NA	NA	NA	NA	6/30/18	
	Total	400,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	
ADOT DOT16-461 (FFY 2016)	Location	303 (Estrella): Northern Ave - Clearview Blvd	Target Dates			NA	NA	NA	NA	NA	NA	9/30/16	None
	Work	Design FMS	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	3/16/16	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	6/30/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Environmental Assessment		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	
	CMAQ	518,650		Expected Date	NA	NA	NA	NA	NA	NA	NA	6/30/16	
	Total	550,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	
ADOT DOT16-462 (FFY 2016)	Location	303 (Estrella): Lake Pleasant Rd - I-17	Target Dates			NA	NA	NA	NA	NA	NA	9/30/16	None
	Work	Design FMS	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	3/15/16	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	3/15/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Environmental Assessment		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	518,650		Expected Date	NA	NA	NA	NA	NA	NA	NA	3/15/16	
	Total	550,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
ADOT DOT16-463 (FFY 2016)	Location	MAG regionwide	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Design/Construct FMS Rehabilitation	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Project Type	Construction		Current	NA	1/1/15	3/10/16	1/1/15	12/14/15	1/1/15	12/2/15	NA	9/15/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,244,760		Expected Date	NA	1/1/15	3/10/16	1/1/15	12/14/15	1/1/15	12/2/15	NA	9/15/16	
	Total	1,320,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
ADOT DOT17-461 (FFY 2017)	Location	MAG regionwide	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct FMS Rehabilitation, Phase 2	Agency Schedule	Initial	10/8/13	NA	9/30/16	NA	3/31/16	NA	3/31/16	NA	NA	
	Project Type	Construction		Current	10/8/13	6/23/14	10/26/15	6/23/14	7/31/15	10/8/13	8/4/15	NA	9/15/17	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	12.0	0.0	8.0	0.0	8.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	3,394,800		Expected Date	10/8/13	6/23/14	10/26/15	6/23/14	7/31/15	10/8/13	8/4/15	NA	9/15/17	
	Total	4,320,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
ADOT DOT18-461 (FFY 2018)	Location	303 (Estrella): I-10 - Northern Ave	Target Dates			6/1/17	6/30/18	6/1/17	6/30/18	6/1/17	6/30/18	NA	9/30/18	None
	Work	Construct FMS	Agency Schedule	Initial	1/1/16	2/1/16	9/1/17	2/1/16	2/1/17	2/1/16	2/1/17	NA	12/31/17	
	Project Type	Construction		Current	1/1/16	2/1/16	9/1/17	2/1/16	2/1/17	2/1/16	2/1/17	NA	12/31/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	3,922,880		Expected Date	1/1/16	2/1/16	9/1/17	2/1/16	2/1/17	2/1/16	2/1/17	NA	12/31/17	
	Total	4,160,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Authorization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
ADOT DOT16-460 (FFY 2016)	Location	202 (Santan): Dobson Rd - Ray Rd	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct FMS	Agency Schedule	Initial	9/13/13	9/8/14	7/24/15	11/5/14	7/24/15	11/5/14	10/1/14	NA	9/11/15	
	Project Type	Construction		Current	9/13/13	9/8/14	7/24/15	11/5/14	8/14/15	11/5/14	5/4/15	NA	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	1.0	0.0	8.0	0.0	0.0	
	CMAQ	5,940,900		Expected Date	9/13/13	9/8/14	7/24/15	11/5/14	8/14/15	11/5/14	5/4/15	NA	NA	
	Total	6,300,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
ADOT DOT16-460 (FFY 2016)	Location	202 (Santan): Dobson Rd - Ray Rd	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct FMS	Agency Schedule	Initial	9/13/13	9/8/14	7/24/15	11/5/14	7/24/15	11/5/14	10/1/14	NA	9/11/15	
	Project Type	Construction		Current	9/13/13	9/8/14	7/24/15	11/5/14	8/14/15	11/5/14	5/4/15	NA	12/2/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	1.0	0.0	8.0	0.0	3.0	
	CMAQ	5,940,900		Expected Date	9/13/13	9/8/14	7/24/15	11/5/14	8/14/15	11/5/14	5/4/15	NA	12/2/15	
	Total	6,300,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Apache Junction AP17-401 (FFY 2017)	Location	Southern Ave, Winchester Rd to Royal Palms Rd; Winchester Rd, Hondo Ave to Southern Ave	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Reconstruct sidewalks with ADA compliant ramps and driveways.	Agency Schedule	Initial	NA	6/1/16	6/1/17	12/1/15	12/1/16	12/1/15	12/1/16	12/1/15	7/1/17	
	Project Type	Construction		Current	NA	6/1/16	6/1/17	12/1/15	12/1/16	12/1/15	12/1/16	12/1/15	7/1/17	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	197,604		Expected Date	NA	6/1/16	6/1/17	12/1/15	12/1/16	12/1/15	12/1/16	12/1/15	7/1/17	
	Total	229,548		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Authorization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Avondale AVN15-441C (FFY 2017)	Location	I-10 and the Agua Fria	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct asphalt path and underpass	Agency Schedule	Initial	4/9/14	5/30/16	3/12/16	3/1/15	12/18/15	1/28/16	3/12/16	6/24/13	5/15/16	
	Project Type	Construction		Current	4/9/14	5/30/16	3/12/16	3/1/15	12/18/15	1/28/16	3/12/16	6/24/13	5/15/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,264,427		Expected Date	4/9/14	5/30/16	3/12/16	3/1/15	12/18/15	1/28/16	3/12/16	6/24/13	5/15/16	
	Total	1,340,856		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Avondale AVN16-409 (FFY 2017)	Location	McDowell Rd from Dysart Road to Avondale Boulevard.	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Install fiber communications backbone	Agency Schedule	Initial	7/15/16	NA	7/15/16	NA	4/1/16	NA	4/1/16	NA	NA	
	Project Type	Construction		Current	7/15/16	9/15/16	6/1/17	1/1/16	4/1/17	1/1/16	4/1/17	1/1/16	9/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	12.0	0.0	13.0	0.0	13.0	0.0	0.0	
	CMAQ	424,498		Expected Date	7/15/16	9/15/16	6/1/17	1/1/16	4/1/17	1/1/16	4/1/17	1/1/16	9/15/17	
	Total	881,544		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Avondale AVN16-412 (FFY 2016)	Location	Avondale (Citywide)	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	This project has minimal environmental requirements.
	Work	Construct Pedestrian Countdown Signals and Accessible Pedestrian Signals	Agency Schedule	Initial	NA	NA	5/1/16	6/30/15	5/1/16	NA	5/1/16	4/1/16	7/30/16	
	Project Type	Construction		Current	NA	6/1/15	5/1/16	6/30/15	5/1/16	NA	5/1/16	4/1/16	7/30/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	HSIP-MAG	255,744		Expected Date	NA	6/1/15	5/1/16	6/30/15	5/1/16	NA	5/1/16	4/1/16	7/30/16	
	Total	255,744		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Avondale (FFY 2016)	Location	Avondale (Citywide)	Target Dates			NA	6/30/16	NA	6/30/16	NA	NA	NA	9/30/16	None
	Work	Procure and Install Sign Management System and Sign Upgrade	Agency Schedule	Initial	NA	NA	5/1/16	4/1/14	5/1/16	NA	5/1/16	5/30/15	7/30/16	
	Project Type	Procurement		Current	NA	NA	5/1/16	4/1/14	5/1/16	NA	5/1/16	5/30/15	7/30/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	HSIP-MAG	207,000		Expected Date	NA	NA	5/1/16	4/1/14	5/1/16	NA	5/1/16	5/30/15	7/30/16	
	Total	207,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Avondale (FFY 2017)	Location	Avondale (Citywide)	Target Dates			NA	6/30/17	NA	6/30/17	NA	NA	NA	9/30/17	None
	Work	Procure and Install Sign Management System and Sign Upgrade	Agency Schedule	Initial	NA	NA	5/1/17	4/1/14	5/1/17	NA	5/1/17	5/30/15	7/30/17	
	Project Type	Procurement		Current	NA	NA	6/1/16	4/1/14	5/1/17	NA	5/1/17	5/30/15	7/30/17	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	HSIP-MAG	216,000		Expected Date	NA	NA	6/1/16	4/1/14	5/1/17	NA	5/1/17	5/30/15	7/30/17	
	Total	216,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Avondale (FFY 2017)	Location	Van Buren St from the Agua Fria River to 113th Ave.	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct multi use path with lighting, landscaping, water fountains, and other pedestrian and bicycle amenities.	Agency Schedule	Initial	1/1/16	7/1/16	6/1/17	1/1/16	12/1/16	1/1/16	12/1/16	7/1/16	9/1/16	
	Project Type	Construction		Current	1/1/16	7/1/16	6/1/17	1/1/16	12/1/16	1/1/16	12/1/16	7/1/16	9/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TAP-MAG	2,011,664		Expected Date	1/1/16	7/1/16	6/1/17	1/1/16	12/1/16	1/1/16	12/1/16	7/1/16	9/1/16	
	Total	2,183,260		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Buckeye BKY15-431C (FFY 2016)	Location	Watson Road North of Van Buren to McDowell	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Pave dirt road	Agency Schedule	Initial	11/26/13	4/3/14	12/14/15	7/24/14	11/1/15	2/24/14	10/29/15	1/30/16	1/15/16	
	Project Type	Construction		Current	11/26/13	4/3/14	12/14/15	7/24/14	11/1/15	2/24/14	10/29/15	1/30/16	1/15/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	964,532		Expected Date	11/26/13	4/3/14	12/14/15	7/24/14	11/1/15	2/24/14	10/29/15	1/30/16	1/15/16	
	Total	1,049,130		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Buckeye BKY17-401 (FFY 2017)	Location	Rainbow Rd: Durango St to Lower Buckeye Rd; Lower Buckeye Rd: Rainbow Rd to Sundance Park	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct multiuse path	Agency Schedule	Initial	1/31/15	3/31/16	6/1/17	9/30/15	6/30/16	9/30/15	6/30/16	3/1/15	7/1/17	
	Project Type	Construction		Current	1/31/15	3/31/16	6/1/17	9/30/15	6/30/16	9/30/15	6/30/16	3/1/15	7/1/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,083,628		Expected Date	1/31/15	3/31/16	6/1/17	9/30/15	6/30/16	9/30/15	6/30/16	3/1/15	7/1/17	
	Total	1,194,128		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Buckeye BKY14-403 (FFY 2016)	Location	Buckeye (Citywide)	Target Dates			NA	6/30/16	NA	6/30/16	NA	NA	NA	9/30/16	None
	Work	Procure and Install Sign Management System and Sign Upgrade	Agency Schedule	Initial	NA	NA	6/1/16	4/1/14	4/1/14	4/1/14	4/1/14	12/1/15	8/1/16	
	Project Type	Procurement		Current	NA	NA	6/1/16	4/1/14	4/1/14	4/1/14	4/1/14	2/17/15	8/1/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	HSIP-MAG	167,400		Expected Date	NA	NA	6/1/16	4/1/14	4/1/14	4/1/14	4/1/14	2/17/15	8/1/16	
	Total	167,400		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Chandler CHN16-402 (FFY 2016)	Location	Western Canal Crossing Improvement at UPRR	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct multiuse path and crossing	Agency Schedule	Initial	12/1/14	1/1/15	6/1/16	6/30/15	6/30/16	1/1/15	6/30/16	NA	9/15/16	
	Project Type	Construction		Current	12/1/14	1/1/15	6/1/16	6/1/15	6/18/15	1/1/15	6/30/16	NA	9/15/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	1.0	13.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	355,275		Expected Date	12/1/14	1/1/15	6/1/16	6/1/15	6/18/15	1/1/15	6/30/16	NA	9/15/16	
	Total	376,750		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Chandler CHN16-403 (FFY 2016)	Location	Area bounded by Dobson Rd, Alma School Rd, Elliot Rd and Warner Rd	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Pave dirt road	Agency Schedule	Initial	NA	NA	12/31/15	7/1/14	6/30/15	7/1/14	7/31/15	NA	8/31/15	
	Project Type	Construction		Current	NA	NA	6/30/15	7/1/14	6/26/15	NA	7/15/15	NA	12/31/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	
	CMAQ	570,515		Expected Date	NA	NA	6/30/15	7/1/14	6/26/15	NA	7/15/15	NA	12/31/15	
	Total	595,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Chandler CHN16-401 (FFY 2016)	Location	Citywide	Target Dates			NA	6/30/16	NA	6/30/16	NA	NA	NA	9/30/16	None
	Work	Signal Equipment Upgrades: Flashing Yellow	Agency Schedule	Initial	NA	NA	9/30/15	6/1/15	8/30/15	NA	9/30/15	NA	11/30/15	
	Project Type	Procurement		Current	NA	NA	11/30/15	12/1/15	3/1/16	NA	5/30/16	NA	9/15/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	2.0	7.0	7.0	0.0	9.0	0.0	10.0	
	CMAQ	633,281		Expected Date	NA	NA	11/30/15	12/1/15	3/1/16	NA	5/30/16	NA	9/15/16	
	Total	671,560		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Authorization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Chandler CHN16-404 (FFY 2016)	Location	Various Locations on Ray, Frye, Price and connection from Frye to Cooper	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct portions of three different bike lanes on Ray Rd, Frye Rd, Price Rd and related improvements. Add multi-use path to connect Frye Rd. bike ro	Agency Schedule	Initial	12/15/14	2/1/15	2/28/16	2/1/15	5/30/16	5/1/15	1/30/16	NA	3/30/16	
	Project Type	Construction		Current	12/15/14	2/1/15	2/28/16	2/1/15	11/30/15	5/1/15	1/30/16	NA	3/30/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TAP-MAG	231,290		Expected Date	12/15/14	2/1/15	2/28/16	2/1/15	11/30/15	5/1/15	1/30/16	NA	3/30/16	
	Total	260,270		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Fountain Hills FTH14-101 (FFY 2017)	Location	Shea Blvd. and Downtown Area.	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	Agency Schedule	Initial	NA	1/1/16	6/30/17	1/1/16	6/30/16	6/30/14	6/30/17	6/30/17	9/15/17	
	Project Type	Construction		Current	NA	1/1/16	6/30/17	1/1/16	6/30/16	6/30/14	6/30/17	6/30/17	9/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	922,616		Expected Date	NA	1/1/16	6/30/17	1/1/16	6/30/16	6/30/14	6/30/17	6/30/17	9/15/17	
	Total	1,212,023		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Fountain Hills FTH14-102 (FFY 2018)	Location	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Target Dates			6/1/17	6/30/18	6/1/17	6/30/18	6/1/17	6/30/18	NA	9/30/18	None
	Work	Construct/Pave Dirt Shoulders	Agency Schedule	Initial	NA	1/1/13	7/1/14	1/1/13	7/1/13	1/1/13	7/1/14	7/1/14	9/15/18	
	Project Type	Construction		Current	NA	1/1/13	7/1/14	1/1/13	7/1/13	1/1/13	7/1/14	7/1/14	9/15/18	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	255,364		Expected Date	NA	1/1/13	7/1/14	1/1/13	7/1/13	1/1/13	7/1/14	7/1/14	9/15/18	
	Total	270,800		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Fountain Hills FTH14-103 (FFY 2018)	Location	Fountain Hills (Townwide)	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/18	None
	Work	Preliminary Engineering for Arterial Street STOP Sign Upgrade	Agency Schedule	Initial	NA	NA	6/1/16	NA	NA	NA	NA	6/1/16	6/1/16	
	Project Type	Design		Current	NA	NA	6/1/16	NA	NA	NA	NA	6/1/16	6/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	HSIP-MAG	15,000		Expected Date	NA	NA	6/1/16	NA	NA	NA	NA	6/1/16	6/1/16	
	Total	15,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Fountain Hills FTH15-101 (FFY 2017)	Location	Fountain Hills (Townwide)	Target Dates			NA	6/30/17	NA	6/30/17	NA	NA	NA	9/30/17	None
	Work	Procure and Install Arterial Street STOP Sign Upgrade	Agency Schedule	Initial	NA	NA	6/1/17	7/1/16	6/1/17	NA	6/1/17	6/1/17	7/1/17	
	Project Type	Procurement		Current	NA	NA	6/1/17	7/1/16	6/1/17	NA	6/1/17	6/1/17	7/1/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	HSIP-MAG	31,800		Expected Date	NA	NA	6/1/17	7/1/16	6/1/17	NA	6/1/17	6/1/17	7/1/17	
	Total	31,800		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Gilbert GLB16-401 (FFY 2016)	Location	Northwest Gilbert Area	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Fiber Installation and ITS Components, Segment 2.	Agency Schedule	Initial	12/1/14	1/15/15	9/1/15	4/1/15	6/1/15	1/15/15	8/1/15	10/30/14	10/30/15	
	Project Type	Construction		Current	12/1/14	1/15/15	10/30/15	4/1/15	5/12/15	1/15/15	8/1/15	10/30/14	11/3/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,095,671		Expected Date	12/1/14	1/15/15	10/30/15	4/1/15	5/12/15	1/15/15	8/1/15	10/30/14	11/3/15	
	Total	1,161,980		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Authorization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Glendale GLN14-101 (FFY 2016)	Location	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	Agency Schedule	Initial	11/1/13	1/1/14	11/1/15	1/1/14	4/2/15	11/1/13	8/1/15	10/16/13	1/1/16	
	Project Type	Construction		Current	11/1/13	1/1/14	2/15/16	1/1/14	4/2/15	11/1/13	12/1/15	10/16/13	4/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	4.0	
	CMAQ	904,164		Expected Date	11/1/13	1/1/14	2/15/16	1/1/14	4/2/15	11/1/13	12/1/15	10/16/13	4/1/16	
	Total	1,081,664		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN16-404 (FFY 2016)	Location	Thunderbird Paseo Pathway at Sweetwater Ave, Thunderbird Paseo Pathway at Hearn Rd, Thunderbird Paseo Pathway at 71st Ave, Sk	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	The sponsoring agency has requested to defer the project to FFY 2018 due to issues with 404 permits.
	Work	Construct multiple access points to pathways	Agency Schedule	Initial	3/2/15	11/23/15	4/30/16	6/30/15	12/1/15	2/1/15	3/1/16	6/30/14	6/1/16	
	Project Type	Construction		Current	3/2/15	11/23/15	4/30/17	6/30/15	12/1/16	2/1/15	10/1/17	6/30/14	6/1/18	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Environmental Assessment		Months Behind	0.0	0.0	13.0	0.0	13.0	0.0	21.0	0.0	26.0	
	CMAQ	107,832		Expected Date	3/2/15	11/23/15	4/30/17	6/30/15	12/1/16	2/1/15	10/1/17	6/30/14	6/1/18	
	Total	255,332		Will Meet Target Dates	NA	✗	✗	✗	✗	✓	✗	✓	✗	
Glendale GLN16-403 (FFY 2016)	Location	55th Avenue Widening for Bike Lanes and Sidewalk	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Widen roadway to add sidewalk, curb and gutter and bicycle lanes	Agency Schedule	Initial	3/2/15	11/23/15	4/30/16	6/30/15	12/1/15	2/1/15	3/1/16	6/30/14	6/1/16	
	Project Type	Construction		Current	3/2/15	11/23/15	4/30/16	6/30/15	12/1/15	2/1/15	3/1/16	6/30/14	6/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	159,266		Expected Date	3/2/15	11/23/15	4/30/16	6/30/15	12/1/15	2/1/15	3/1/16	6/30/14	6/1/16	
	Total	404,603		Will Meet Target Dates	NA	✗	✓	✗	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Glendale GLN16-405 (FFY 2016)	Location	New River North Shared Use Pathway, Patrick Ln to Hillcrest Blvd	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	The sponsoring agency has requested to defer the project to FFY 2018 due to issues with 404 permits.
	Work	Construct multiuse path and cannal crossing	Agency Schedule	Initial	3/2/15	11/23/15	4/30/16	6/30/15	12/1/15	2/1/15	3/1/16	6/30/14	6/1/16	
	Project Type	Construction		Current	3/2/15	11/23/15	4/30/17	6/30/15	12/1/16	2/1/15	10/1/17	6/30/14	6/1/18	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	13.0	0.0	13.0	0.0	21.0	0.0	26.0	
	CMAQ	330,850		Expected Date	3/2/15	11/23/15	4/30/17	6/30/15	12/1/16	2/1/15	10/1/17	6/30/14	6/1/18	
	Total	370,848		Will Meet Target Dates	NA	✗	✗	✗	✗	✓	✗	✓	✗	
Glendale GLN16-402 (FFY 2017)	Location	Citywide	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Data Collection Station Installation and Database Development	Agency Schedule	Initial	6/3/15	1/31/16	5/1/17	6/30/15	10/31/16	6/30/15	2/1/17	10/14/14	8/1/17	
	Project Type	Construction		Current	6/3/15	1/1/16	11/1/16	8/1/15	12/1/16	8/1/15	10/1/16	10/14/14	4/1/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	1.0	6.0	0.0	0.0	0.0	4.0	0.0	4.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	0.0	
	CMAQ	555,470		Expected Date	6/3/15	1/1/16	11/1/16	8/1/15	12/1/16	8/1/15	10/1/16	10/14/14	4/1/17	
	Total	589,046		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN16-401 (FFY 2017)	Location	Various Locations	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Fiber Installation and ITS Components	Agency Schedule	Initial	6/30/15	1/31/16	5/1/17	6/30/15	10/31/16	6/30/15	2/1/17	10/14/14	8/1/17	
	Project Type	Construction		Current	6/30/15	1/31/16	5/1/17	6/30/15	10/31/16	6/30/15	2/1/17	10/14/14	8/1/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	904,728		Expected Date	6/30/15	1/31/16	5/1/17	6/30/15	10/31/16	6/30/15	2/1/17	10/14/14	8/1/17	
	Total	959,415		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Glendale GLN17-401 (FFY 2017)	Location	Maryland Ave, 95th Ave to 99th Ave	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Lane Control Signs and Dynamic Message Signs	Agency Schedule	Initial	5/15/15	1/31/16	5/1/17	6/30/15	10/31/16	6/30/15	2/1/17	10/14/14	8/1/17	
	Project Type	Construction		Current	5/15/15	10/15/15	3/1/17	5/15/15	6/1/16	5/15/15	10/1/16	10/14/14	9/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	4.0	2.0	2.0	5.0	2.0	4.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	
	CMAQ	1,222,193		Expected Date	5/15/15	10/15/15	3/1/17	5/15/15	6/1/16	5/15/15	10/1/16	10/14/14	9/15/17	
	Total	1,296,069		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN14-104RW (FFY 2016)	Location	59th Avenue and Olive	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	The scheduling dates for the project are not applicable as its is a right-of-way project only.
	Work	Right-of-way Intersection Safety Improvements	Agency Schedule	Initial	NA	8/1/15	5/1/17	11/15/15	8/15/16	6/1/15	6/1/17	5/27/14	8/1/17	
	Project Type	Right-of-way		Current	NA	8/1/15	5/1/17	10/15/15	2/28/16	2/1/16	6/1/16	6/1/16	9/15/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	1.0	6.0	0.0	13.0	0.0	11.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	9.0	0.0	26.0	0.0	
	HSIP-MAG	100,382		Expected Date	NA	8/1/15	5/1/17	10/15/15	2/28/16	2/1/16	6/1/16	6/1/16	9/15/16	
	Total	230,432		Will Meet Target Dates	NA	✓	✓	✓	✓	✗	✓	✓	✓	
Glendale GLN17-402 (FFY 2017)	Location	59th Avenue and Olive	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct Intersection Safety Improvements	Agency Schedule	Initial	NA	3/1/16	6/1/17	11/15/15	8/15/16	6/1/15	6/1/17	5/27/14	8/1/17	
	Project Type	Construction		Current	NA	3/1/16	6/1/17	10/15/15	2/28/16	2/1/16	6/1/16	6/1/16	8/1/17	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	1.0	6.0	0.0	13.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	9.0	0.0	26.0	0.0	
	HSIP-MAG	1,395,146		Expected Date	NA	3/1/16	6/1/17	10/15/15	2/28/16	2/1/16	6/1/16	6/1/16	8/1/17	
	Total	2,893,312		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Glendale GLN17-403 (FFY 2017)	Location	65TH Ave and Bethany Home Rd.	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct HAWK related improvements -accessible ramps, countdown pedestrian signals, street lighting, and striping.	Agency Schedule	Initial	10/15/15	2/1/16	6/1/17	8/1/15	8/1/16	7/1/15	12/1/16	3/24/15	8/1/17	
	Project Type	Construction		Current	10/15/15	2/1/16	2/2/17	8/1/15	10/21/16	7/1/15	12/1/16	3/24/15	3/30/17	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	
	TAP-MAG	278,110		Expected Date	10/15/15	2/1/16	2/2/17	8/1/15	10/21/16	7/1/15	12/1/16	3/24/15	3/30/17	
	Total	300,920		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Goodyear GDY17-402 (FFY 2017)	Location	Various locations	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Fiber Installation and Signal Communications Hardware	Agency Schedule	Initial	10/1/15	6/1/16	3/1/17	12/1/15	6/1/16	10/1/15	8/1/16	6/1/14	5/1/17	
	Project Type	Construction		Current	10/1/15	6/1/16	3/1/17	12/1/15	6/1/16	12/1/15	8/1/16	6/1/14	5/1/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	
	CMAQ	820,001		Expected Date	10/1/15	6/1/16	3/1/17	12/1/15	6/1/16	12/1/15	8/1/16	6/1/14	5/1/17	
	Total	869,567		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Goodyear GDY16-406 (FFY 2016)	Location	Goodyear (Citywide)	Target Dates			NA	6/30/16	NA	6/30/16	NA	NA	NA	9/30/16	None
	Work	Procure and Install Sign Management System and Sign Upgrade	Agency Schedule	Initial	NA	NA	6/1/16	4/1/14	4/1/14	4/1/14	4/1/14	12/1/15	8/1/16	
	Project Type	Procurement		Current	NA	NA	6/1/16	4/1/14	4/1/14	NA	4/1/14	5/27/14	8/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	HSIP-MAG	75,000		Expected Date	NA	NA	6/1/16	4/1/14	4/1/14	NA	4/1/14	5/27/14	8/1/16	
	Total	75,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Authorization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Litchfield Park LPK17-401 (FFY 2017)	Location	Old Litchfield Road, Bird Ln to Fairway Dr	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct sidewalk and related ADA upgrades with landscaping.	Agency Schedule	Initial	1/1/16	6/1/16	6/1/17	1/1/16	6/1/16	1/1/16	1/1/17	1/1/16	9/1/15	
	Project Type	None		Current	1/1/16	6/1/16	6/1/17	1/1/16	6/1/16	1/1/16	1/1/17	1/1/16	9/1/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	213,911		Expected Date	1/1/16	6/1/16	6/1/17	1/1/16	6/1/16	1/1/16	1/1/17	1/1/16	9/1/15	
	Total	244,341		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Maricopa (City) MAR15-407 (FFY 2016)	Location	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Pave Unpaved Roadway.	Agency Schedule	Initial	8/1/15	NA	4/1/16	6/1/15	9/1/15	7/1/15	9/1/15	3/1/15	NA	
	Project Type	Construction		Current	8/1/15	NA	4/1/16	6/1/15	9/1/15	7/1/15	9/1/15	3/1/15	6/17/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ-2.5	501,232		Expected Date	8/1/15	NA	4/1/16	6/1/15	9/1/15	7/1/15	9/1/15	3/1/15	6/17/15	
	Total	531,529		Will Meet Target Dates	NA	✓	✓	✓	✓	✗	✓	✓	✓	
Maricopa (City) MAR16-470 (FFY 2016)	Location	Maricopa (Citywide)	Target Dates			NA	6/30/16	NA	6/30/16	NA	NA	NA	9/30/16	None
	Work	Preliminary Engineering/Design/ Procurement/ Installation for Sign Management System and Sign Upgrade (Phase II)	Agency Schedule	Initial	NA	NA	6/1/16	6/1/15	6/1/16	6/1/15	6/1/15	2/3/15	NA	
	Project Type	Procurement		Current	NA	NA	6/1/16	6/1/15	6/1/16	6/1/15	6/1/15	2/3/15	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	HSIP-MAG	241,800		Expected Date	NA	NA	6/1/16	6/1/15	6/1/16	6/1/15	6/1/15	2/3/15	NA	
	Total	241,800		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Maricopa (City) MAR15-402 (FFY 2018)	Location	MCG Highway: Porter Road to White and Parker	Target Dates			NA	NA	NA	NA	NA	NA	9/30/18	None	
	Work	Construct Roadway Widening	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	2/13/13		NA
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	2/13/13		NA
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	STP-MAG	28,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	2/13/13		NA
	Total	29,700		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓		✓
Maricopa (City) MAR14-403 (FFY 2016)	Location	MCG Highway: Porter Road to White and Parker	Target Dates			NA	NA	NA	NA	NA	NA	9/30/16	None	
	Work	Design Roadway Widening	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	6/1/16		9/1/16
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	6/1/16		9/1/16
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	STP-MAG	512,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	6/1/16		9/1/16
	Total	543,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓		✓
Maricopa County MMA14-103 (FFY 2016)	Location	Various Low Volume Roads	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct/Pave Dirt Roads	Agency Schedule	Initial	NA	6/20/13	10/17/14	6/20/13	11/19/14	6/20/13	12/30/15	NA	5/15/16	
	Project Type	Construction		Current	NA	6/20/13	1/15/16	6/20/13	11/19/14	6/20/13	12/30/15	NA	5/15/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,117,455		Expected Date	NA	6/20/13	1/15/16	6/20/13	11/19/14	6/20/13	12/30/15	NA	5/15/16	
	Total	1,185,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Authorization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Maricopa County MMA15-434C (FFY 2016)	Location	New River Area	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	The sponsoring agency has requested to abandon the project
	Work	Pave seven various dirt roads (Phase 1)	Agency Schedule	Initial	NA	6/30/14	4/1/15	12/19/14	7/24/15	6/20/13	8/1/16	NA	10/30/16	
	Project Type	Construction		Current	NA	6/30/14	4/1/15	12/19/14	7/24/15	6/20/13	8/1/16	NA	10/30/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,072,645		Expected Date	NA	6/30/14	4/1/15	12/19/14	7/24/15	6/20/13	8/1/16	NA	10/30/16	
	Total	1,137,481		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✗	✓	✗	
Maricopa County MMA15-436C (FFY 2016)	Location	Rockaway Hills Drive, beginning of Maintenance to End of Maintenance	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Pave dirt road	Agency Schedule	Initial	NA	6/20/13	3/1/16	6/20/13	3/15/15	6/20/13	2/1/16	NA	6/1/16	
	Project Type	Construction		Current	NA	6/20/13	3/1/16	6/20/13	3/15/15	6/20/13	2/1/16	NA	6/1/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	235,750		Expected Date	NA	6/20/13	3/1/16	6/20/13	3/15/15	6/20/13	2/1/16	NA	6/1/16	
	Total	250,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Maricopa County MMA17-401 (FFY 2017)	Location	Various	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Fiber Installation and ITS Software Upgrade	Agency Schedule	Initial	10/1/14	6/1/15	5/1/16	4/1/15	1/1/16	10/1/14	1/30/16	7/1/15	6/30/16	
	Project Type	Construction		Current	10/1/14	6/1/15	3/17/16	4/1/15	1/1/16	10/1/14	1/30/16	7/1/15	6/30/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	429,988		Expected Date	10/1/14	6/1/15	3/17/16	4/1/15	1/1/16	10/1/14	1/30/16	7/1/15	6/30/16	
	Total	535,120		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Authorization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Maricopa County MMA16-401 (FFY 2017)	Location	McLellan from 103rd Street to Signal Butte Road and 104th Street from beginning of maintenance to McLellan Road	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	The sponsoring agency has requested to abandon the project
	Work	Pave dirt road	Agency Schedule	Initial	NA	7/20/14	3/15/17	7/15/14	8/14/15	7/1/14	10/14/16	NA	3/15/17	
	Project Type	Construction		Current	NA	7/20/14	3/15/17	7/15/14	8/14/15	7/1/14	10/14/16	NA	3/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	452,640		Expected Date	NA	7/20/14	3/15/17	7/15/14	8/14/15	7/1/14	10/14/16	NA	3/15/17	
	Total	480,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Maricopa County MMA17-402 (FFY 2017)	Location	Riggs Rd, Sun Lakes Blvd to Arizona Ave and Alma School Rd, Chandler Heights Blvd to Riggs Rd.	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Regional Community Network New Connections	Agency Schedule	Initial	10/1/14	6/1/15	5/1/16	4/1/15	1/1/16	10/1/14	1/30/16	NA	6/30/16	
	Project Type	Construction		Current	10/1/14	6/1/15	3/17/16	4/1/15	1/1/16	10/1/14	1/30/16	NA	6/30/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	734,295		Expected Date	10/1/14	6/1/15	3/17/16	4/1/15	1/1/16	10/1/14	1/30/16	NA	6/30/16	
	Total	778,680		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Maricopa County MMA17-404 (FFY 2017)	Location	31st Avenue from Olney Avenue to McNeil Street; Olney Avenue from Beginning of Maintenance to 31st Avenue; 44th Avenue from End of Maintenance to Calle Poco; 45th Avenue from Estrella Drive to Gumina Avenue	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Pave dirt road	Agency Schedule	Initial	1/1/09	3/1/15	6/30/17	12/1/15	12/15/15	3/30/16	4/30/17	NA	9/15/17	
	Project Type	Construction		Current	1/1/09	3/1/15	6/30/17	12/1/15	12/15/15	3/30/16	4/30/17	NA	9/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	792,120		Expected Date	1/1/09	3/1/15	6/30/17	12/1/15	12/15/15	3/30/16	4/30/17	NA	9/15/17	
	Total	840,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Maricopa County MMA15-434C2 (FFY 2017)	Location	New River Area	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Pave seven various dirt roads (Phase 2)	Agency Schedule	Initial	1/1/14	10/31/14	10/13/15	3/2/15	5/26/15	1/30/15	9/30/16	NA	12/31/16	
	Project Type	Construction		Current	1/1/14	10/31/14	2/15/16	3/2/15	10/18/15	1/30/15	6/30/16	NA	7/31/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	5.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	5.0	0.0	0.0	0.0	0.0	
	CMAQ	1,001,955		Expected Date	1/1/14	10/31/14	2/15/16	3/2/15	10/18/15	1/30/15	6/30/16	NA	7/31/16	
	Total	1,062,519		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Maricopa County MMA17-403 (FFY 2017)	Location	10th Street, Dove Valley Road to Paint Your Wagon Trail and Dove Valley Road, 12th Street to 14th Street	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Pave dirt road	Agency Schedule	Initial	1/1/09	3/1/15	6/30/17	10/2/15	11/30/15	3/30/16	5/30/17	NA	6/30/17	
	Project Type	Construction		Current	1/1/09	3/1/15	3/18/16	10/2/15	11/30/15	3/30/16	4/30/17	NA	6/30/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	16.0	0.0	0.0	0.0	1.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,112,740		Expected Date	1/1/09	3/1/15	3/18/16	10/2/15	11/30/15	3/30/16	4/30/17	NA	6/30/17	
	Total	1,180,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Mesa MES16-402 (FFY 2016)	Location	Citywide	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Integrate 911 Data in RADS to Support Incident Management	Agency Schedule	Initial	6/1/15	6/1/15	5/31/16	6/1/15	5/31/16	NA	5/31/16	NA	8/1/16	
	Project Type	Construction		Current	6/1/15	6/1/15	6/1/16	6/1/15	6/25/15	NA	1/14/16	NA	2/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	12.0	0.0	5.0	0.0	6.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	56,580		Expected Date	6/1/15	6/1/15	6/1/16	6/1/15	6/25/15	NA	1/14/16	NA	2/1/16	
	Total	60,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Mesa MES16-401 (FFY 2016)	Location	Various Locations	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/16	None
	Work	Procure and Install: East Valley Arterial Congestion Monitoring: Wireless detectors.	Agency Schedule	Initial	11/3/14	3/5/15	NA	2/9/15	NA	2/9/15	NA	NA	9/15/16	
	Project Type	Design		Current	11/3/14	3/5/15	NA	2/9/15	NA	2/9/15	NA	NA	9/15/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	655,385		Expected Date	11/3/14	3/5/15	NA	2/9/15	NA	2/9/15	NA	NA	9/15/16	
	Total	695,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Paradise Valley PVY16-401 (FFY 2016)	Location	Paradise Valley (Townwide)	Target Dates			NA	6/30/16	NA	6/30/16	NA	NA	NA	9/30/16	None
	Work	Procure and Install Sign Management System and Sign Upgrade	Agency Schedule	Initial	NA	NA	5/1/16	11/1/15	5/1/16	11/1/15	5/1/16	5/1/16	9/15/16	
	Project Type	Procurement		Current	NA	NA	5/1/16	11/1/15	5/1/16	11/1/15	5/1/16	5/1/16	9/15/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	HSIP-MAG	190,234		Expected Date	NA	NA	5/1/16	11/1/15	5/1/16	11/1/15	5/1/16	5/1/16	9/15/16	
	Total	190,234		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Peoria PEO16-401 (FFY 2016)	Location	75th Ave, 2,500 ft north of Greenway to Paradise Ln; Paradise Ln, 75th Ave to 77th Ave	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/16	None
	Work	Traffic Signal Communications Deployment	Agency Schedule	Initial	NA	8/1/15	6/1/16	4/1/15	3/1/16	4/1/15	6/1/15	2/1/15	7/1/16	
	Project Type	Design		Current	NA	8/1/15	6/1/16	4/1/15	3/1/16	4/1/15	6/1/15	2/1/15	7/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Environmental Assessment		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	206,772		Expected Date	NA	8/1/15	6/1/16	4/1/15	3/1/16	4/1/15	6/1/15	2/1/15	7/1/16	
	Total	219,271		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Authorization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Peoria PEO17-401 (FFY 2017)	Location	City of Peoria, DCSB Building, TMC 9875 N. 85th Avenue	Target Dates			NA	6/30/17	NA	6/30/17	NA	NA	NA	9/30/17	None
	Work	TMC Equipment Upgrade	Agency Schedule	Initial	NA	NA	6/1/17	7/1/16	1/1/17	7/1/16	1/1/17	7/1/16	9/15/17	
	Project Type	Procurement		Current	NA	NA	6/1/17	7/1/16	1/1/17	7/1/16	1/1/17	7/1/16	9/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	482,345		Expected Date	NA	NA	6/1/17	7/1/16	1/1/17	7/1/16	1/1/17	7/1/16	9/15/17	
	Total	511,501		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX14-101 (FFY 2015)	Location	Indian School Road: Grand Canal to 16th Street	Target Dates			6/1/14	6/30/15	6/1/14	6/30/15	6/1/14	6/30/15	NA	9/30/15	The project has been reprogrammed to FFY 2018 due to right-of-way issues beyond the control of the sponsoring agency. The request for project updates was sent out prior to the approval of the reprogramming request and the schedule provided is compatible with completing the project by FFY 2018.
	Work	Construct multi-use pathway; and multi-use bridge over the Grand Canal.	Agency Schedule	Initial	5/1/12	3/2/14	10/1/16	2/14/14	7/28/14	7/28/14	5/1/16	NA	11/1/16	
	Project Type	Construction		Current	5/1/12	3/2/14	10/1/16	2/14/14	7/28/14	7/28/14	5/1/16	NA	11/1/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	873,422		Expected Date	5/1/12	3/2/14	10/1/16	2/14/14	7/28/14	7/28/14	5/1/16	NA	11/1/16	
	Total	-		Will Meet Target Dates	NA	✓	✗	✓	✓	✗	✗	✓	✗	
Phoenix PHX15-461 (FFY 2016)	Location	Phoenix (Various)	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Procure and install Dynamic Message Signs - 7th Ave, Camelback Road, McDowell Road	Agency Schedule	Initial	12/1/14	4/1/15	7/15/15	11/1/14	8/25/15	12/1/14	5/1/15	NA	NA	
	Project Type	Construction		Current	12/1/14	4/1/15	7/15/15	11/1/14	8/25/15	12/1/14	5/1/15	NA	NA	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	834,811		Expected Date	12/1/14	4/1/15	7/15/15	11/1/14	8/25/15	12/1/14	5/1/15	NA	NA	
	Total	1,959,721		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Phoenix PHX15-463 (FFY 2016)	Location	City of Phoenix (Various)	Target Dates			NA	6/30/16	NA	6/30/16	NA	NA	NA	9/30/16	None
	Work	Procure, install, and provision traffic monitoring cameras	Agency Schedule	Initial	4/1/15	12/1/15	6/1/16	6/15/15	3/15/16	NA	3/15/16	NA	6/30/16	
	Project Type	Procurement		Current	4/1/15	12/1/15	5/15/16	1/1/16	4/15/16	1/1/16	5/1/16	NA	5/30/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	7.0	1.0	0.0	2.0	0.0	0.0	
	CMAQ	730,891		Expected Date	4/1/15	12/1/15	5/15/16	1/1/16	4/15/16	1/1/16	5/1/16	NA	5/30/16	
	Total	776,379		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX16-413 (FFY 2018)	Location	Shea blvd: 32nd St to SR51	Target Dates			6/1/17	6/30/18	6/1/17	6/30/18	6/1/17	6/30/18	NA	9/30/18	None
	Work	Construct multiuse path	Agency Schedule	Initial	2/1/16	5/1/17	6/30/17	2/28/17	4/30/17	12/1/17	5/30/17	NA	6/30/17	
	Project Type	Construction		Current	2/1/16	2/1/17	2/1/18	5/1/16	5/1/17	5/1/16	12/1/17	NA	4/1/18	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	3.0	0.0	11.0	0.0	20.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	8.0	0.0	0.0	0.0	7.0	0.0	10.0	
	CMAQ	364,941		Expected Date	2/1/16	2/1/17	2/1/18	5/1/16	5/1/17	5/1/16	12/1/17	NA	4/1/18	
	Total	387,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX17-416 (FFY 2017)	Location	Downtown Phoenix	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Downtown Traffic Management System Upgrade, and additional DMSs	Agency Schedule	Initial	12/1/15	2/2/16	9/1/16	10/1/15	4/1/16	NA	4/1/16	NA	10/1/16	
	Project Type	Construction		Current	12/1/15	9/1/16	4/1/17	8/1/16	3/1/17	5/1/16	3/1/17	NA	4/1/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	8.0	8.0	11.0	12.0	0.0	12.0	0.0	7.0	
	CMAQ	566,507		Expected Date	12/1/15	9/1/16	4/1/17	8/1/16	3/1/17	5/1/16	3/1/17	NA	4/1/17	
	Total	600,750		Will Meet Target Dates	NA	✗	✓	✗	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Phoenix PHX15-446CR1 (FFY 2016)	Location	Various Locations in Phoenix	Target Dates			NA	6/30/16	NA	6/30/16	NA	NA	NA	9/30/16	None
	Work	Procure bicycles, kiosks, racks, and smart bike technology for Regional Bike Share Program	Agency Schedule	Initial	NA	NA	8/15/15	6/15/15	8/15/15	6/15/15	8/15/15	NA	11/15/15	
	Project Type	Procurement		Current	NA	NA	3/15/16	11/1/15	2/1/16	11/1/15	3/1/16	NA	4/15/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	8.0	5.0	6.0	5.0	7.0	0.0	6.0	
	CMAQ	777,975		Expected Date	NA	NA	3/15/16	11/1/15	2/1/16	11/1/15	3/1/16	NA	4/15/16	
	Total	825,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX17-418 (FFY 2017)	Location	107th Ave, Camelback Rd to Indian School Rd	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct additional through lanes and pedestrian and bicycle improvements	Agency Schedule	Initial	3/12/15	5/1/15	4/1/16	3/1/15	11/1/15	3/1/15	11/1/15	NA	10/1/16	
	Project Type	Construction		Current	3/12/15	7/15/15	2/1/17	9/1/15	2/1/16	10/1/15	1/1/17	NA	2/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	3.0	11.0	7.0	4.0	8.0	16.0	0.0	5.0	
	CMAQ	900,000		Expected Date	3/12/15	7/15/15	2/1/17	9/1/15	2/1/16	10/1/15	1/1/17	NA	2/15/17	
	Total	3,398,216		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX16-417 (FFY 2016)	Location	Various Locations: Quarter Sections 25-26, 25-28, 25-29, 25-30	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	This project does not include right-of-way acquisition and work required for the environmental clearance is minimal.
	Work	Pave dirt alleys	Agency Schedule	Initial	1/30/15	NA	6/30/16	1/30/15	6/30/15	1/30/15	6/30/16	NA	9/15/16	
	Project Type	Construction		Current	1/30/15	NA	5/30/16	12/1/15	4/30/16	10/30/15	1/30/16	NA	6/30/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	1.0	0.0	0.0	0.0	5.0	0.0	2.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	11.0	11.0	10.0	0.0	0.0	0.0	
	CMAQ	1,253,410		Expected Date	1/30/15	NA	5/30/16	12/1/15	4/30/16	10/30/15	1/30/16	NA	6/30/16	
	Total	1,571,390		Will Meet Target Dates	NA	✓	✓	✗	✓	✗	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Phoenix PHX17-417 (FFY 2017)	Location	Various Locations: Quarter Sections 27-19, 27-20, 27-25, 28-19.	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	This project does not include right-of-way acquisition and work required for the environmental clearance is minimal.
	Work	Pave dirt alleys	Agency Schedule	Initial	4/1/16	1/30/16	6/30/17	1/30/16	6/30/16	1/30/16	6/1/17	NA	9/15/17	
	Project Type	Construction		Current	4/1/16	NA	1/31/17	6/1/16	12/1/16	7/1/16	6/1/17	NA	3/1/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	7.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	4.0	6.0	6.0	0.0	0.0	0.0	
	CMAQ	1,289,909		Expected Date	4/1/16	NA	1/31/17	6/1/16	12/1/16	7/1/16	6/1/17	NA	3/1/17	
	Total	1,629,909		Will Meet Target Dates	NA	✓	✓	✓	✓	✗	✓	✓	✓	
Phoenix PHX16-415 (FFY 2016)	Location	Rio Salado Pathway: 32nd Street to SR 143	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct multiuse path and outlooks	Agency Schedule	Initial	1/12/15	4/13/15	5/1/16	8/1/15	1/1/16	3/12/15	5/1/16	NA	5/1/16	
	Project Type	Construction		Current	1/12/15	7/1/15	5/30/16	10/1/15	2/29/16	12/1/15	7/1/16	NA	8/1/16	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	3.0	1.0	2.0	2.0	10.0	2.0	0.0	4.0	
	CMAQ	3,180,952		Expected Date	1/12/15	7/1/15	5/30/16	10/1/15	2/29/16	12/1/15	7/1/16	NA	8/1/16	
	Total	3,373,225		Will Meet Target Dates	NA	✗	✓	✗	✓	✗	✓	✓	✓	
Phoenix PHX16-421 (FFY 2016)	Location	200' E and W of the Thomas Rd & Grand Canal intersection, and approx. 200' N and S along the Grand Canal	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct multi use path segments.	Agency Schedule	Initial	1/1/15	12/1/15	5/1/16	11/1/15	4/23/16	11/1/15	4/30/16	NA	5/1/16	
	Project Type	Construction		Current	1/1/15	10/7/15	5/31/16	9/1/15	2/1/16	11/1/15	7/1/16	NA	7/31/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	2.0	0.0	2.0	3.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	4.0	
	TAP-MAG	320,988		Expected Date	1/1/15	10/7/15	5/31/16	9/1/15	2/1/16	11/1/15	7/1/16	NA	7/31/16	
	Total	340,390		Will Meet Target Dates	NA	✗	✓	✗	✓	✗	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Phoenix PHX16-419C (FFY 2016)	Location	Palm Ln: 35th-37th Av; 36th Av: Palm Ln-McDowell Rd; HAWK - 35th Av between Palm Ln and Granada Rd	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Install missing sidewalk on Palm Lane and HAWK pedestrian signal on 35th Ave.	Agency Schedule	Initial	1/12/15	6/1/15	5/1/16	3/1/15	11/1/15	3/1/15	2/1/16	NA	5/1/16	
	Project Type	Construction		Current	1/12/15	7/2/15	5/1/16	5/1/15	12/1/15	3/1/15	3/1/16	NA	7/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	1.0	0.0	2.0	1.0	0.0	1.0	0.0	2.0	
	TAP-MAG	620,447		Expected Date	1/12/15	7/2/15	5/1/16	5/1/15	12/1/15	3/1/15	3/1/16	NA	7/1/16	
	Total	657,950		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX16-420 (FFY 2016)	Location	First Street: McKinley St to Moreland St.	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct and right-of-way to reduce roadway width, increase sidewalk width and add parking, landscaping, ramps, benches, trash receptacles, bike rac	Agency Schedule	Initial	2/28/15	6/1/15	5/31/15	2/28/15	9/23/15	3/1/15	5/30/16	NA	7/30/16	
	Project Type	Construction		Current	2/28/15	6/1/15	5/31/15	2/28/15	9/23/15	3/1/15	5/1/16	NA	7/30/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	TAP-MAG	2,008,873		Expected Date	2/28/15	6/1/15	5/31/15	2/28/15	9/23/15	3/1/15	5/1/16	NA	7/30/16	
	Total	2,130,300		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Pinal County PNL15-410 (FFY 2017)	Location	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Pave Unpaved Roadway.	Agency Schedule	Initial	11/24/15	6/1/16	12/1/16	1/1/16	9/1/16	1/1/16	9/1/16	6/1/15	9/15/17	
	Project Type	Construction		Current	11/24/15	11/24/15	7/1/16	4/14/16	9/1/16	11/24/15	NA	6/10/15	3/1/17	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	7.0	5.0	0.0	0.0	1.0	0.0	0.0	7.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ-2.5	1,178,750		Expected Date	11/24/15	11/24/15	7/1/16	4/14/16	9/1/16	11/24/15	NA	6/10/15	3/1/17	
	Total	1,290,950		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Pinal County PNL15-409 (FFY 2017)	Location	Barnes Rd: White & Parker Rd to Fuqua Rd; Fuqua Rd: Barnes Rd to Lealand Rd	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Pave Unpaved Roadway.	Agency Schedule	Initial	9/24/15	1/1/16	1/1/17	1/1/16	7/1/16	9/15/15	7/1/16	NA	2/1/17	
	Project Type	Construction		Current	9/24/15	9/24/14	NA	4/14/15	9/1/15	11/24/14	NA	5/16/14	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	16.0	0.0	9.0	11.0	10.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ-2.5	1,360,119		Expected Date	9/24/15	9/24/14	NA	4/14/15	9/1/15	11/24/14	NA	5/16/14	NA	
	Total	1,948,835		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Salt River Pima- Maricopa Indian Community SRP16-401 (FFY 2016)	Location	Longmore Road, Osborn Rd to McDowell Rd	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Design and construct sidewalk with trees and benches at school bus stops and other locations as needed	Agency Schedule	Initial	5/5/15	7/24/15	11/20/15	5/5/15	6/15/15	5/5/15	3/1/16	6/30/16	9/15/16	
	Project Type	Construction		Current	5/5/15	7/28/15	1/13/16	5/5/15	1/4/16	5/5/15	12/18/15	6/30/16	9/15/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	2.0	0.0	8.0	0.0	0.0	0.0	0.0	
	CMAQ	497,796		Expected Date	5/5/15	7/28/15	1/13/16	5/5/15	1/4/16	5/5/15	12/18/15	6/30/16	9/15/16	
	Total	577,885		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Scottsdale SCT16-401 (FFY 2016)	Location	Citywide	Target Dates			NA	6/30/16	NA	6/30/16	NA	NA	NA	9/30/16	The sponsoring agency has requested to defer the project to 2018
	Work	Traffic Signal Cabinet Upgrades	Agency Schedule	Initial	NA	NA	6/1/16	12/1/15	6/1/16	12/1/15	6/1/16	NA	9/15/16	
	Project Type	Procurement		Current	NA	NA	6/1/18	7/1/17	12/1/17	7/1/17	12/1/17	NA	9/15/18	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	26.0	21.0	20.0	21.0	20.0	0.0	26.0	
	CMAQ	678,960		Expected Date	NA	NA	6/1/18	7/1/17	12/1/17	7/1/17	12/1/17	NA	9/15/18	
	Total	720,000		Will Meet Target Dates	NA	✓	✗	✓	✗	✓	✓	✓	✗	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Scottsdale SCT17-401 (FFY 2017)	Location	Citywide	Target Dates			NA	6/30/17	NA	6/30/17	NA	NA	NA	9/30/17	None
	Work	Traffic Signal Cabinet Upgrades	Agency Schedule	Initial	NA	NA	6/1/17	6/1/16	12/31/16	6/30/16	12/31/16	NA	9/15/17	
	Project Type	Procurement		Current	NA	NA	6/1/17	7/1/16	3/1/17	6/30/16	3/1/17	NA	9/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	1.0	2.0	0.0	2.0	0.0	0.0	
	CMAQ	678,960		Expected Date	NA	NA	6/1/17	7/1/16	3/1/17	6/30/16	3/1/17	NA	9/15/17	
	Total	720,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Scottsdale SCT16-402 (FFY 2016)	Location	Shared Use Pathway Shea Tunnel Access / 124th St	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct nonmotorized access improvements to the existing Shea Tunnel, multiuse path and wash crossings	Agency Schedule	Initial	12/1/14	5/1/15	6/1/16	6/30/15	6/1/16	3/1/15	6/1/16	NA	9/15/16	
	Project Type	Construction		Current	12/1/14	5/1/15	3/31/16	6/30/15	6/1/16	10/29/15	2/28/15	NA	4/30/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	2.0	0.0	0.0	0.0	16.0	0.0	5.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	
	CMAQ	1,253,032		Expected Date	12/1/14	5/1/15	3/31/16	6/30/15	6/1/16	10/29/15	2/28/15	NA	4/30/16	
	Total	1,328,772		Will Meet Target Dates	NA	✓	✓	✗	✓	✗	✓	✓	✓	
Scottsdale SCT17-402 (FFY 2017)	Location	Shared Use Pathway WestWorld/Indian Bend	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct sidewalk, multiuse path and enhanced street crossings	Agency Schedule	Initial	9/15/15	2/1/16	6/1/17	3/1/16	6/1/16	2/1/16	6/1/17	NA	9/15/17	
	Project Type	None		Current	9/15/15	2/1/16	6/1/17	3/1/16	6/1/16	2/1/16	6/1/17	NA	9/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	4,223,645		Expected Date	9/15/15	2/1/16	6/1/17	3/1/16	6/1/16	2/1/16	6/1/17	NA	9/15/17	
	Total	4,478,945		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Scottsdale SCT12-102CZ (FFY 2016)	Location	Hayden Rd/Thomas Rd	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct Intersection improvement	Agency Schedule	Initial	5/5/15	9/14/15	6/1/16	12/14/15	12/15/15	1/6/15	6/1/16	NA	9/15/16	
	Project Type	Construction		Current	5/5/15	11/17/15	3/15/16	5/15/15	12/15/15	1/6/15	6/1/16	NA	9/15/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Environmental Assessment		Months Behind	0.0	2.0	2.0	0.0	0.0	5.0	0.0	0.0	0.0	
	HSIP-MAG	324,440		Expected Date	5/5/15	11/17/15	6/1/16	5/15/15	12/15/15	1/6/15	6/1/16	NA	9/15/16	
	Total	344,051		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Surprise SUR17-402 (FFY 2017)	Location	5' Sidewalk Reems Rd	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct sidewalk	Agency Schedule	Initial	7/1/15	1/1/16	4/1/17	1/1/16	6/1/17	NA	6/1/17	6/1/17	9/15/17	
	Project Type	Construction		Current	7/1/15	1/1/16	4/1/17	1/1/16	6/1/17	NA	6/1/17	6/1/17	9/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	198,900		Expected Date	7/1/15	1/1/16	4/1/17	1/1/16	6/1/17	NA	6/1/17	6/1/17	9/15/17	
	Total	210,925		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Surprise SUR16-401 (FFY 2016)	Location	Jomax Road from 147th Avenue to East City Limit (133rd Avenue)	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Pave dirt road	Agency Schedule	Initial	7/21/14	1/19/15	7/7/15	7/21/14	3/15/15	7/21/14	7/7/15	10/31/14	9/1/15	
	Project Type	Construction		Current	7/21/14	1/19/15	7/7/15	7/21/14	3/15/15	7/21/14	7/7/15	10/31/14	9/1/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	707,250		Expected Date	7/21/14	1/19/15	7/7/15	7/21/14	3/15/15	7/21/14	7/7/15	10/31/14	9/1/15	
	Total	750,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Surprise SUR17-401 (FFY 2017)	Location	Reems Rd, Peoria Ave between Waddell Rd; Reems Rd north of Waddell Rd; Litchfield Rd south of Waddell Rd	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Fiber Installation and Dynamic Message Signs	Agency Schedule	Initial	7/1/15	1/1/16	4/1/17	1/1/16	6/1/17	1/1/16	6/1/17	6/1/17	9/15/17	
	Project Type	Construction		Current	7/1/15	1/1/16	4/1/17	1/1/16	6/1/17	1/1/16	6/1/17	6/1/17	9/15/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	804,851		Expected Date	7/1/15	1/1/16	4/1/17	1/1/16	6/1/17	1/1/16	6/1/17	6/1/17	9/15/17	
	Total	928,500		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP17-402 (FFY 2017)	Location	Rural Rd within Tempe boundaries	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Conduit and Fiber Installation	Agency Schedule	Initial	9/4/15	3/3/16	4/21/17	1/4/16	4/12/17	1/4/16	4/12/17	NA	9/1/17	
	Project Type	Construction		Current	9/4/15	3/3/16	4/21/17	9/4/15	4/12/17	1/4/16	4/12/17	NA	9/1/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	887,390		Expected Date	9/4/15	3/3/16	4/21/17	9/4/15	4/12/17	1/4/16	4/12/17	NA	9/1/17	
	Total	941,028		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP16-403 (FFY 2016)	Location	Rural Rd within Tempe Boundaries	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Conduit and Fiber Installation	Agency Schedule	Initial	5/1/15	6/2/15	5/13/16	6/30/15	5/13/16	5/1/15	5/13/16	NA	9/1/16	
	Project Type	Construction		Current	5/1/15	6/2/15	5/13/16	6/30/15	5/13/16	5/1/15	5/13/16	NA	9/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	983,626		Expected Date	5/1/15	6/2/15	5/13/16	6/30/15	5/13/16	5/1/15	5/13/16	NA	9/1/16	
	Total	1,043,081		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Authorization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Tempe TMP16-404 (FFY 2016)	Location	Shared Use Path Priest Drive Underpass	Target Dates			6/1/15	6/30/16	6/1/15	6/30/16	6/1/15	6/30/16	NA	9/30/16	None
	Work	Construct connection for Multi use path	Agency Schedule	Initial	9/1/14	1/25/15	10/31/15	9/15/14	6/30/15	5/15/15	4/1/16	NA	9/15/16	
	Project Type	Construction		Current	9/1/14	1/25/15	1/31/16	9/15/14	7/29/15	5/15/15	11/23/15	NA	5/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	5.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	4.0	0.0	1.0	0.0	0.0	0.0	0.0	
	CMAQ	1,165,396		Expected Date	9/1/14	1/25/15	1/31/16	9/15/14	7/29/15	5/15/15	11/23/15	NA	5/1/16	
	Total	1,235,839		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP17-403 (FFY 2017)	Location	10' Shared Use Path on 8th Street	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct connection for Multi use path	Agency Schedule	Initial	NA	5/1/15	6/1/17	6/1/15	9/1/15	5/1/15	9/1/15	NA	9/15/17	
	Project Type	None		Current	NA	5/1/15	3/1/16	6/1/15	3/1/16	5/1/15	3/1/16	NA	7/1/16	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	16.0	
	Environmental Clearance	None		Months Behind	0.0	0.0	0.0	0.0	7.0	0.0	7.0	0.0	0.0	
	CMAQ	1,379,021		Expected Date	NA	5/1/15	3/1/16	6/1/15	3/1/16	5/1/15	3/1/16	NA	7/1/16	
	Total	1,462,376		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP17-404 (FFY 2017)	Location	Highline Canal from east of Priest Drive/Avenida Del Yaqui to Chandler City limits	Target Dates			6/1/16	6/30/17	6/1/16	6/30/17	6/1/16	6/30/17	NA	9/30/17	None
	Work	Construct ADA compliant street crossings and multi use path including landscaping, signs, lighting, signalized crossings, bike amenities, and bridges.	Agency Schedule	Initial	7/1/14	10/1/15	6/1/17	6/30/16	5/1/17	1/15/16	6/1/17	NA	6/1/17	
	Project Type	Construction		Current	7/1/14	3/1/16	3/1/17	6/30/16	5/1/17	1/15/17	6/1/17	NA	7/1/17	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	6.0	0.0	0.0	0.0	13.0	0.0	0.0	1.0	
	TAP-MAG	3,233,617		Expected Date	7/1/14	3/1/16	3/1/17	6/30/16	5/1/17	1/15/17	6/1/17	NA	7/1/17	
	Total	3,459,074		Will Meet Target Dates	NA	✓	✓	✗	✓	✗	✓	✓	✓	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Programming of Transportation Alternatives/Safe Routes to School Projects in FY 2017

SUMMARY:

Through prior MAG action, a total of \$400,000 in Federal Highway Administration Transportation Alternatives Program funds is set aside each fiscal year for Safe Routes to School non-infrastructure projects. These SRTS projects are programmed with federal funds from the Transportation Alternatives Program. A call for qualifying non-infrastructure SRTS projects was included as part of the TIP call for projects issued on August 10, 2015. A total of \$508,057 is available to be programmed in FY2017 (includes \$108,057 moved to FY2017 from earlier programming cycles). A total of six (6) project applications was received. These projects requested a total of \$260,407.

Oversight for the Transportation Alternatives Program - Safe Routes to School eligible activities is provided by the MAG Transportation Safety Committee. The programming of funds is guided by the following priorities for two categories of SRTS projects:

(1) Priority 1 - SRTS projects for conducting safety studies at K-8 schools that will identify infrastructure, education, enforcement, and encouragement needs specific to each school. These studies would produce biking and walking route maps for schools to use to encourage more students to walk or bike to school as well as serve as provide a framework to sustain successful SRTS programs.

(2) Priority 2 - SRTS projects that will provide material support for school programs and activities that encourage safer walking and bicycling. For example, these projects could include bulk item ordering of safety vests and STOP paddles for use by crossing guards.

The Transportation Safety Committee evaluated all six project applications, and on November 17, 2015, recommended approval of the list of proposed Transportation Alternatives - Safe Routes to School projects, for the funding amounts, as shown in the attached table.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of the recommended projects will result in the execution of SRTS studies and provision of supporting materials to sustain current SRTS programs at K-8 schools. These projects address the key components of the core SRTS programs; Education, Engineering, Enforcement, and Encouragement, to improve safety of school children walking and biking to school.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The implementation of Transportation Alternatives -Safe Routes to School projects and the timely obligation of federal Transportation Alternatives non-infrastructure funds programmed by MAG requires close coordination between local agencies and the ADOT Local Public Agency Section. The current process requires that local agencies administer these projects via Intergovernmental Agreements with ADOT.

POLICY: None.

ACTION NEEDED:

Recommend approval of a list of six Safe Routes to School projects for FY 2017 in the total amount of \$260,407 of Transportation Alternatives Program funding to be added to the FY 2014-2018 MAG Transportation Improvement Program, the draft FY 2017-2021 Transportation Improvement Program, and the 2035 Regional Transportation Plan as appropriate.

PRIOR COMMITTEE ACTIONS:

On December 17, 2015, the MAG Transportation Review Committee unanimously recommended approval of the six proposed TA-SRTS projects that resulted from a call for non-infrastructure SRTS projects, included as part of the TIP call for projects issued on August 10, 2015.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Vice Chair
- El Mirage: Jorge Gastelum
- # Fountain Hills: Randy Harrel
- * Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- * Goodyear: Cato Esquivel
- * Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson

- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- * Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- *Street Committee: Maria Deeb, Mesa
- *ITS Committee: Marshall Riegel, Phoenix
- *FHWA: Ed Stillings

- * Bicycle/Pedestrian Committee: Jim Hash, Mesa
- * Transportation Safety Committee: Renate Ehm, Mesa

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

On November 17, 2015, the MAG Transportation Safety Committee unanimously recommended approval of the six proposed TA-SRTS projects that resulted from a call for non-infrastructure SRTS projects, included as part of the TIP call for projects issued on August 10, 2015.

MEMBERS ATTENDING

- Mesa: Renate Ehm (Chair)
- * AAA Arizona: Linda Gorman
- * AARP: Tom Burch
- * ADOT: Kohinoor Kar
- Apache Junction: Shane Kiesow
- # Avondale: Paul Lopez
- # Chandler: Dana Alvidrez
- FHWA: Kelly LaRosa
- Gilbert: Leslie Bubke
- Glendale: Kiran Guntupalli
- * GOHS: Alberto Gutier

- # Goodyear: Hugh Bigalk
- Litchfield Park: Mike Gillespie
- Maricopa County: Nicolaas Swart
- * Paradise Valley: Jeremy Knapp
- # Peoria: Mannar Tamirisa for Jamal Rahimi
- * Phoenix: Kerry Wilcoxon
- # Scottsdale: George Williams
- # Surprise: Dana Owsiany
- Tempe: Julian Dresang
- Valley Metro: Sam Diggins for Adrian Ruiz

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

CONTACT PERSON:

Sarath Joshua, MAG, (602) 254-6300.

TA/SRTS Projects FY 2017

Applicant	Program Year	Project	Requested FY2017 Funds
City of Glendale	FY2017	Glendale Schools: Support Activity Project	\$ 46,459
Maricopa (County)	FY2017	Safe Routes to School - Maricopa County: Support Activity Project	\$ 49,996
City of Phoenix	FY2017	Creighton School District/Biltmore Preparatory: Study Project	\$ 22,000
City of Phoenix	FY2017	Creighton Elementary Safe Routes: Support Activity Project	\$ 21,452
City of Phoenix	FY2017	Vista del Sur Fit, Performing Tigers: Support Activity Project	\$ 20,500
City of Surprise	FY2017	SRTS Walking/Biking Maps for Dysart Schools	\$ 100,000

Request Total **\$ 260,407**

Total Available \$ 508,057

Amount Remaining **\$ 247,650**

Attachment SRTS

TA/SRTS Projects FY 2017

Applicant	Program Year	Project	Requested FY2017 Funds
City of Glendale	FY2017	Glendale Schools: Support Activity Project	\$ 46,459
Maricopa (County)	FY2017	Safe Routes to School - Maricopa County: Support Activity Project	\$ 49,996
City of Phoenix	FY2017	Creighton School District/Biltmore Preparatory: Study Project	\$ 22,000
City of Phoenix	FY2017	Creighton Elementary Safe Routes: Support Activity Project	\$ 21,452
City of Phoenix	FY2017	Vista del Sur Fit, Performing Tigers: Support Activity Project	\$ 20,500
City of Surprise	FY2017	SRTS Walking/Biking Maps for Dysart Schools	\$ 100,000

Request Total **\$ 260,407**

Total Available \$ 508,057

Amount Remaining **\$ 247,650**

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Request for Connection to the Regional Community Network

SUMMARY:

The Regional Community Network (RCN) has become the primary path for network communication between the transportation departments within the MAG region. The RCN provides a private, fast and reliable network for MAG member agencies to share various transportation applications. Since its creation, it has drastically reduced the amount of spending that the agencies were using for center to center communication. Every year the RCN continues to expand to agencies not yet connected with the hopes of one day connecting all the MAG member agencies. These key fiber links are made possible through the planning and support of the local agencies as they continue to expand their conduit and fiber infrastructure. The RCN is also exploring newer technologies with high-speed wireless point to point radios with the hopes to bridge those last mile hops until a dedicated fiber path becomes available. In addition to the physical network communication between MAG member agencies, the RCN also provides critical paths for several applications for transportation, information technology and public safety. The approved applications are also increasing as the transportation departments continue to promote the use of the RCN to their local departments.

MAG recently received a request from Arizona State University (ASU), with sponsorship from the City of Tempe, to obtain a connection to the RCN fiber optic communications backbone. This connection would enable the ASU Traffic Engineering Laboratory to get access to traffic data from a partnering local agency for research purposes.

Such a request cannot be approved within the Roles and Responsibilities document as approved by the Regional Council. This request was discussed at meetings of a Working Group and the MAG Intelligent Transportation Systems (ITS) and MAG Technology Advisory Group (TAG) committees. Steps necessary to address member agency concerns were noted. The RCN Roles and Responsibilities document has been revised, based on this discussion, and changes have been incorporated as necessary, to accommodate this and similar requests in the future from academic institutions and potentially other public institutions. A draft letter of authorization is also provided.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The revisions to the RCN Roles and Responsibilities document will allow Non-Governing Partners (such as academic institutions) to obtain a connection to the RCN providing member agencies with an additional future pool of qualified transportation engineers and opportunities for collaborative research.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Technical decisions about network management will be made in accordance with policy set by the Regional Council and will occur in a timely manner. This will include an application process and the provisioning of additional network devices to restrict access by Non-Governing Partners.

POLICY: This document invests some additional decision making authority in the MAG Technology Advisory Group and the MAG Intelligent Transportation Systems Committee to approve new classes of non-governing partner and allow individual connections. These committees will act cooperatively and the authority will be limited by policies set by the Regional Council.

ACTION NEEDED:

Recommend approval of the revisions to the Regional Community Network Roles and Responsibilities document.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On December 17, 2015, The MAG Transportation Review Committee recommended approval of the revised RCN Roles and Responsibilities document.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Vice Chair
- El Mirage: Jorge Gastelum
- # Fountain Hills: Randy Harrel
- * Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- * Goodyear: Cato Esquivel
- * Litchfield Park: Woody Scoutten
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- Maricopa County: Clem Ligocki for Jennifer Toth
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- * Paradise Valley: Jim Shano
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- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- * Youngtown: Grant Anderson

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- *Street Committee: Maria Deeb, Mesa
- *ITS Committee: Marshall Riegel, Phoenix
- *FHWA: Ed Stillings
- * Bicycle/Pedestrian Committee: Jim Hash, Mesa
- * Transportation Safety Committee: Renate Ehm, Mesa

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

The following actions were taken at a joint meeting of the MAG Technology Advisory Group and the MAG ITS Committee, held on December 2, 2015.

MAG Technology Advisory Group: The MAG Technology Advisory Group recommended approval of the revised RCN Roles and Responsibilities document.

MEMBERS ATTENDING

- # David L. Stevens, Maricopa County, *Chair*
- # Rob Lloyd, Avondale, *Vice Chair*
- * Greg Platacz, Buckeye
- # Jim Keen, Carefree
- # Brian Poore, Cave Creek
- # Patrick Hait, Chandler
- # Pat Timlin, El Mirage
- # Mike Ciccarone, Fountain Hills
- * Mark Kramer, Gilbert
- # David Atchison, Glendale
- # Dan Cotterman, Goodyear
- * Pat O’Keefe, Mesa
- # Joseph Curtis, Paradise Valley
- # Tim Smothers for John Imig, Peoria
- # Debbie Cotton, Phoenix
- * Kim Clark, Queen Creek
- # Brad Hartig, Scottsdale
- # Tracy Mills, Surprise
- # Dave Heck, Tempe
- # William Tsuei, Valley Metro

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

MAG Intelligent Transportation Systems Committee: The MAG Intelligent Transportation Systems Committee recommended approval of the revised RCN Roles and Responsibilities document.

MEMBERS ATTENDING

- Marshall Riegel, Phoenix, *Chair*
- Chris Hamilton, Avondale, *Vice Chair*
- Farzana Yasmin for Reza Karimvand, ADOT
- * Yingyan Lou, ASU
- Mike Mah, Chandler
- Captain Burley Copeland, DPS
- Bryce Christo, El Mirage
- * Toni Whitfield, FHWA
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Regional Community Network (RCN) Roles and Responsibilities

Version 4.67

Developed by the:

**RCN Working Group
ITS Committee
Technology Advisory Group**

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DEFINITIONS, ACRONYMS, AND ABBREVIATIONS

Item	Definition / Example
AC	Architecture Consultant
ATM	Asynchronous Transfer Mode
GPS	Global Positioning System
IA	Implementing Agency
IGA	Intergovernmental Agreement
ITS	Intelligent Transportation Systems Committee
IP	Internet Protocol
ISDN	Integrated Services Digital Network
MA	Member Agency
NAT	Network Address Translation
NBD	Next Business Day
NM	Network Manager
<u>NGP</u>	<u>Non-Governing Partner</u>
OSPF	Open Shortest Path First
OTDR	Optical Time-Domain Reflectometer
PAT	Port Address Translation
PM	RCN Program Manager at MAG
POC	Point of Contact
QOS	Quality of Service
RCN	Regional Community Network
RCN WG	RCN Working Group
RTP	Regional Transportation Plan
RVS	Regional Videoconferencing System
SLA	Service Levels Agreement
SMF	Single Mode Fiber
SONET	Synchronous Optical Networking
TAG	Technology Advisory Group
TIP	Transportation Improvement Program
TT	Trouble Tickets
UPS	Uninterruptible Power Supply
UPWP	Unified Planning Work Program
VDS	Video Distribution Server
VLAN	Virtual Local Area Network

1 INTRODUCTION

1.1 Background & Purpose

The Regional Community Network (RCN) is a high-speed optical fiber based communication system designed primarily to facilitate the exchange of video, data, and other information between traffic management centers at the Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (MCDOT), and at cities and towns in the Phoenix metropolitan region. The RCN is considered an essential component required for safe and efficient operation of the regional transportation system. Other applications that will utilize the RCN network initially include the Regional Videoconferencing System (RVS) that is owned and operated by Maricopa Association of Governments (MAG), and other videoconferencing applications at a few local agencies. The RCN is NOT intended to be used for mission critical data transmissions between agencies on the network. Applications proposed and implemented on the RCN require that the member agencies supply end to end security levels for their applications and that the non-mission critical network reliability be acceptable in their usage.

The original RCN concept was developed by MAG in 2001. However, the project was not programmed, as the \$34 million that was required for full implementation was not available. The Arizona DOT, a stakeholder supportive of the original RCN concept, carried out the design of the first phase of RCN using funds from a United States Department of Transportation (USDOT) Intelligent Transportation Systems (ITS) integration grant awarded to Arizona. The RCN project still lacked funds for building Phase 1. In 2005, \$1.6 million that had been programmed in the Transportation Improvement Program (TIP) as a place holder project for the original RCN project became available to the ITS program and was directed to ADOT for implementing the already designed RCN Phase 1A. The status of funding for future RCN implementation has not changed. Its completion remains unfunded at this time. However, many segments of the proposed regional network have also been built through local agency fiber projects.

The RCN is currently being developed as a regional communications infrastructure to be owned and operated by MAG and its Member Agencies (MA). Hence, it is very likely that future regional resources will be directed for completion of the RCN and linking all MAG MA's.

The primary purpose of this document is to outline the framework for future expansion, operation and maintenance of the RCN by identifying the roles and responsibilities of each participant. In addition to this document, a companion document on RCN Governance was adopted by MAG on April 22, 2009.

1.2 Stakeholders

The RCN is being developed by member agencies of MAG in the Phoenix metropolitan area. The primary stakeholders and users of RCN are traffic management staff at agencies that are linked through the network. All participating agencies have agreed to work together in an effort to reduce the cost and time required for the implementation of the system. Where available, agencies have dedicated a portion of their existing fiber infrastructure to the RCN and have agreed to provide space in existing agency facilities for the installation and housing of RCN equipment. The construction of the initial phase of the RCN, Phase 1A, carried out with ADOT as the Implementing Agency (IA) was funded with regional transportation funds. This procurement involved the purchase and installation of the active electronics, construction of fiber segments that are required to complete the initial phase and management of the network for the first year of operations.

1.3 RCN Planning, Programming, Development and Ownership

All planning and programming activities related to the RCN will be carried out by MAG with oversight provided by the ITS committee and the Technology Advisory Group (TAG). A planned schedule for RCN expansion and completion will be developed and updated annually by ITS/TAG. All RCN planning studies will be based on recommendations of ITS/TAG and undertaken by MAG as projects identified in the annual Unified Planning Work Program (UPWP). All new projects that are required for the expansion, rehabilitation and maintenance of the RCN will be programmed in the Transportation Improvement Program based on recommendations from ITS/TAG. The RCN will be identified in the Regional Transportation Plan (RTP) as a key component of the regional ITS infrastructure. Any MA desiring to build a local fiber path shared with the RCN and funded with state, local or a federal grant is required to coordinate with MAG to ensure that all such projects comply with the RCN design, regional standards and adopted practices. The introduction of any such project shall not alter the MAG approved schedule or sequence of RCN expansion projects, unless such a change has been recommended by ITS/TAG and approved by MAG.

All active electronics devices installed at various secure locations within MA facilities will be owned by MAG and will carry an RCN inventory number. Their warranties, repair and replacement will be monitored and maintained by MAG. Agreements will be developed between MAG and MAs linked to the RCN to provide access to RCN equipment installed at secure facilities.

All fiber infrastructure of the RCN located within the jurisdictional boundaries of a MA will be owned by that agency/jurisdiction. Any interruption of RCN services due to damage to such fiber will be repaired by the MA based on regionally agreed upon procedures.

1.4 Legal and Liability Information

The Regional Council approved the governance structure for this project on April 22, 2009. As part of this structure, MAG will have title to the electronic equipment provided for the project. A contracted agent will maintain and repair the electronic equipment. This agent will need permission to access the appropriate facilities. This agent's ability to execute repairs will be limited by the availability of technical staff at participating agencies where troubleshooting and facility access is required and by the terms of the underlying warranty agreement. Repairs will be executed through a best effort approach. Additionally, this network relies on previously agency-owned fiber and project laid fiber which has been transferred to the agency within which it resides. Agencies will be responsible for repairing this fiber through a best effort approach. Future regional investments in the RCN may make greater service levels available, but the service level provided by Phase 1A is adequate for data transmissions required for current traffic management activities.

- Each Agency and NGP will provide timely access to MAG and its contracted agent to install and maintain RCN equipment housed in its facilities.
- Each Agency and NGP will provide appropriate space, power and environmental conditioning for the network equipment necessary to establish the RCN, and furthermore will provide the necessary technical personnel support (agency representative) as the single point of contact for any network/equipment installation or maintenance issues. The site requirements are detailed in the ADOT Regional Community Network Design Concept Report for Phase 1 prepared by Kimley-Horn and Associates, Inc. and dated November 2004.

- Each Agency and NGP will provide the necessary technical personnel support (agency representative) as the single point of contact for coordination of any fiber repair or maintenance issues and to make a best effort at timely repair of such issues.
- Each Agency and NGP understands that MAG, its authorized agent and the other participating agencies will make every effort to affect repairs as quickly as possible, but that the initial implementation will not guarantee a service level.

1.5 Standards and Specifications

Standards and specifications used on the RCN will be adopted by ITS/TAG and will be made available via the MAG website. Any changes to the standards and specifications will be made on the recommendation of ITS/TAG and will be accompanied by an analysis of short- and long-term cost implications.

1.6 Descriptions & Roles

This section provides a high level description of the different groups within the RCN management structure and their key functions. This is also graphically depicted in Figure 1.

1.6.1 Member Agency (MA)

This includes all current and future MAG member agencies that wish to be connected to the RCN. It is not based on whether an agency has infrastructure to share with the RCN or not. Staff at MAs are the ultimate end users of the system.

1.6.2 Intelligent Transportation Systems Committee & Technology Advisory Group

The ITS Committee and TAG are comprised of representatives of the local member agencies. Together, these committees are responsible for the review and recommendation of all policies and guidelines related to the RCN for formal adoption by MAG. Some actions of these two committees will be based on the recommendations submitted by the RCN Working Group (WG) which functions as a joint subcommittee of the ITS and TAG committees.

1.6.3 RCN Working Group (WG)

The RCN Working Group (WG) develops recommendations for the management of the RCN and its future expansion. All recommendations for RCN expansion, modification or repair that require funding will be carried forward through the MAG approval process jointly sponsored by the ITS committee and the TAG. No cost changes may be approved by the ITS/TAG committees on the recommendation of the WG.

1.6.4 RCN Program Manager (PM)

A MAG staff position will be assigned to function as the overall Program Manager (PM) for the RCN. The responsibilities of the PM will be as follows:

- Provide reports to ITS/TAG on all RCN related projects that are being carried out directly by MAG or through other agencies. Identify issues that need to be addressed by ITS/TAG and ensure they are included in ITS/TAG meeting agendas.
- Incorporate the RCN as a key regional infrastructure within MAG planning documents such as the Regional Transportation Plan (RTP), TIP and the UPWP.
- Execute planning studies related to the RCN expansion based on direction and funding support from MAG.

- Make presentations to MAG committees based on ITS/TAG recommendations related to the RCN.
- Serve as the primary Point of Contact (POC) for the Network Manager (NM) and the interface to the MAs thru the WG. If the decision is to outsource the NM role to perform the full time technical and expert services that will be required, the PM will also be responsible for the solicitation, funding, and management of this contract. If the NM function is designated to a MA, the PM will coordinate the required IGAs between MAG and the MA, and their approval by the Regional Council.
- Participate in all RCN projects procured through any other MA, and serve as a member of the consultant/contractor selection committee for all RCN projects. Provide oversight to design and construction of all new RCN phases.
- Maintain a record of all standards, specifications, procedures established for the RCN by the ITS/TAG technical committees.
- Ensure the execution of required Agreements. Maintain a record of all IGAs and agreements entered with MAs in connection with the RCN – such as access to Active Electronics located in MA secure facilities, and to ensure that the design and construction of RCN projects will maintain regional compatibility through the adherence to established RCN standards.
- Receive formal reports on all RCN related procurement contracts carried out by other agencies on behalf of MAG. This work may be carried out by ADOT (similar to the Phase 1A project) or MAs for RCN projects that are within their jurisdictions.

1.6.5 Network Manager (NM)

For the initial year, the Network Management function will be provided by Kimley Horn and ~~Asseoaite~~ Associates and ITS Engineers. After that period, the Network Manager (NM) will be either a qualified contractor or a local agency, designated by the Regional Council, with staff dedicated to the RCN NM function. The NM will be primarily responsible for ensuring that the RCN functions without any serious interruptions to service, but will be responsible only for Active Electronics. The NM will be providing ongoing maintenance of the active electronics associated with the RCN. The NM will also manage all repair work carried out under warranties. In the case of other repairs, the NM will purchase, install, and configure RCN active electronics components. The NM will attend all WG meetings, and ITS/TAG meetings when necessary as indicated by the PM.

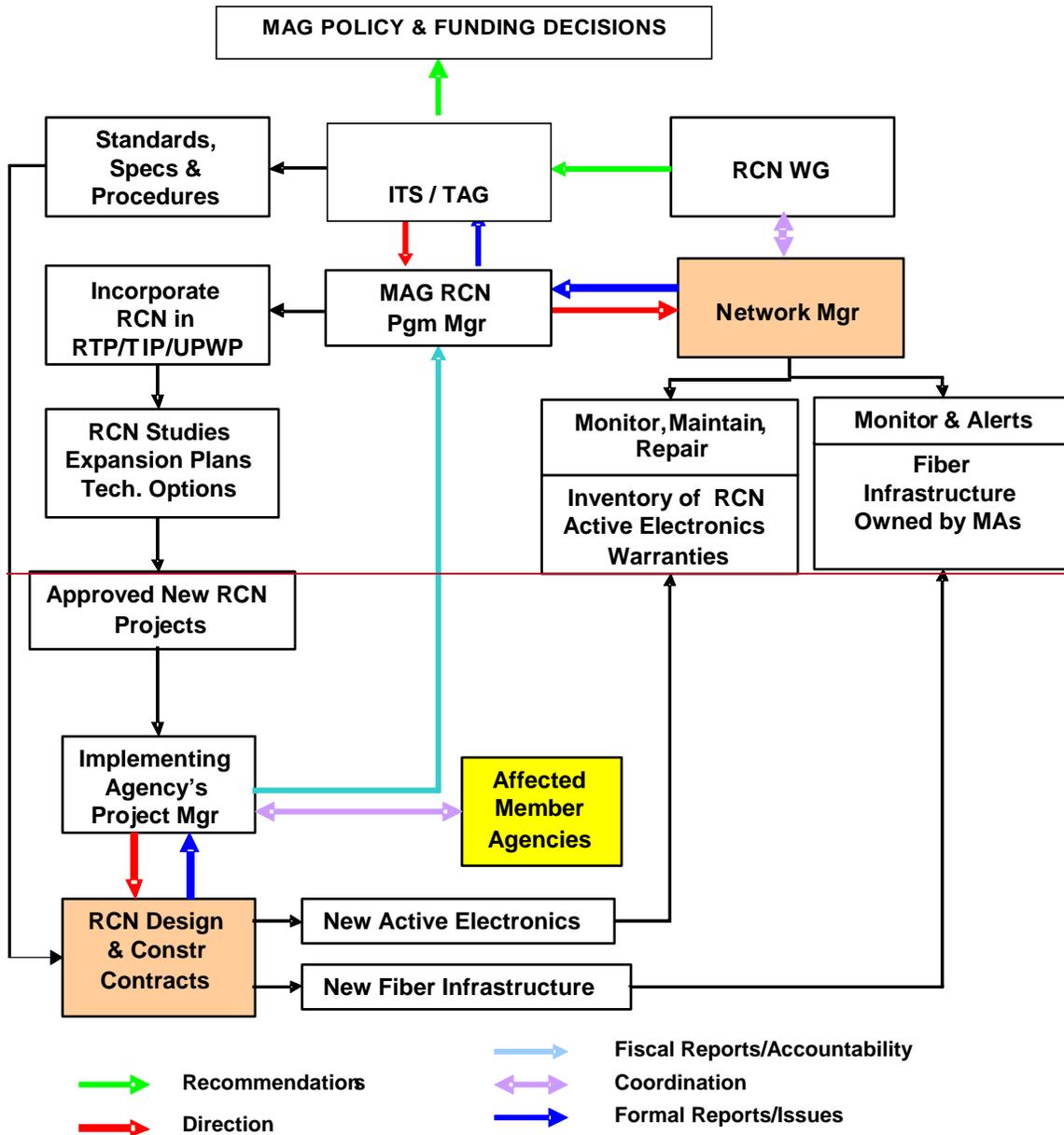
1.6.6 Implementing Agency (IA)

The IA will be responsible for hiring contractors to design and build new segments of the RCN. The IA could be ADOT, Maricopa County or any MA interested in helping implement any of the planned RCN projects that are funded and programmed in the TIP as MAG projects. Upon the identification of an IA, project funds will be transferred to the IA based on an IGA between MAG and IA that specifies accountability requirements.

The IA's project manager will closely coordinate of all such projects with the PM and shall comply with all established RCN standards and specifications.

Any new fiber infrastructure built by the IA becomes the property of the MA upon completion of the project. Any new Active Electronics that are installed at MA facilities remain the property of

MAG with an RCN inventory number. All warranties for RCN active electronics will be assigned to MAG for administration by NM.



1.6.7 Non-Governing Partner (NGP)

An NGP refers to all current and future entities that wish to be connected to the RCN, but are not MAG member agencies. An NGP connection must be sponsored by an existing MAG member agency to be connected to the RCN, and the terms and length of the sponsorship will be at the discretion of the sponsoring agency, subject to the approval of the TAG and ITS committees. Each class of NGP must be approved jointly by the TAG and ITS committees and provide a clear benefit, direct or indirect, to MAG member agencies. The request from an NGP must clearly state

how the RCN connection will be used and identify the name, title and contact information of the person who will be responsible for the RCN connection.

The first approved class of NGPs, Educational Institutions, consists of institutions meeting all of the following criteria:

- Must be a publically-funded university
- Achieve connectivity through an existing member agency
- Maintain ABET accreditation in a relevant Engineering Program – e.g., Civil Engineering or Systems Engineering
- Use the connection in coordination with a sponsoring agency for a defined purpose
- The request must be endorsed by the Dean of the School of Engineering.

Future class approvals will take place at the TAG and ITS committees and a summary will be included in the RCN Program Manager's reports to the other committees.

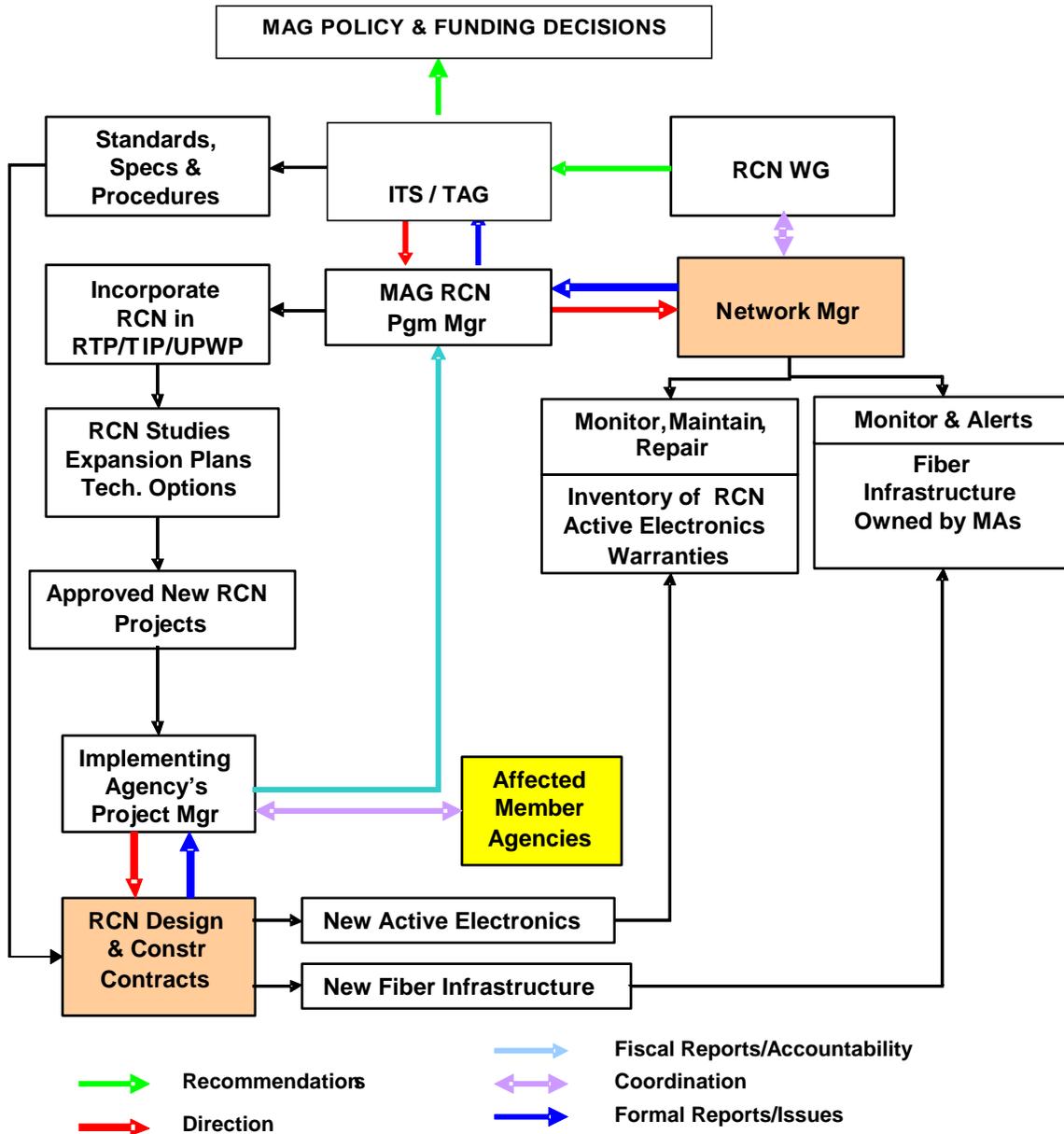


Figure 1. Overall RCN Management Structure & Key Functions

2 LONG RANGE PLANNING

This section describes the responsibilities of those involved in the planning of the RCN.

PM will:

- Be responsible for coordinating all planning activities related to the RCN.
- Obtain input to planning efforts from ITS/TAG, WG, MA and NM.
- Actively seek comments and recommendations for the improvement of the RCN from the WG.
- Obtain consultant support for the preparation of planning documents and complex technical discussions at WG.
- Develop a long range plan for the RCN, updated every year, and contain the following:
 - Identify all fiber paths that are required to provide the desired RCN connectivity.
 - Identify existing fiber infrastructure that may be used to support/expand the RCN.
 - Identify current or planned road construction projects that may be used to implement new fiber that is required for the RCN.
 - Identify gaps in the fiber network that needs to be addressed through new RCN projects.
 - Provide a prioritized list of new RCN projects.

The ITS/TAG will:

- Be responsible for reviewing all planning documents and recommending them for adoption by MAG.
- Review recommendations from WG and produce action items to be addressed during plan updates.
- Assign tasks to WG on complex RCN related issues that needs to be investigated.

The WG will:

- Receive direction from the ITS/TAG committee, and work closely with the MAs they represent to make sure the RCN provides the functionality they need.
- Review the long range plan developed and updated by MAG, provide feedback and recommend improvements.

The MA will:

- Designate primary contacts for the NM at the MAs (These should be WG participants).
- Identify the initial and future nodes that will require connectivity to the RCN and forward that information to the WG.
- Provide documentation on existing and new fiber infrastructure to MAG to help identify fiber that can be used for the expansion of the RCN. For planning, this is limited to the

path, the number of available strands, and the location of splice points. There is no requirement for splice details for the planning phases.

- Identify and relay RCN related issues and concerns through their ITS/TAG or WG representative.

3 REQUIREMENTS DEVELOPMENT

This section will identify the roles and responsibilities of those involved with the requirements development for the RCN. These requirements will be used as the basis for the architecture and design that are described in later sections of this document. During the initial warranty period, changes may be limited if no funding source is identified to enable the network manager to perform the required assessments.

The MA will:

- Identify the specific requirements for each connection to the RCN. This includes items such as those listed below:
 - Entry and exit point
 - Requirements for dedicated fiber strands and/or wavelength (if applicable)
 - Bandwidth
 - Latency and jitter
 - Quality of Service (QOS)
 - Switching
 - Virtual Local Area Network (VLAN)
 - Internet Protocol (IP) addresses
 - Unicast / Multicast
 - Due Date
 - Routing Protocols
- Work closely with the NM and PM to accurately describe the expectations of the MA as it relates to the service levels that are expected of the RCN. These expectations will be the basis of Service Levels Agreements (SLA) and the resulting requirements that drive the design and operation of the RCN. This could have a significant impact on the selection of equipment, need for additional fiber paths, and the availability of technical support staff to respond to problems.
- Help identify requirements and clarify expectations related to the RCN.
- Forward all requests for service to the WG through their representative.

The WG will:

- Recommend the service level to be guaranteed by the RCN.

The ITS/TAG will:

- Approve the service level to be guaranteed by the RCN.

The PM will:

- Assign and manage RCN requirement development activities to the NM.

The NM will:

- Receive and confirm receipt of all requests for service.
- Review all requests to determine the budget impact of all new requests and review the impacts on the system with the PM.

- Evaluate the requests received from the WG to determine if the RCN is capable of meeting the requirements.
- Provide comments back to the WG about the feasibility of their request.
- Request additional information from the WG or MA thru their representative to clarify the request if required.

4 RCN DOCUMENTATION

This section describes the responsibilities of those involved in the documentation of the equipment and fiber used for the RCN. For the initial year of deployment, this information is already in place.

The MAs will:

- Be responsible for maintaining documentation of their respective fiber assets. This includes documentation related to the route, installation depth, conduits, fiber, location of splice enclosures, and complete splice details. Complete and accurate records are important since they impact the ability to repair quickly and accurately, in the event of any damage to the fiber plant.
- Maintain accurate records that can be used by the MA to locate RCN fiber infrastructure as part of the Bluestake process.
- Clearly mark and label all RCN fiber optic patch panels. While some variations are expected between agencies, the labels should clearly identify fiber paths used by the RCN as illustrated in Figure 2.
- Provide a warning sticker or sign at the fiber patch panel with contact information for the NM.
- Track all fiber assets with a system such as OSP Insight or another fiber documentation software application. This software product shall be used to maintain comprehensive as-built documentation of the RCN network. A copy of this documentation will be provided to the PM.
- Identify their agency representative and provide his/her contact information to other agency staff that are involved with any work related to the RCN.
- Identify the need for improvements in the documentation of existing fiber infrastructure and communicate those needs to the ITS/TAG through their WG member or the PM.

Site: ADOT TMC - Room # 312												
Row 5 - Rack 3 - Fiber Panel 3												
	A	B	C	D	E	F	G	H	J	K	L	M
1	1 RCN 7A	7 spare	1 MDN	7 VID	1 Fire	7 spare	13 spare	1 SONET	7 spare	1 empty	7 empty	13 empty
2	2 RCN 7B	8 spare	2 MDN	8 VID	2 Fire	8 spare	14 spare	2 SONET	8 spare	2 empty	8 empty	14 empty
3	3 video	9 spare	3 VID	9 VID	3 Police	9 spare	15 spare	3 spare	9 spare	3 empty	9 empty	15 empty
4	4 video	10 spare	4 VID	10 VID	4 Police	10 spare	16 spare	4 spare	10 spare	4 empty	10 empty	16 empty
5	5 video	11 ATM	5 VID	11 IP	5 spare	11 spare	17 spare	5 spare	11 spare	5 empty	11 empty	17 empty
6	6 spare	12 ATM	6 VID	12 IP	6 spare	12 spare	18 spare	6 spare	12 spare	6 empty	12 empty	18 empty
	Backbone		Backbone		Distribution			Backbone		Empty		
	North		South		West			East				

Figure 2. Patch Panel Labels

The WG will:

- Recommend guidelines and identify issues to be researched and addressed by the NM.
- Make recommendations to the PM regarding the scope of work and assignments to the NM.
- Review and comment on recommendations made by the NM as they relate to the RCN design, implementation, operations, and management.

The ITS/TAG will:

- Establish guidelines and identify issues to be researched and addressed by the NM.
- Make recommendations to the PM regarding the scope of work and assignments to the NM.
- Approve recommendations made by the NM and forwarded by the WG as they related to the RCN design, implementation, operations, and management.

The PM will:

- Maintain documentation of work carried out by the NM.
- Participate in all required meetings related to the documentation of assets used for the RCN.

The NM will:

- Maintain proper documentation for all fiber paths used by the RCN. This includes drawings that provide an overview of each fiber path, and properly identify the demarcation point between the NM and MA. The NM will not be responsible for maintaining complete as-built drawings of the fiber plant unless this responsibility has been delegated to the NM by the MA and approved by the PM.
- Maintain complete documentation of the RCN electronics. This includes drawings that identify all ports that are in use and the MA equipment it is connected to.
- Maintain a complete accounting of all IP addresses that are used on the RCN.
- Maintain a complete accounting of all VLANs that are used on the RCN.
- Maintain a complete accounting of all IP Multicast addresses that are used on the RCN.
- Maintain documentation that shows the physical connection between all RCN equipment. This includes documentation of the slot and port number. This includes type of module, link speed, and duplex mode.
- Identify and document Ethernet trunk and station ports.
- Identify gaps in the documentation of the fiber plant and help identify a strategy to fill in the missing information.
- Coordinate with the WG to evaluate and recommend a software program to document the fiber optic cable and related infrastructure such as conduit, boxes, splice enclosures, etc.
- Coordinate with each MA representative to gather information about how new and existing fiber infrastructure is documented and lessons learned from previous projects. Information may include items such as the spacing between Global Positioning System (GPS) measurements along the conduit route.

- Utilizing agency experience and best industry practices as input, prepare a white paper that recommends how to document fiber assets during new construction, and the best approach for documenting existing fiber assets. The focus of this white paper is to make sure the fiber used as part of the RCN is properly documented to assist in the planning of future projects and to make sure there is adequate documentation to facilitate repairs.

5 RCN ARCHITECTURE

This section identifies the responsibilities of those involved in the development and maintenance of the RCN architecture. For the initial year of deployment, this information is already in place.

The MA will:

- Inform and coordinate with PM on architecture issues or requirements that impact local functions.

The WG will:

- Review and recommend the architecture and high level design provided by the NM or Architecture Consultant (AC).
- Evaluate the detailed designs prepared by the NM or AC and submit comments and recommendations for improvement.
- Review and recommend the equipment standards recommended by the NM or AC.

The ITS/TAG will:

- Review and approve the architecture and high level design recommended by WG.
- Review and approve the equipment standards recommended by the WG.

The PM will:

- Document the RCN architecture as currently defined in the Phase 1A project.
- Execute tasks for generating architecture improvements through the NM or an .AC

The NM or AC will:

- Evaluate current telecommunications technology for potential use in the RCN.
- Develop an overall architecture that can be used to guide the design of future phases of the RCN and provide updates as new technology becomes available. This includes key decisions such as the use of Single Mode Fiber (SMF) and the selection of key technologies such as Synchronous Optical Networking (SONET), Asynchronous Transfer Mode (ATM), Ethernet, and IP. While many of these decisions have already been made for the initial deployment of the RCN and are not likely to change, these decisions should be revalidated as the RCN is expanded and as equipment is upgraded or replaced over time.
- Develop an overall architecture for the transport of video across the RCN. This includes an approach for the replication of video, the selection of video compression technologies, and an approach to deal with the rapid and continuous improvements in compression technology.
- Work with the WG to make long-term design improvements to the RCN and generate suggestions for improvements within the agency networks that will allow agencies to exchange video without the use of Video Distribution Server (VDS) technology. The use of a VDS is often driven by the fact that agency networks were implemented well before plans could be put in place for a regional network such as the RCN. While that is the reality of today, the NM should consider long-term planning and design that will minimize the requirements for a VDS over time.

- Work with WG to develop and update existing standards related to the interface with the RCN. While many of these standards such as Ethernet and IP are set and not likely to change in the near future, other standards such as video compression will change quickly.
- Develop a high level design of the RCN and update that design as new technology becomes available.
- Develop a detailed design of the electronics used for the RCN.
- Develop a layer 3 network design.
- Develop an IP Address plan for use on the RCN and the interface with the MAs. This includes issues related to the use of Network Address Translation (NAT) and Port Address Translation (PAT).
- Develop a routing design based on the use of open standards such as Open Shortest Path First (OSPF).
- Develop a layer 2 switch design that includes the assignment of VLANs that will be used on the RCN and details on the use of spanning tree.
- Develop a security plan for the RCN and present the plan to the PM and WG for review and approval.

6 RCN DESIGN

This section identifies the responsibilities of those involved in the design of the RCN. RCN design and implementation projects may be undertaken by either (1) a MA for RCN components within their jurisdiction OR (2) by a IA on behalf of MAG.

(1) On MA design projects:

The MA will:

- Have primary responsibility for the design of all fiber infrastructure installed by the MA. This includes all existing and new fiber infrastructure that is used for the RCN.
- Coordinate with the PM and the MA representative to ensure that the designs are carried out to be compatible with regional RCN standards.
- Provide documentation about the IP address space that is already in use within the agency network to help identify overlaps and a plan for NAT and PAT as needed.
- Provide documentation of the VLANs that are being used.

The WG will:

- Evaluate the detailed designs prepared by the NM and submit comments and recommendations for improvement thru the IA.
- Review and recommend new equipment standards recommended by the NM.

(2) On IA design projects:

The IA will:

- Review the requirements that are the result of the planning and requirements development process described earlier and use that information as the basis for the initial and ongoing design process.
- Coordinate with the MAs thru the WG to get the information required to complete the design of the RCN equipment.

The NM or AC will:

- Have primary responsibility for the design of the electronics used to support the RCN.

The PM will:

- Coordinate with the MA 's Project Manager regarding all design activities.
- Coordinate with the MAs and WG to collect comments on the designs developed by the IAs.

7 IMPLEMENTATION

This section will identify the responsibilities of those involved in the implementation of the RCN. During the initial warranty period, changes may be limited if no funding source is identified to enable the network manager to perform the required assessments.

(1) On projects implemented by MA:

The MA will:

- Follow all existing regional standards and specifications for the RCN.
- Have primary responsibility for all aspects of the implementation of the fiber optic cable, including the conduit, boxes, splice enclosures, and patch panels. This includes the management and payments to the contractor.
- Manage the inspection of conduits and boxes installed during the construction.
- Be responsible for the end-to-end testing done as part of the post construction acceptance.
- Work with agency staff to get construction updates and notify the NM of the scheduled availability for all new fiber segments that will be used by the RCN.
- Coordinate fiber testing (Optical Time-Domain Reflectometer (OTDR) and power meter) done by the network manager immediately before connecting RCN equipment to the fiber managed by the MA.

The WG will:

- Receive briefings from NM on project progress and address any issues.

The NM will:

- Test all fiber using an OTDR and power meter immediately before the fiber is put into service for the RCN. Testing should be done in both directions and on all wavelengths that are expected to be used. Compare the results with the calculations prepared during the design process and account for any significant differences. Forward the test results and comparison information to the MA thru the PM.
- Archive the test results for comparison with future test results.
- Provide and install all fiber jumpers and optical attenuators that are required. This includes the fiber jumpers installed between the RCN equipment and the patch panel that is installed by the MA.
- Have primary responsibility for the installation and configuration of all RCN active electronics equipment. This may include firewalls, routers, switches, video conference system, video distribution servers, etc.
- Identify any unexpected items that are needed to complete the installation. Coordinate with the PM to identify a resolution.

The PM will:

- Manage all activities done by the NM.

(2) On projects implemented by an IA:

The PM will:

- Coordinate with the IA to ensure that all existing RCN standards are followed.
- Make periodic reports to WG and ITS/TAG on project progress.
- Upon completion document the handover of fiber infrastructure to MA and addition of active electronics to the MAG equipment inventory.

The NM will:

- Monitor project progress and report on any issues to PM.
- Ensure that RCN standards are followed.
- Have primary responsibility for the installation and configuration of all RCN active electronics equipment.

8 BUILDING INFRASTRUCTURE

This section identifies roles and responsibilities related to buildings used to house the RCN electronics and provide access to the outside fiber cable infrastructure.

The MA will:

- Provide space within an existing building that is appropriate for the installation of equipment. This may include an existing computer room or equipment closet.
- Provide a minimum of one (1) enclosed equipment rack for the installation of RCN equipment. In most cases, racks should match existing rack systems.
- Provide a climate control system to maintain proper temperature, humidity, and dust control.
- Provide a building service entrance for the installation of fiber optic cable. This may include items such as a vault or pull box outside of the building and conduit into the equipment room. The MA will be responsible to make sure the conduits are properly sealed to prevent the entry of water, smoke, or rodents into the building.
- Provide a minimum of two (2) dedicated circuits at the RCN equipment cabinet. The voltage, amps, and plug requirements will be provided by the NM.
- Pay for all power used at the RCN node.
- Ensure that all electrical and safety standards are followed.
- Make sure primary power is provided from a regular commercial power source and should not rely on solar panels or a local generator.
- Provide a secondary source of power such as a diesel or natural gas generator with an automatic transfer switch.
- Provide access to a building Uninterruptible Power Supply (UPS) if available and in good operating condition. The UPS should be capable of providing power from battery for a minimum of one (1) hour if a secondary power source is available or eight (8) hours if a secondary power source is not available.
- Provide an additional equipment rack for the installation of batteries if a secondary source of power is not available. This rack space requirement will change depending on the final power requirements of the equipment.
- Provide secure access to the computer room where the RCN equipment is located. A card reader should be used when possible to provide a method to reporting the date and time that people have entered the area. Access to critical nodes should be available at all times (24x7x365) and during business hours for secondary locations.
- Provide locks for the equipment cabinets used for the RCN equipment when a card reader system is not available.
- Coordinate with the NM to identify the procedure for access into agency buildings. This includes information about requirements for an escort by agency staff.
- Provide a dedicated rack mounted UPS when a building UPS is not available
- Provide additional batteries for the rack mounted UPS if a secondary power source is not available. The batteries should provide power for eight (8) hours. Changes to the Service Level Agreements may increase this requirement and should be carefully considered.

The NM will:

- Follow agency procedures related to building access.
- If provided to the NM, maintain control of all access cards and keys and immediately report to the MA if anything is lost or stolen.

9 MAINTENANCE AND REPAIR

This section identifies roles and responsibilities related to maintenance and repair of the RCN.

The MA will:

- Maintain all outside plant fiber assets such as conduit, fiber cable, boxes, splice points, and fiber patch panels.
- Monitor agency related Trouble Tickets (TT) reports and facilitate agency related repairs.
- Utilize the work order tracking system to manage TTs that are related to the fiber optic cable managed by the MAs.

The WG will:

- Review performance reports submitted by the NM.
- Coordinate with MA representatives to help prioritize and assist with critical repairs.

The PM will:

- Manage all activities done by the NM.
- Review performance reports submitted by the NM to verify proper response times.

The NM will:

- Have primary responsibility for maintenance and repair of the RCN electronics.
- Monitor all critical components on the RCN.
- Provide a primary and secondary contact telephone number for approved agency staff to report problems with the RCN.
- Utilize the work order tracking system to alert the MA of problems with the fiber.

10 RCN OPERATIONS

Operation of the RCN should be modeled after a carrier network with a clear demarcation point between the RCN and the MA network as shown in Figure 3.

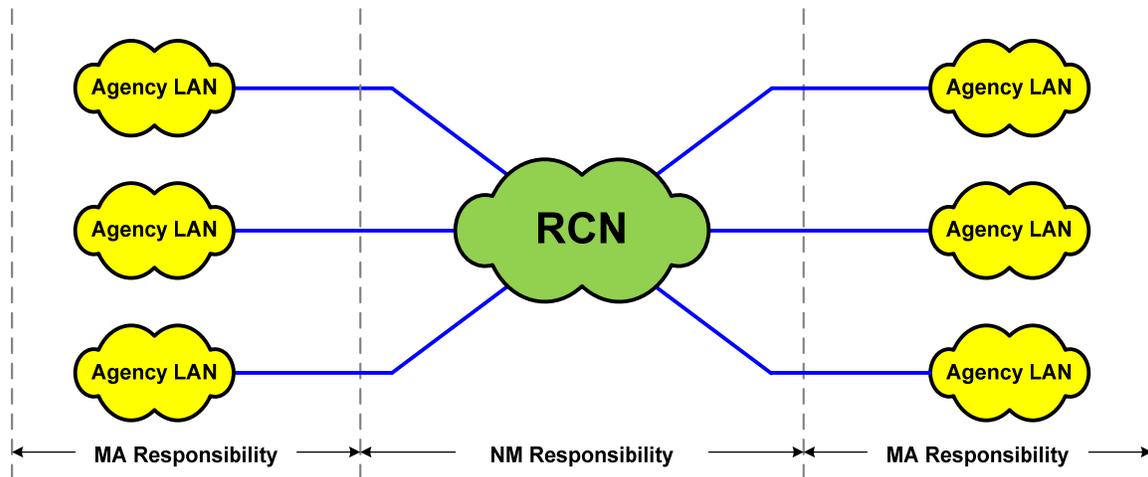


Figure 3 – Division of Responsibility

This diagram is only intended to show the division of responsibility and is not intended to suggest a design for the RCN.

The MA will:

- Have primary responsibility for the operations of the fiber network.
- Participate in the Bluestake program to locate all agency fiber in order to prevent damage.
- Provide a list of authorized users who can submit requests for service.
- Coordinate with the NM to provide notifications of events that might affect the operations of the RCN. All requests should be made thru the PM.

The WG will:

- Discuss and endeavor to resolve issues such as priorities, schedules, and responsibilities that may arise between agencies, members, or other parties.

PM will:

- Coordinate with the ITS/TAG to identify and provide funding for ongoing operations.

The NM will:

- Have primary responsibility for the operation of the RCN electronics.
- Make all approved configuration changes to the RCN electronics in accordance with previously submitted and approved design documents.
- Monitor the status of all RCN electronics to determine the condition of the power supplies, operating temperature, etc.

- Monitor the status of each link in the RCN network to ensure proper operations, and address failures as required.
- Maintain a calendar of planned system downtime to perform maintenance activities. The NM will notify the WG and MAs of any planned downtime with detail such as the date, time, expected duration, and impacts on the RCN.
- Coordinate with PM and the MAs to provide transport across the RCN for the RVS installed and maintained by MAG.
- Perform general network administration oversight and preventative maintenance functions as they relate to the RCN electronics equipment.
- Manage and enforce equipment warranties and operational support service provided by the equipment manufacturers.
- Close out TTs and document changes that have been made to the RCN configuration, and maintain RCN maintenance records and drawings.
- Generate and track the progress of TTs for each system related problem reported by the MAs (or problem identified by the NM during routine preventative maintenance checks). Upon request by a MA representative, generate a report on TTs for any agency. This may also be addressed via the TT tracking software.
- Observe equipment trouble shooting activities, corrective measures taken, and testing of the corrective measures taken.
- Post diagrams and documents that describe any changes made to the RCN configuration.

11 CENTRAL WORK ORDER TRACKING SYSTEM

This section will identify the roles and responsibilities related to the Central Work Order Tracking System.

The MA will:

- Proactively respond to RCN failures that fall within the responsibility of the agency (e.g., fiber cut).
- Notify NM of repairs, issues, or related coordination activities through its representative as appropriate.
- Provide a list of authorized users who can makes requests for service.
- Facilitate agency repairs as may be required.

The PM will:

- Obtain MAG funding for the initial installation, maintenance, and operations of a Central Work Order Tracking System.
- Facilitate the development of a web based system to create and track work orders and TTs.
- Review summary reports of TTs and assist with issues and delinquencies as may be required.
- Make policy recommendations to ITS/TAG and arbitrate issues that may arise.
- Coordinate with the other RCN partners.

The NM will:

- Track and respond to work orders assigned to the NM.
- Track all RCN hardware and the inventory of spare parts that are assigned to the NM, if any.
- Provide monthly reports to the PM for distribution to the WG. The report should include information about open and closed tickets, response times, and the time required to close tickets.

12 GOVERNANCE

This section describes the RCN Management Reporting Structure that has been approved by MAG.

The Regional Community Network (RCN) is a fiber optic communications network that, when completed, would connect all MAG member agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The RCN communications network will allow the sharing of video and live traffic count data, and would help each jurisdiction manage its signal network more efficiently, thus improving safety, and reducing traffic delay and emissions. In addition, the RCN may be a significant communications asset in the event of a regional emergency evacuation due to a natural or a man-made cause. The network will also be available to support other interagency data sharing applications, including videoconferencing, Information Technology, and possibly public safety communications.

A number of larger cities and towns in the region have developed Traffic Management Centers that serve as the coordination centers for traffic management. Efficient management of the regional road network relies heavily on efficient communications between these centers. At present, a number of local agencies rely on local fiber networks as well as expensive leased phone lines for their agency-to-agency electronic communications. The RCN would eliminate the need for some leased fiber and/or phone lines and result in cost savings for those agencies. The RCN will also link ADOT's Freeway Traffic Operations Center, City of Phoenix's Transit Control Center, and METRO Rail's LRT Control Center to the rest of the regional traffic management network. The following is a subset of the information that will be shared:

- Real-time traffic conditions
- Crash bottlenecks
- Plans for relief routes
- Freeway cameras showing traffic heading towards local streets

The initial RCN design was developed as part of a study in which MAG examined ways to increase access to telecommunications and leverage existing agency infrastructure investments. Each agency agreed in principle to provide at least two fiber strands in key locations to allow the creation of a network connecting all MAG member agencies. The design called for filling key gaps to connect one agency's fiber to another's.

ADOT is currently overseeing the construction of Phase 1A of the RCN. This project will create the core ring and abbreviated East Valley and West Valley rings that will eventually be expanded into the full RCN. The original RCN concept specified a network carrying both general information technology data and transportation data, using advanced equipment to create multiple networks on a single pair of fiber. Limiting Phase 1A to accommodate the available budget reduced the scope to a single network carrying transportation data and supporting the RVS. The advanced electronics may still be added at a later date without discarding any equipment provided in Phase 1A.

The RCN Working Group (WG) is comprised of representatives of the member agencies serving on the Technology Advisory Group (TAG) and Intelligent Transportation Systems (ITS) Committee. This group currently develops recommendations for the management and future expansion of the Regional Community Network. The Working Group forwards recommendations

to the TAG and ITS committees for approval and from there the recommendations move through the normal MAG committee structure.

Following completion of Phase 1A of the RCN, the design consultant, Kimley-Horn and the selected turn-key solution provider, will manage the network for one year. This will give member agencies time to develop a funding mechanism for ongoing maintenance, a plan for the ongoing management of the network, and policies for its operation and expansion.

The RCN Working Group will work to identify a number of policies and procedures to assure that the network will fulfill the promise of increased access for Information Technology uses without compromising the primary transportation requirement imposed by the use of FHWA funding for construction and purchase of equipment. Additionally, the Working Group will recommend a network manager after the completion of the first year.

The TAG, ITS, and the RCN WG envision a formal structure whereby the day-to-day operations and routine addition of services to the network would be efficiently managed. To that end, the committees propose that they draft an initial set of policies and delineation of tasks to provide a framework for timely decisions while maintaining the oversight and policy role of the existing MAG process. The following details a suggested program.

Regional Council, Management Committee, Transportation Review Committee

Approve the initial set of policies.

Approve annual funding to support network management activities, including a small budget for incidentals as identified and included through the TIP process.

Review and approve any requests for additional funding for system maintenance.

Review and approve any requests for expansion funding.

Review and approve any policy changes.

Review and approve any removal of a previously approved agency service.

Receive annual reports on the status and function of the RCN.

ITS and TAG

Approve new services that have passed the RCN WG assessments.

Review and recommend approval of RCN WG policies to the TRC.

Approval of RCN WG guidelines.

Proposed Regional Community Network Management Reporting Structure

Review and recommend approval of annual funding to support network management activities including a small budget for incidentals.

Receive annual reports on the status and function of the RCN generated by the Network Manager and recommend them to the TRC.

Identify expansion projects and recommend approval to the TRC.

Approve no-cost expansions of the RCN on recommendation from the RCN WG.

[Approve new classes of NGPs.](#)

[Approve individual requests for NGP connections.](#)

RCN WG

Recommend initial policies and guidelines.

Develop a risk assessment procedure for new services.

Develop a risk assessment procedure for expansions.

Oversee the Network Manager and receive quarterly status reports.

Recommend additional service support.



Recommend expansion support.
Recommend annual funding levels.

Network Manager

Oversee the day-to-day operations of the RCN.
Coordinate repairs and maintenance.
Maintain the safety of the RCN.
Act as a resource for the connected agencies in troubleshooting applications.
Perform risk assessments for new services.
Perform risk assessments for expansions.
Generate quarterly status reports.
Monitor bandwidth and enforce restrictions on usage per the defined policy.
Identify bandwidth limitations and issues.

Member Agency RCN Representative

Coordinate access to agency facilities for repairs and maintenance.
Act as the main resource in troubleshooting applications and determining if the problem lies with the RCN.
Act as the single point of contact for the Network Manager.

13 POLICIES

This section defines the polices under which the ITS and TAG committees will make the decisions delegated to them under the adopted governance structure.

No Cost Additions of Applications

Policy: The TAG and ITS committees will approve no cost additions of applications that respect the funding requirements, technical limitations, regional nature and equitable use of the RCN.

Purpose: This policy allows the timely addition of applications to the RCN while providing for fair accommodation to participating agencies.

Applicability: This policy applies only to no cost application additions by existing participants in the RCN.

Procedure: The TAG and ITS committees will review all requests that seek to add additional applications based on the following criteria.

Area	Description
Compatibility with funding requirements	Transportation uses must be given priority because construction of the facilities relies on federal transportation funding. Additional uses are permitted as long as they do not affect the transportation use. Projects must demonstrate that they are either compatible with the transportation use or that they will not impact that use in order to be considered.
Bandwidth Usage	The proposed use should be shown to not exceed the available bandwidth of the network, including burst traffic.
Regional Use	Regional uses of the network for interagency communication should be given preference over individual use.
Agency Distribution	The project should reflect a reasonable distribution of bandwidth among agencies.
Cost	Agencies should demonstrate that there will be no additional costs borne by the RCN for the implementation of the application. The agency will have the option of doing this by assuming the costs associated with implementation.

Requests for applications must include the understanding that non-transportation applications may have to be removed from the network in the future or may have to upgrade equipment to maintain the ability to execute transportation related applications.

A request must be approved by both committees before the additional application is added to the RCN.

<Date>

TO: Dennis Smith, Executive Director

FROM: <Manager>

SUBJECT: AUTHORIZATION TO MAINTAIN EQUIPMENT FOR THE MAG REGIONAL COMMUNITY NETWORK PROJECT

This memorandum is between the Maricopa Association of Governments (MAG), 302 N. 1st Avenue, Suite 300, Phoenix, Arizona 85003, a Council of Governments, hereinafter identified as MAG, <NGP>, hereinafter identified as <NGP>, and the sponsoring City (Town, County, Community or Agency) of _____, regarding the MAG Regional Community Network, hereinafter identified as RCN. Project specific items needing expeditious handling in relation to the RCN are addressed in this memorandum. This memorandum will authorize MAG personnel or its contractor to install and maintain network equipment on the premises of all participating agencies and partners for the purpose of creating a regional data network. MAG will provide and maintain the equipment required to support the network either directly or through a contractor.

MAG has title to the electronic equipment provided for the RCN. MAG personnel or its contractor will maintain and repair the electronic equipment. MAG personnel or its contractor will need permission to access the appropriate facilities. Additionally, this network relies on previously existing agency-owned fiber and may transition across fiber from the sponsoring MAG member agency and <NGP>. Participating agencies are responsible for repairing RCN assigned fiber through a best effort approach. The <NGP> and sponsoring agency are solely responsible for the maintenance of their own interconnection.

As a non-governing partner in the RCN, <NGP> agrees as follows:

1. <NGP> will provide timely access to MAG or its contractor to install and maintain RCN equipment housed in its facilities.
2. <NGP> agrees to provide appropriate space, power and environmental conditioning for the network equipment necessary to establish the RCN, and furthermore agrees to provide the necessary technical personnel support (a site coordinator) as the single point of contact to coordinate any network/equipment installation or maintenance issues. These requirements are detailed in the ADOT Regional Community Network Design Concept Report for Phase I prepared by Kimley-Horn and Associates, Inc. and dated November 2004.
3. <NGP> agrees to provide the necessary technical personnel support (a site coordinator) as the single point of contact for any fiber repair or maintenance issues and to make a best effort at timely repair of such issues.

4. <NGP> understands that MAG, its contractors and the other participating agencies will make every effort to make repairs as quickly as possible, but that the initial implementation will not guarantee a service level.

Therefore, <NGP> hereby authorizes the installation of equipment in our facilities, agree to provide access to the equipment once installed, agree to make a best effort at timely fiber repair and acknowledge that service level is not guaranteed.

<NGP> hereby waives and releases MAG and its officers, elected officials, appointees, employees, agents and representatives (collectively "MAG") from any claims, demands, losses, liabilities and causes of action relating to or arising out of MAG's activities in fulfilling its responsibilities pursuant to this Authorization. This waiver and release is intended to be an express waiver and release from any and all claims against MAG arising from MAG's actions in fulfilling its responsibilities pursuant to this Authorization

Furthermore, as a non-governing partner, <NGP> will be sponsored for this connection by _____. This connection will be used for _____ during the period of _____ to _____. The <NGP> agrees to use the connection solely for transportation related applications and communications. Improper use of the connection, including but not limited to recording of camera feeds, unauthorized access to connected servers, or network probing and port scanning, will result in its termination and possible legal penalties. Authorized IPs and port numbers:

NGP Signature

Sponsor Signature

NGP Name

Sponsor Name

NGP Title

Sponsor Title

NGP Organization

Sponsor Agency

Date

Date

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Arterial Life Cycle Program Status Report - April 2015 through November 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 June 24, 2015. 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 April 2015 through November 2015 Status Report is the first for FY 2016. The report provides information on the 46 projects scheduled for work and/or reimbursement this fiscal year. Of these 46 projects, 18 are in the design phase, nine are in the right-of-way-acquisition phase, 17 are in the construction phase, and two are scheduled for reimbursement only. It is anticipated that 17 of these projects are or will be completed and open to traffic by July 1, 2016.

Scheduled ALCP project reimbursements in FY 2015 total \$83 million. Federal funds comprise \$34.6 million of the total programmed reimbursements while the remaining balance of \$48.4 million is programmed with a portion of the half-cent sales tax, known as the Regional Area Road Fund (RARF), allocated to arterial roads. Through November 2015, actual RARF revenue collections in FY 2016 have totaled \$16.5 million, which is 1.4 percent lower than what had been projected in the November 2014 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 June 24, 2015.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

On December 17, 2015, the Arterial Life Cycle Program Status Report - April 2015 through November 2015 was presented to the Transportation Review Committee for information and discussion.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Vice Chair
- El Mirage: Jorge Gastelum
- # Fountain Hills: Randy Harrel
- * Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- * Goodyear: Cato Esquivel
- * Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- * Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- *Street Committee: Maria Deeb, Mesa
- *ITS Committee: Marshall Riegel, Phoenix
- *FHWA: Ed Stillings
- * Bicycle/Pedestrian Committee: Jim Hash, Mesa
- * Transportation Safety Committee: Renate Ehm, Mesa

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

CONTACT PERSON:

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

ARTERIAL LIFE CYCLE PROGRAM



STATUS REPORT

08/15/2015 - 10/15/2015



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Lake Pleasant Pkwy: West Wing Pkwy to L303
- Page 3: FY2016 Arterial Life Cycle Program
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- Pages 4-10: 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 - June 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	\$16,853,934	\$3,149,241	\$9,987,593	\$29,990,769
March	\$18,153,420	\$3,391,653	\$10,756,386	\$32,301,460
April	\$19,818,878	\$3,702,815	\$11,743,214	\$35,264,907
May	\$18,005,827	\$3,364,078	\$10,668,933	\$32,038,837
June	\$18,422,856	\$3,441,993	\$10,916,034	\$32,780,883
TOTAL	\$214,870,480	\$40,145,215	\$127,317,682	\$382,333,377

**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. At the end of FY 2015, actual RARF revenue collections were 1.0% higher 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 2016 started on July 1, 2015. Through November, \$15.9 million of additional RARF revenues have been deposited into the arterial account. To date, approximately \$347.0 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 \$331.7 million of project expenses have been reimbursed. As of the end of November 2015, the RARF project account balance was \$21.0 million.

April 2015 – November 2015

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, \$12.5 million in RARF revenues have been deposited into the RARF Studies account.

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>

TABLE 2. TOTAL ARTERIAL RARF COLLECTIONS Estimate v. Actual FY 2015 (July 2014 - June 2015)

	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$3,253,215	\$3,196,620	-1.7%
August	\$3,089,625	\$3,169,874	2.6%
September	\$3,176,880	\$3,182,642	0.2%
October	\$3,190,635	\$3,213,230	0.7%
November	\$3,160,080	\$3,156,373	-0.1%
December	\$3,232,320	\$3,294,262	1.9%
January	\$3,843,105	\$3,882,435	1.0%
February	\$3,138,555	\$3,149,241	0.3%
March	\$3,258,465	\$3,391,653	4.1%
April	\$3,628,380	\$3,702,815	2.1%
May	\$3,357,060	\$3,364,078	0.2%
June	\$3,403,680	\$3,441,993	1.1%
TOTAL	\$39,732,000	\$40,145,215	1.0%

**Amount excludes debt service from Prop 300*

**ALCP PROJECT HIGHLIGHT:
LAKE PLEASANT PKWY: WEST WING PARKWAY TO LOOP 303**

The Lake Pleasant Pkwy: West Wing Parkway to Loop 303 arterial capacity improvement project was opened to traffic in August 2015. The project included the demolition of the existing two-lane rural roadway and construction of a new four-lane urban arterial roadway along the project’s entire 2.5 mile route. Features of the roadway include a raised-landscaped median, new sidewalks, pedestrian features, and bike lanes.



For additional information about the Lake Pleasant Pkwy: West Wing Parkway to Loop 303 arterial capacity improvement, please contact the City of Peoria Engineering Department at (623) 773-7212.



FY 2016 ARTERIAL LIFE CYCLE PROGRAM

On October 28, 2015 the MAG Regional Council approved an update to the FY2016 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 2016 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 2016, the amount programmed for reimbursement in FY 2016, and ALCP project requirements submitted to-date. Table 4 details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2016.

This is the 22nd Status Report for the Arterial Life Cycle. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at:

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

TABLE 3. FY 2016 ARTERIAL LIFE CYCLE PROGRAM
SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY16

RTP Project	Programmed in the FY16 ALCP	Programmed Reimb. in FY16	Reimb. in FY 2016	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY16
<u>CHANDLER</u>						
Chandler Blvd at Alma School Rd: Intersection Improvements	Work and Reimbursement	\$ 545,676.28		Completed 3/2008	Completed 7/2008	PRR
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Work and Reimbursement	Funds obligated in FFY 2013	-	Completed 5/2012	Completed 1/2014	PRR
Chandler Heights Rd: Arizona Ave to McQueen Rd	Work and Reimbursement	1,287,825.00	-	Completed 9/2014	Completed 12/2014	PRR
McQueen Rd: Ocotillo Rd to Riggs Rd	Work and Reimbursement	493,306.91	112,858.83	Completed 4/2013	Completed 8/2013	PRR
Ocotillo Rd: Arizona Ave to McQueen Rd	Work and Reimbursement	4,126,379.14	-	Completed 4/2013	Completed 1/2014	PRR
Old Price Rd at Queen Creek Rd: Intersection Improvements	Work and Reimbursement	2,855,227.29	1,457,158.20	Completed 9/2014	Completed 12/2014	PRR
McQueen Rd: Ocotillo Rd to Chandler Heights	Work and Reimbursement	Funds obligated in FFY 2013	2,252,072.52	Completed 4/2013	Completed 4/2014	PRR
McQueen Rd: Chandler Heights to Riggs Rd	Work and Reimbursement	Funds obligated in FFY 2015	-	Completed 4/2013	Completed 4/2014	PRR
Ray Rd at Dobson Rd: Intersection Improvements Phase I	Work and Reimbursement	251,006.80	13,562.75	Completed 9/2014	Completed 12/2014	PRR
Cooper Rd: South of Queen Creek Rd to Chandler Heights	Work and Reimbursement	588,401.00	-	Completed 2/2015	Completed 3/2015	PRR
Cooper Rd: South of Queen Creek Rd to Riggs Rd	Work and Reimbursement	Funds obligated in FFY 2015	-	Completed 2/2015	---	PA/PRR
<u>CHANDLER & GILBERT</u>						
Queen Creek Rd: McQueen Rd to Gilbert Rd	Work and Reimbursement	\$ 1,500,000.00	\$ 108,857.900	Completed 4/2014	Completed 7/2014	PRR
<u>EL MIRAGE</u>						
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	Work and Reimbursement	\$ 741,327.97	\$ 53,569.17	Completed 9/2013	Completed 11/2013	PRR
Thunderbird Rd: 127th Ave to Grand Avenue	Work and Reimbursement	500,000.00	-	Completed 9/2013	Completed 11/2013	PRR
El Mirage Rd: Peoria Ave to Cactus Rd	Work and Reimbursement	6,110,892.62	600,106.82	Completed 10/2013	Completed 1/2014	PRR
El Mirage Rd: Cactus to Grand Avenue	Work and Reimbursement	625,000.00	-	Completed 9/2013	Completed 11/2013	None
<u>FOUNTAIN HILLS</u>						
Shea Blvd: Technology Dr to Cereus Wash	Work and Reimbursement	\$ 450,239.00	\$ -	Completed 8/2008	Completed 10/2008	PRR
<u>GILBERT</u>						
Elliot Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	\$ 1,052,100.00	\$ -	Completed 8/2014	Completed 5/2015	PRR
Germann Rd: Val Vista Dr to Higley Rd	Work and Reimbursement	5,253,233.20	-	Completed 4/2013	Completed 5/2013	PRR
Guadalupe Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	3,456,549.89	-	Completed 5/2012	Completed 10/2010	PRR
<u>MARICOPA COUNTY</u>						
El Mirage Rd: Northern Ave to Peoria Ave	Work and Reimbursement	\$ 2,283,429.19	\$ 64,326.93	Completed 11/2012	Completed 1/2013	PRR
Gilbert Rd: Bridge over Salt River	Work and Reimbursement	Funds obligated in FFY 2015	-	---	---	PO/PA/PRR
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	Work and Reimbursement	Funds obligated in FFY 2013	146,861.02	---	Completed 12/2013	PRR

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY16

RTP Project	Programmed in the FY16 ALCP	Programmed Reimb. in FY16	Reimb. in FY 2016	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY16
MARICOPA COUNTY (Cont.)						
Northern Parkway (Phase I): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 10/11/12	222,064.06	Completed 4/2010	Completed 3/2011	PRR
Northern Parkway (Phase II): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 2011	-	Completed 11/2012	Completed 1/2013	PRR
Northern Parkway: Dysart to 111th Ave	Work and Reimbursement	\$ 14,503,035.00	127,610.43	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway: Reems and Litchfield Overpasses	Work and Reimbursement	Funds Obligated in FFY 12/13	-	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway: Northern Ave at Loop 101	Work and Reimbursement	1,100,660.00	-	Completed 11/2012	Completed 1/2013	PRR
Northern Parkway: Dysart Overpass	Work and Reimbursement	200,000.00	-	Completed 9/2013	Completed 11/2013	PRR
MESA						
Mesa Dr: US 60 to Southern Ave	Reimbursement Only	\$ 900,000.00	\$ 787,259.71	Completed 3/2007	Completed 1/2008	PRR
Mesa Dr: 8th Avenue to Main Street	Work and Reimbursement	2,376,097.48	16,703.05	Completed 6/2014	Completed 8/2014	PRR
Ray Road: Signal Butte to Meridian	Work Only	-	-	Completed 6/2015	Completed 8/2015	None
Signal Butte Road: Elliot Rd to Ray Rd	Work Only	-	-	Completed 8/2014	Completed 11/2014	None
Southern Avenue Area DCR	Work and Reimbursement	105,000.00	-	Completed 10/2015	Completed 11/2015	PRR
Val Vista Dr: Baseline Rd to Southern Ave	Work and Reimbursement	295,000.00	-	---	---	PO/PA/PRR
PEORIA						
Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Reimbursement Only	\$ 2,250,000.00	\$ 2,250,000.00	Completed 5/2006	Completed 10/2011	None
PHOENIX						
Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street	Work and Reimbursement	Funds Obligated in FFY 12-15	\$ 1,076,782.28	Completed 1/2012	Completed 5/2012	PRR
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Pinnacle Peak Rd	Work and Reimbursement	Funds Obligated in FFY 11-15	-	Completed 10/2007	Completed 6/2012	PRR
SCOTTSDALE/CAREFREE						
Happy Valley Rd: Pima Rd to Alma School Rd	Work and Reimbursement	\$ 945,000.00	\$ -	---	---	PO/PA/PRR
Pima Rd: Pinnacle Peak to Happy Valley Rd	Work and Reimbursement	\$ 1,345,498.56	\$ -	---	---	PO/PA/PRR
SCOTTSDALE						
Miller Rd/SR-101L Underpass	Work and Reimbursement	\$ 700,000.00	\$ -	---	---	PO/PA/PRR
Pima Rd: Via Linda to Via De Ventura	Work and Reimbursement	1,330,066.08	41,821.95	Completed 9/2014	Completed 12/2014	PRR
Pima Rd: Krail St to Chaparral Rd	Work and Reimbursement	500,000.00	-	Completed 9/2014	---	PA/PRR
Redfield Rd: Raintree Dr to Hayden Rd	Work and Reimbursement	150,000.00	-	Completed 8/2014	Completed 12/2014	PRR
Raintree Drive: Scottsdale Rd to Hayden Rd	Work and Reimbursement	6,353,954.47	188,288.63	Completed 8/2014	Completed 12/2014	PRR
Southbound Loop 101 Frontage Road Connections	Work and Reimbursement	1,543,952.18	32,522.19	Completed 9/2014	Completed 12/2014	PRR

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on October 28, 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 FY15 (YOE\$)	FY 2016 Est. Reimb. (2015\$)	Est. Reimb FY17-FY26 (2015\$)	Total Reimb FY06-FY26 (2015\$, YOE\$)	Unfunded Due to Deficit (2015\$)	Expend through FY15 (YOE\$)	Estimated Future Expend FY16-FY26 (2015\$)	Total Expend FY06-FY26 (2015\$,YOE\$)			
	FY 2016											
CHANDLER												
Chandler Blvd at Alma School Rd: Intersection Improvements	W/R	0.708	0.546	2.094	3.347	0.942	1.011	0.780	9.020	2017	0.25	
Chandler Heights Rd: Arizona Ave to McQueen Rd	W/R	1.037	0.251	6.037	7.325	0.000	1.482	9.774	11.256	2019	1.00	
McQueen Rd: Ocotillo Rd to Riggs Rd	W/R	1.503	0.493	0.000	1.996	0.000	2.147	0.705	2.852	2016	2.00	Design & ROW only
Ocotillo Rd: Arizona Ave to McQueen Rd	W/R	1.168	4.126	0.000	5.294	1.408	1.669	8.787	10.455	2016	1.00	
Old Price Rd at Queen Creek Rd: Intersection Improvements	W/R	0.167	2.855	1.219	4.241	0.000	0.239	4.185	4.424	2016	0.80	
Ray Rd at Dobson Rd: Intersection Improvements Phase I	W/R	0.015	0.251	0.000	0.266	0.000	0.021	0.359	0.380	2016	0.30	
Cooper Rd: South of Queen Creek Rd to Chandler Heights	W/R	0.000	0.588	4.202	4.790	0.000	0.000	5.656	5.656	2018	1.60	ROW & Const. only
EL MIRAGE												
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	W/R	1.047	0.741	0.000	1.788	0.000	1.047	1.557	2.604	2016	2.00	Design only
Thunderbird Rd: 127th Ave to Grand Avenue	W/R	1.528	0.500	1.965	3.993	0.000	2.183	9.556	11.739	2017	0.50	ROW & Const. only
El Mirage Rd: Peoria Ave to Cactus Rd	W/R	0.325	6.111	0.000	6.436	0.000	0.464	5.809	6.274	2017	1.00	ROW & Const. only
El Mirage Rd: Cactus to Grand Avenue	W/R	0.000	0.625	12.928	13.553	0.000	0.000	19.361	19.361	2017	1.50	ROW & Const. only
FOUNTAIN HILLS												
Shea Blvd: Technology Dr to Cereus Wash	W/R	2.675	0.450	0.000	3.125	0.000	3.821	0.595	4.417	2015	0.80	
GILBERT												
Elliot Rd at Cooper Rd: Intersection Improvements	W/R	0.000	1.052	3.088	4.140	0.000	0.000	7.615	7.615	2018	0.50	

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on October 28, 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 FY15 (YOE\$)	FY 2016 Est. Reimb. (2015\$)	Est. Reimb FY17-FY26 (2015\$)	Total Reimb FY06-FY26 (2015\$, YOE\$)	Unfunded Due to Deficit (2015\$)	Expend through FY15 (YOE\$)	Estimated Future Expend FY16-FY26 (2015\$)	Total Expend FY06-FY26 (2015\$, YOE\$)			
	FY 2016											
GILBERT (Cont)												
Germann Rd: Val Vista Dr to Higley Rd	W/R	2.651	5.253	9.911	17.815	0.000	3.787	8.180	11.967	2016	2.00	
Guadalupe Rd at Cooper Rd: Intersection Improvements	W/R	1.731	3.457	0.000	5.188	0.000	2.473	8.971	11.444	2016	0.50	
MARICOPA COUNTY												
El Mirage Rd: Northern Ave to Peoria Ave	W/R	0.255	2.283	7.789	10.327	0.000	0.364	12.099	12.463	2017	2.00	
MESA												
Mesa Dr: US 60 to Southern Ave	R	15.126	0.900	0.000	16.026	0.000	23.635	0.000	23.635	2015	1.00	
Mesa Dr: 8th Avenue to Main Street	W/R	0.187	2.376	9.209	11.772	0.000	0.267	14.588	14.856	2017	1.00	
Ray Road: Signal Butte to Meridian	W	0.000	0.000	14.428	14.428	0.000	2.000	0.000	2.000	2015	1.00	
Signal Butte Road: Elliot Rd to Ray Rd	W	0.000	0.000	9.436	9.436	0.000	13.480	0.000	13.480	2015	2.00	
Southern Avenue Area DCR	W/R	0.000	1.050	0.000	1.050	0.000	0.000	1.500	1.500	2016	0.00	Design only
Val Vista Dr: Baseline Rd to Southern Ave	W/R	0.000	0.295	8.025	8.320	0.000	0.000	12.369	12.369	2018	1.00	
PEORIA												
Lake Pleasant Pkwy: West Wing Parkway to Loop 303	R	2.645	2.250	12.546	17.441	11.114	16.835	0.000	16.835	2015	2.50	
SCOTTSDALE/CAREFREE												
Happy Valley Rd: Pima Rd to Alma School Rd	W/R	0.000	0.945	6.002	6.947	0.000	0.000	11.350	11.350	2017	2.20	
Pima Rd: Pinnacle Peak to Happy Valley Rd	W/R	0.000	1.345	14.645	15.990	0.000	0.000	22.844	22.844	2018	2.50	

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 2016
Consistent with the Fiscal Year 2016 ALCP approved on October 28, 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 FY15 (YOE\$)	FY 2016 Est. Reimb. (2015\$)	Est. Reimb FY17-FY26 (2015\$)	Total Reimb FY06-FY26 (2015\$, YOE\$)	Unfunded Due to Deficit (2015\$)	Expend through FY15 (YOE\$)	Estimated Future Expend FY16-FY26 (2015\$)	Total Expend FY06-FY26 (2015\$, YOE\$)			
	FY 2016											
SCOTTSDALE												
Miller Rd/SR-101L Underpass	W/R	0.000	0.700	13.305	14.005	0.000	0.000	21.006	21.006	2022	1.30	
Pima Rd: Via Linda to Via De Ventura	W/R	0.009	1.330	0.000	1.339	0.000	0.012	2.342	2.354	2016	1.30	
Pima Rd: Krail St to Chaparral Rd	W/R	0.000	0.500	8.963	9.463	0.000	0.000	20.313	20.313	2019	1.80	
Redfield Rd: Raintree Dr to Hayden Rd	W/R	0.000	0.150	1.350	1.500	0.000	0.000	2.215	2.215	2017	1.00	
Raintree Drive: Scottsdale Rd to Hayden Rd	W/R	0.146	6.354	9.474	15.974	0.000	0.209	22.656	22.865	2017	1.00	
Southbound Loop 101 Frontage Road Connections	W/R	0.012	1.544	1.496	3.052	0.000	0.018	6.940	6.957	2017	0.75	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expend/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on October 28, 2016

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 FFY15	Est. Obligations FFY16	Est. Obligations FFY17-FFY26	Total Federal Funding FFY2006 - FFY2026	Unfunded Due to Deficit (2015\$)	Expend through FY15 (YOES)	Estimated Future Expend FY16-FY26 (2015\$)	Total Expend FY06-FY26 (2015\$,YOES)			
	FY 2016											
CHANDLER												
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	W/R	2.048	0.000	0.000	2.048	1.770	3.845	6.349	10.194	2016	1.00	Const. only
McQueen Rd: Ocotillo Rd to Chandler Heights	W/R	3.896	0.000	0.000	3.896	0.000	0.984	3.147	4.131	2016	1.00	Const. only
McQueen Rd: Chandler Heights to Riggs Rd	W/R	3.049	0.000	0.000	3.049	0.000	0.000	4.760	4.760	2017	1.00	Const. only
Cooper Rd: South of Queen Creek Rd to Chandler Heights	W/R	1.037	0.000	0.000	1.037	0.000	0.000	1.100	1.100	2019	2.60	Design only
CHANDLER & GILBERT												
Queen Creek Rd: McQueen Rd to Gilbert Rd	W/R	1.515	1.500	4.433	7.448	5.112	0.299	17.625	17.925	2019	2.00	
MARICOPA COUNTY												
Gilbert Rd: Bridge over Salt River	W/R	1.400	0.000	12.605	14.005	0.000	0.000	33.000	33.000	2021	1.60	
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	W/R	0.581	22.305	14.567	37.453	0.000	0.111	14.828	14.939	2023	2.00	
Northern Parkway (Phase I): Sarival to Dysart	W/R	60.713	0.000	0.000	60.713	0.000	88.637	0.536	89.173	2014	4.10	
Northern Parkway (Phase II): Sarival to Dysart	W/R	2.400	0.000	0.000	2.400	0.000	4.618	0.000	4.618	2014	4.10	
Northern Parkway (Phase II): Dysart to 111th	W/R	8.918	14.503	12.409	35.830	0.000	13.954	37.099	51.053	2016	2.50	
Northern Parkway (Phase II): Reems and Litchfield Overpasses	W/R	7.214	0.000	0.000	7.214	0.000	12.961	0.000	12.961	2015	0.20	
Northern Parkway (Phase II): Northern Ave at Loop 101	W/R	0.000	1.101	7.348	8.449	0.000	0.000	13.307	13.307	2018	0.50	
Northern Parkway (Phase II): Dysart Overpass	W/R	0.000	0.200	23.157	23.357	0.000	0.000	33.872	33.872	2018	0.10	

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 2016
Consistent with the Fiscal Year 2016 ALCP approved on October 28, 2016

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 FFY15	Est. Obligations FFY16	Est. Obligations FFY17-FFY26	Total Federal Funding FFY2006-FFY2026	Unfunded Due to Deficit (2015\$)	Expend through FY15 (YOE\$)	Estimated Future Expend FY16-FY26 (2015\$)	Total Expend FY06-FY26 (2015\$,YOE\$)			
	FY 2016											
PHOENIX												
Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street	W/R	44.693	0.000	0.000	44.693	0.000	25.820	56.899	82.720	2016	5.00	
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Pinnacle Peak Rd	W/R	22.530	0.000	0.000	22.530	0.000	9.234	23.271	32.505	2016	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:

December 29, 2015

SUBJECT:

Recommendation of Projects for the MAG FY 2016 Traffic Signal Optimization Program

SUMMARY:

A call for projects for the FY 2016 Traffic Signal Optimization Program (TSOP) was announced by MAG on October 7, 2015. The available TSOP budget in the MAG Work Program for FY 2016 is \$300,000. Six project applications were received for signal timing coordination improvements on one freeway-arterial corridor and on several arterial streets, affecting five local jurisdictions and one state agency. All six proposed TSOP projects have been recommended along with two additional projects that would involve performing evaluation of before-and-after conditions and provide a workshop on traffic signal timing software. The estimated cost for all eight recommended projects is \$304,000. The additional \$4,000 required will be met by an estimated \$10,000 in TSOP funds carried over from FY 2015. All recommended projects will be carried out using nine qualified on-call consultants under contract with MAG.

Since its inception in 2004, the MAG Traffic Signal Optimization Program has successfully completed 100 projects that have helped improve traffic signal timing at more than 1,100 intersections across the region. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Technical assistance is provided by consultants under contract with MAG for on-call consulting services.

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

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

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: None.

ACTION NEEDED:

Recommend approval of the list of FY 2016 Traffic Signal Optimization Program projects.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On December 17, 2015, the MAG Transportation Review Committee recommended approval of the proposed list of TSOP projects for FY2016.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Vice Chair
- El Mirage: Jorge Gastelum
- # Fountain Hills: Randy Harrel
- * Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- * Goodyear: Cato Esquivel
- * Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- * Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- *Street Committee: Maria Deeb, Mesa
- *ITS Committee: Marshall Riegel, Phoenix
- *FHWA: Ed Stillings
- * Bicycle/Pedestrian Committee: Jim Hash, Mesa
- * Transportation Safety Committee: Renate Ehm, Mesa

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

MAG Intelligent Transportation Systems Committee: On December 2, 2015, the MAG Intelligent Transportation Systems Committee recommended approval of proposed list of TSOP projects for FY 2016.

MEMBERS ATTENDING

- | | |
|---|--|
| Phoenix: Marshall Riegel (Chair) | # Goodyear: Hugh Bigalk for Luke Albert |
| Avondale: Chris Hamilton (Vice-Chair) | Maricopa County: Barbara Hauser for Nicolaas Swart |
| ADOT: Farzana Yasmin for Reza Karimvand | Mesa: Avery Rhodes |
| * ASU: Yingyan Lou | Peoria: Steve McKenzie |
| Chandler: Mike Mah | * Scottsdale: Steve Ramsey |
| DPS: Capt Burley Copeland | Surprise: Albert Garcia |
| El Mirage: Bryce Christo | # Tempe: David Lucas |
| * FHWA: Toni Whitfield | * Valley Metro: Abhishek Dayal |
| Gilbert: Leslie Bubke | |
| Glendale: Allan Galicia for Debbie Albert | |

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

CONTACT PERSON:

Sarath Joshua (602) 254-6300.

Recommended Projects for FY2016 MAG Traffic Signal Optimization Program

Project#	Lead Agency	Other Agencies	Brief Description	MAG Estimated Cost
1	Gilbert	Mesa, ADOT	Develop ICM Plan for US-60 corridor from Gilbert Rd to SR 202L	\$60,000.00
2	MCDOT		Signal Optimization on 99th Ave & Union Hills Dr corridors	\$30,000.00
3	Phoenix	ADOT	Signal Optimization in the vicinity of SR-51 & Glendale *	\$30,000.00
4	Phoenix	ADOT, MCDOT	I-10 ICM Project - Develop Signal Timing Plans	\$55,000.00
5	Surprise		Signal Optimization on Greenway Rd - Dysart Rd to Cotton Ln	\$27,000.00
6	ADOT	Phoenix	Signal Optmization at: (a) I-17 & Indian School Rd*; (b) I-17 & Camelback Rd*	\$60,000.00
7	MAG		3-day SYNCHRO Training	\$12,000.00
8	MAG		Before/After Evaluation of Selected Locations*	\$30,000.00
			Total Estimated Cost	\$304,000.00
			FY2016 TSOP Funds Available	\$300,000.00
			FY2015 TSOP Carry Over Funds	\$10,000.00

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Federal Fiscal Year 2015 Year End Actuals Report of Federal Highway Administration Suballocated MAG Regional Funds, and Evaluation of Estimated Federal Fiscal Year 2016 Funding Levels

SUMMARY:

On July 6, 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) Surface Transportation Authorization Act was signed into law. Through multiple continuing resolutions and extensions, the federal funding levels for federal fiscal year (FFY) 2015 surface transportation programs were published and regional projects have authorized. FFY 2015 Federal Highway Administration (FHWA) funding that is suballocated to the MAG region includes Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TAP), and planning funds (SPR) and (PL) programs. Actuals for those funding allocations and project authorizations were reported by the Arizona Department of Transportation (ADOT) in October 2015. An update is being provided for the FFY 2015 year end actuals and an estimated outlook for FFY 2016 funding.

An evaluation of FFY 2015 funding shows apportionments of \$116.1 million with obligation authority applied at \$109.0 million, Final Vouchers (FV) and project cost savings of \$5.8 million, and incoming loans and transfers of \$9.4 million. Loans and repayments made by the MAG region total \$34.4 million. All suballocations and additional revenues were fully expended through the repayment of loans, debt service, and a combination of project closeouts held in January 2015, approved by the MAG Regional Council in February 2015, and by advance construction funding conversion in the Arterial Life Cycle Program. This year the MAG region ended with (\$375,570) in carry forward. ADOT has loaned MAG the funding with repayment in FFY 2016. Please refer to Table A for additional detail on the revenues and expenditures for FFY 2015.

Utilizing the FHWA FFY 2015 funding, 72 projects/work phases and seven MAG Unified Planning Work Program projects authorized, and one transfer was made to the Federal Transit Administration. One project was held at ADOT from authorization, pending a multiagency commitment letter.

Federal Fiscal Year 2016 began on October 1, 2015. Due to recent legislative action for the current federal fiscal year, suballocated funding levels are still estimated. Once exact funding amounts by program are released, it is expected that federal funding for FFY 2016 will be approximately at the same level as FFY 2015. MAG will be working under the reasonable assumption that the suballocated programs will receive a full year authorization at the same level as FFY 2015, with approximately 94.0 percent Obligation Authority (programming limit). It is also assumed via an ADOT estimate, that the final vouchers and project cost savings can be expected at approximately the same level as FY 2015, \$5.8 million. Currently estimated project authorizations for FFY 2016 are under programmed by \$4.6 million. Many projects annually request to defer after the winter Project Development Status Report is published, which then releases additional funding back to the program in the current year. To ensure that all MAG regional funding is fully utilized each year and minimize the risk of loss of funding to the region, staff will closely monitor federal funding as information is released, and the results from member

agency project status report as we approach the spring reporting period. MAG staff recommends that FFY 2016 Closeout be held, and has issued a request for Closeout projects. A summary of estimated revenues and expenditures for FFY 2016 is included as table B. The Closeout memorandum distributed on December 10, 2015, is also included.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: All Federal Highway Administration suballocated funding was fully utilized for FFY 2015, removing the risk of federal recision, and state sweeps.

CONS: none

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG has determined that Closeout for the Federal Highway Administration sub-allocated funding at this time is necessary due to the anticipated available federal funds for FFY2016.

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was reviewed at the December 17, 2015 MAG Transportation Review Committee.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
ADOT: Kwi-Sung Kang for Mike Kies
Apache Junction: Giao Pham
* Buckeye: Scott Lowe
* Cave Creek: Ian Cordwell
Chandler: Dan Cook, Vice Chair
El Mirage: Jorge Gastelum
#Fountain Hills: Randy Harrel
* Gila Bend: Ernie Rubi
Gila River Indian Community: Tim Oliver
Gilbert: Leah Hubbard
Glendale: Debbie Albert
* Goodyear: Cato Esquivel
* Litchfield Park: Woody Scoutten
* Maricopa (City): Paul Jepson

Maricopa County: Clem Ligocki for Jennifer Toth
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Ray Dovalina
Pinal County: Louis Andersen
Queen Creek: Mohamed Youssef
Scottsdale: Todd Taylor for Paul Basha
Surprise: Mike Gent
Tempe: Robert Yabes for Shelly Seyler
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* Bicycle/Pedestrian Committee: Jim Hash, Mesa
* Transportation Safety Committee: Renate Ehm, Mesa

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

CONTACT PERSON:

Teri Kennedy, (602) 254-6300.

Table A

FFY 2015 FHWA SUB-ALLOCATED MAG FUNDS: Actuals

YOE, U. S. \$, amounts have been rounded.

FHWA Funding	MAG Sub-allocated Federal FY Apportionments	\$ 116,143,849
	MAG Sub-allocated FFY Obligation Authority Amount /2	\$ 109,038,738
	General Rate of Obligation Authority /1	93.88%

FFY 2015 Revenues and Debts By Program, includes Obligation Authority

Description	CMAQ	CMAQ 2_5	HSIP*	PL*	SPR*	STP other	STP OVER 200K	TA OTHER	TA OVER 200K	Total OA
FFY 2015 Apportionments With OA Applied /1	\$ 45,214,389	\$ 655,225	\$ 1,786,256	\$ 3,787,870	\$ 1,250,000	\$ 3,579,872	\$ 48,267,855	\$ 470,747	\$ 4,026,524	\$ 109,038,738
Loans In /7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loans Out /8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Repayments In /9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 713,569	\$ -	\$ -	\$ 713,569
Repayments Out /10	\$ -	\$ -	\$ (49,157)	\$ -	\$ -	\$ (1,018,548)	\$ -	\$ -	\$ -	\$ (969,391)
Transfers In /11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,709,362	\$ -	\$ -	\$ 8,709,362
Transfers Out /12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MAG DEBT SERVICE /13 (OA amt.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (33,368,200)	\$ -	\$ -	\$ (33,368,200)
Final Vouchers (FV) & Awards	\$ 4,979,051	\$ -	\$ 232,581	\$ -	\$ -	\$ 632,220	\$ -	\$ -	\$ -	\$ 5,843,851
Total Apportionments with OA	\$ 50,193,440	\$ 655,225	\$ 1,969,680	\$ 3,787,870	\$ 1,250,000	\$ 3,193,544	\$ 24,322,586	\$ 470,747	\$ 4,026,524	\$ 89,967,929

Project Authorizations and Conversions

Description	CMAQ	CMAQ 2_5	HSIP*	PL*	SPR*	STP other	STP OVER 200K	TA OTHER	TA OVER 200K	Total
Total OA Apportionments plus FV and Awards	\$ 50,193,440	\$ 655,225	\$ 1,969,680	\$ 3,787,870	\$ 1,250,000	\$ 3,193,544	\$ 24,322,586	\$ 470,747	\$ 4,026,524	\$ 89,869,615
Less Project Authorizations /14	\$ 53,404,588	\$ 112,030	\$ 1,526,813	\$ 3,787,870	\$ 1,250,000	\$ 2,235,000	\$ 22,503,607	\$ 190,673	\$ 5,234,604	\$ 90,245,185
Ending Balance (Total Avail. minus Prjt Authorizations)	(3,211,148)	543,195	442,867	-	-	958,544	1,818,979	280,074	(1,208,080)	(375,570)
OA Carry Forward to FY2016/2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (375,570)

* Obligation Authority (OA) reduction not applied; flat distribution at 100%.

** OA reduction applied to certain programs. Loans, repayments, transfers, debt service do not have OA reduction applied. OA to apportionments for FFY2015 has been rounded.

1 General Overall Obligation Authority (OA). Apportionments have OA applied to certain programs. Loans, repayments, transfer, debt service do not have OA reduction applied. OA to apportionments for FFY2015 has

2 All OA expires at end for the year. Loaned OA is retained for return year.

7 Loans In represent funds received by the region from another entity which must be repaid.

8 Loans Out represent funds being loaned to another entity and which will be repaid to the region based upon a scheduled agreed to.

9 Repayments In represent loan funds being repaid to the region by another entity. Error found on ADOT FFY2014 ledger, correction applied.

10 Repayments Out represent funds which are being repaid to another entity. HSIP project authorizations exceeded in FY2014 loan repayment to ADOT, FY2013 loan repayment to SEAGO for STP.

11 Transfers In represent funds received by the region from another entity which will not be repaid. Historic Ledger corrections to refund OA STP to MAG. One of two transactions; balance returned in FY2016.

12 Transfers Out represent funds given by the region to another entity which will not be repaid.

13 Grant Anticipation Notes (GAN) Debt Service includes principal and interest.

14 HSIP Project Authorizations includes a correction of \$21,686 related to FY2014 modification.

FFY 2016 FHWA SUB-ALLOCATED MAG FUNDS: Estimated

YOE, U. S. \$, amounts have been rounded.

FHWA Funding	MAG Sub-allocated Federal FY Apportionments	\$ 116,143,849
	MAG Sub-allocated FFY Obligation Authority Amount /2	\$ 109,210,268
	General Rate of Obligation Authority /1	94.03%

FFY 2016 ESTIMATED: SUB-ALLOCATED MAG FHWA FUNDS BY PROGRAM

OA Funding Available/1	CMAQ	CMAQ 2_5	HSIP	PL*	SPR *	STP other	STP OVER 200K	TA OTHER	TA OVER 200K	Total
OA Applied rate: TBD										
Estimated Full Year Funding /1	\$ 45,288,962	\$ 656,306	\$ 1,789,202	\$ 3,787,870	\$ 1,250,000	\$ 3,585,776	\$ 48,347,464	\$ 471,523	\$ 4,033,165	\$ 109,210,268
Loans and Repayments in /7,9	-	-	-	-	-	730,000	\$ 3,380,801	-	-	4,110,801
Loans and Repayments out /8, 10	(375,570)	-	-	-	-	(1,200,000)	-	-	-	(1,575,570)
MAG DEBT SERVICE /13	-	-	-	-	-	-	(12,586,400)	-	-	(12,586,400)
Total Available with OA applied	\$ 44,913,392	\$ 656,306	\$ 1,789,202	\$ 3,787,871	\$ 1,250,000	\$ 3,115,776	\$ 39,141,865	\$ 471,523	\$ 4,033,165	\$ 99,159,100
Plus Final Vouchers and Awards Expected	\$ 4,000,000		\$ 200,000	\$ -	\$ -	\$ 400,000	\$ 1,200,000		\$ -	\$ 5,800,000
Less TIP Expected Project Authorizations (Subject to change based on schedule)	\$ 47,321,564	\$ 501,232	\$ 1,766,309	\$ 3,787,871	\$ 1,250,000	\$ -	\$ 42,226,062	\$ -	\$ 3,469,826	\$ 100,322,864
Ending Balance (Total Avail. minus Prjt Authorizations)	\$ 1,591,828	\$ 155,074	\$ 222,893	\$ -	\$ -	\$ 3,515,776	\$ (1,884,197)	\$ 471,523	\$ 563,339	\$ 4,636,236

* Obligation Authority (OA) not applied; flat distribution.

1 Apportionments have estimated OA applied to certain programs. Unified Planning Work Program, Loans, Repayments, Transfers, Debt Service do not have OA reduction applied. OA to apportionments for FFY 16 has been rounded.

2 Program Obligation Authority Share after 100% programs take down. All OA expires at end of the year. Loaned OA is retained for return year.

5 Amounts are still estimated contingent on final federal action.

7 Loans In represent funds received by the region from another entity which must be repaid.

8 Loans Out represent funds being loaned to another entity and which will be repaid to the region based upon a scheduled agreed to.

9 Repayments In represent loan funds being repaid to the region by another entity.

10 Repayments Out represent funds which are being repaid to another entity.

13 Grant Anticipation Notes (GAN) Debt Service includes principal and interest. FFY2016 is final GANs payment.

December 10, 2015

TO: Members of the MAG Management Committee

FROM: Teri Kennedy, Transportation Improvement Program Manager

SUBJECT: CLOSEOUT FEDERAL FISCAL YEAR 2016 – REDISTRIBUTION OF UNUSED
SUB-ALLOCATED FEDERAL HIGHWAY ADMINISTRATION FUNDING

President Obama signed the Fixing America's Surface Transportation (FAST) Act into law on December 4, 2015. The FAST Act provides surface transportation authorization for five years. As a result, the Closeout process for the Transportation Improvement Program (TIP) of Federal Fiscal Year (FFY) 2016 sub-allocated Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives (TAP-MAG), Surface Transportation Program (STP-MAG), and Highway Safety Improvement Program (HSIP-MAG) funds can now move forward. It is expected that federal funding for transportation during FFY 2016 will have a slight increase over the FFY 2015 levels once final allocations are released by the Arizona Department of Transportation (ADOT). In anticipation, MAG will accept project advancements, current year work phase engineering cost update requests, and design work phase requests at this time. **Information is due to MAG by Friday, January 15, 2016.**

Currently, the MAG region is estimated to be under programmed by \$4,636,236 based on the funding estimates and expected final vouchers yet to be processed. If MAG receives information that final apportionment amounts are higher than estimated or more final vouchers are processed, the additional funding will be noted and included in the Closeout process as time allows.

The MAG Regional Council approved the [MAG Federal Fund Programming Guidelines and Procedures](#) on June 24, 2015. Requirements for Closeout as noted are found in the section **500.4 Redistribution of Unused Funding** as follows:

1. **Funding estimate.** MAG staff will release an estimate of funding available for redistribution for the current federal fiscal year. Typically, this estimate is calculated as the difference between the anticipated sum of federal funding from appropriations, closed out projects and project deferrals, and the sum of projects anticipated to authorize. This estimate will be updated if warranted by new information. (The August report was delayed due to pending congressional action; please see the attached December 2015 report for FFY 2016).

2. **Cost estimates for redistribution.** Cost estimates (on projects) to be used in the redistribution of federal funding to current year and advancing projects must meet the following criteria:

a. **TIP cost estimates.** Only costs as reported in the TIP or in pending TIP amendments will be used for the redistribution of federal funding. MAG members may update cost estimates for projects whenever MAG processes changes to the TIP. Member agencies are strongly encouraged to update the TIP for changes in project costs as they occur in the development process and when MAG distributes project workbooks.

b. **Engineering cost estimates required.** Up-to-date engineering cost estimates are required for all projects that are to receive redistributed federal funding. These estimates must be provided by either the sponsoring agency or ADOT project manager. The costs listed must be sufficient to use the redistributed federal funding.

3. **Advancing projects.** MAG member agencies may at any time request to advance projects to take advantage of the anticipated redistribution of federal funding. At a minimum, projects that are requested to be advanced must meet all requirements for inclusion in the current year as identified in [MAG Federal Fund Programming Guidelines and Procedures Section 500.2 Actions](#) to approve project advancements will occur at the same time as the decision to redistribute federal funding.

4. **Redistribution.** Early in the calendar year, the MAG Transportation Review Committee (TRC) will consider priorities for the redistribution of federal funding. As a default, advancing projects will be given first priority, increased funding for currently programmed projects will have second priority and loans to projects or programs will have third priority.

5. **Review and approvals.** Following the redistribution meeting, the action of the TRC will be reviewed, revised and as appropriate, proceed through the MAG committee approval process by the MAG Management Committee and Regional Council.

Closeout requests to advance FY 2017 and FY 2018 project(s) to FY 2016 are to be printed on member agency letterhead and signed by the Manager/Designated Representative stating that project and agency resources are available for the advancement. Closeout requests for additional funding of FY 2016 projects or to fund design work phases for projects should be submitted to MAG on the [TIP Project Change form](#) that is available on the MAG Website. Increases to existing FY 2016 projects should also be accompanied by an updated cost estimate prepared by the agency engineer or ADOT project manager (the [original application](#) contains a cost estimate form that may be used).

MAG staff is available to help with information and questions regarding requirements. Please contact David Massey at dmassey@azmag.gov or Teri Kennedy at tkennedy@azmag.gov via email, or by phone at (602) 254-6300.

cc: MAG Transportation Review Committee
Intergovernmental Representatives
Bicycle and Pedestrian, Intelligent Transportation Systems, Transportation Safety, and Street Committees
ADOT Local Public Agency Section

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Programming of Paving Unpaved Road Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Program Funding in the Draft FY 2017-2021 MAG Transportation Improvement Program

SUMMARY:

MAG is developing a new Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to specific modes and in some cases, identifies specific projects for the funds. Funding for all programs is currently estimated based on MAP-21 and the Arizona Department of Transportation (ADOT) estimated regional distribution of funding as of December 2014. MAG estimated federal funding projections were developed using current assumptions. Funding levels for the CMAQ programs in the MAG region are subject to change and will be updated as federal and state announcements are made. A Call for Projects was announced in August 2015 and the results from the evaluation process are included for the Paving of Unpaved Road projects that is funded with the MAG Air Quality program CMAQ funds.

Applications were made available August 10, 2015. An overview and application process meeting was held on August 19, 2015. Two additional workshops were held on August 24, and on September 14, 2015, to provide technical and staff assistance in completing applications and answering questions. Applications were due at MAG on September 21, 2015, by 10:00 A.M., and 17 Paving of Unpaved Road applications were received. All information explained below pertains to on-time, complete, and eligible applications. Each CMAQ project must meet Federal Highway Administration (FHWA) eligibility criteria and one of the criteria is location. For PM-10 Paving Unpaved Road eligibility, projects must be located within the Phoenix PM-10 Nonattainment Area or the West Pinal PM-10 Nonattainment Area. For PM-2.5 Paving Unpaved Road eligibility, projects must be located within West Central Pinal PM-2.5 Nonattainment Area. Each application received is displayed by mode on a map. See attachments.

All proposed FY 2018, 2019, and 2020 CMAQ projects are evaluated by MAG Air Quality staff and receive a cost-effectiveness number (AQ score) within each modal category. Where appropriate, the emission reduction benefits and cost-effectiveness of CMAQ eligible projects have been quantified using the Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Program projects, approved on September 30, 2011. The MAG Air Quality Technical Advisory Committee reviews proposed projects and makes the recommended ranking based on the evaluations. These recommended ranking and Air Quality evaluations are forwarded and presented to the modal committee to include for final consideration and programming of projects.

There were seventeen complete project applications submitted on time, with one agency that requested its project be withdrawn. PM-10 Paving of Unpaved Road applications submitted requested a total of \$17,103,365 of CMAQ funds. Of the \$17,103,365 requested, six of the projects requesting \$7,370,776 are also eligible for PM-2.5 funding.

There are \$12,000,000 of CMAQ funds available for PM-10 and \$2,022,139 available for PM-2.5 Pave Unpaved Road Projects in FY 2017-2020. With the scenario included, nine projects are recommended for funding in the PM-10 Pave Unpaved Roads program totaling \$12,324,223. Three projects totaling \$1,687,227 are included to be funded with MP-2.5 funding. A balance of \$10,689 will be included in the next Paving of Unpaved Roads call for projects.

For your review and discussion, four attachments are included. The attachments include the projects listed by rank order of cost effectiveness, a proposed Programming Scenario 1, a map of project applications received, noted by locations, and a memorandum from the Chair of the MAG Air Quality Technical Advisory Committee that details the evaluation process used for ranking the list of projects, and a ranking of projects in order of cost effectiveness of PM-10 emission reductions by county. Please note that all projects that were evaluated for PM-2.5 funding are also eligible for PM-10 funding. Associated detail of TIP listings is included in a separate agenda item, Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and to the 2035 Regional Transportation Plan.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the funding for these projects will enable their inclusion in the Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner.

CONS: If these projects are not approved, the time to develop projects will be limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized, that all annual obligation authority is utilized, and to enhance opportunities for additional federal funds.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Project selection criteria have been fully addressed by members of MAG technical advisory committees. Air Quality Emission Reduction scores were considered and integrated into the recommended listings based on updated funding availability, and the program is fiscally balanced. The paving of dirt roads and alley projects supports committed measures to “reduce Particulate emissions from unpaved roads and alleys in the revised MAG 1999 Serious Area Particulate Plan for PM-10. The MAG 2012 Five Percent Plan for PM-10 includes the paving of unpaved roads.”

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

ACTION NEEDED:

Recommend approval of the list of FY 2018 Congestion Mitigation and Air Quality Improvement Program funded Paving Unpaved Road projects to be added to the FY 2014-2018 MAG

Transportation Improvement, and to add the lists of FY 2018, 2019, and 2020 Paving Unpaved Road projects to the Draft FY 2017-2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate.

PRIOR COMMITTEE ACTIONS:

At the December 16, 2015 the MAG Transportation Review Committee, recommended approval of the list of FY 2018 Congestion Mitigation and Improvement Program funded projects to be added to the FY 2014-2018 MAG Transportation Improvement Program, and to add the lists of FY 2018, 2019, and 2020 projects to the Draft FY 2017-2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Vice Chair
- El Mirage: Jorge Gastelum
- # Fountain Hills: Randy Harrel
- * Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- * Goodyear: Cato Esquivel
- * Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: John Farry
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- * FHWA: Ed Stillings
- * Bicycle/Pedestrian Committee: Jim Hash, Mesa
- * Transportation Safety Committee: Renate Ehm, Mesa

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

At the November 12, 2015, MAG Street Committee, the programming scenario was recommended to be forwarded to the Transportation Review Committee.

MEMBERS ATTENDING

- Maria Angelica Deeb, Mesa, Chair
- Chris Hauser, El Mirage, Vice Chair
- Eric Boyles for Susan Anderson, ADOT
- * Emile Schmid, Apache Junction
- David Janover, Avondale
- Jose Heredia, Buckeye
- Kevin Lair, Chandler
- @Aryan Lirange, FHWA
- * Wayne Costa, Florence
- Sasha Pachito for Tim Oliver, Gila River Indian Community
- * Greg Smith, Gilbert
- Patrick Sage, Glendale
- * Hugh Bigalk, Goodyear
- * Bill Fay, City of Maricopa
- Lee Jimenez, Maricopa County
- Mike Gillespie, Litchfield Park
- * James Shano, Paradise Valley

- Jenny Grote, Phoenix
- * Scott Bender, Pinal County
- Ben Wilson, Peoria
- * Janet Martin, Queen Creek
- Jennifer Jack, Salt River Pima-Maricopa Indian Community

- * Phil Kercher, Scottsdale
- Dana Owsiany, Surprise
- German Piedrahita, Tempe
- * Jason Earp, Tolleson
- * Grant Anderson, Youngtown

* Members neither present nor represented by proxy + Attended by Videoconference
 # Attended by Audioconference @Ex-officio member, non voting member

At the October 22, 2015 meeting of MAG Air Quality Technical Advisory Committee, members recommended to forward the evaluation of proposed FY 2018, 2019, and 2020 CMAQ projects for the FY 2017-2021 MAG Transportation Improvement Program.

MEMBERS ATTENDING

- | | |
|--|--|
| <ul style="list-style-type: none"> Tim Conner, Scottsdale, Chairman Jamie McCullough, El Mirage, Vice Chair Drew Bryck, Avondale Susan Avans for Robert van den Akker, Buckeye * Jim Weiss, Chandler Jessica Koberna, Gilbert Megan Sheldon, Glendale * Cato Esquivel, Goodyear # Kazi Haque, Maricopa Greg Edwards, Mesa William Mattingly, Peoria Joe Gibbs for Joe Giudice, Phoenix # Antonio DeLaCruz, Surprise Oddvar Tveit, Tempe * Youngtown Ramona Simpson, Queen Creek # Walter Bouchard, American Lung Association of Arizona Kristin Watt, Salt River Project * Rebecca Hudson-Nunez, Southwest Gas Corporation * Michael Denby, Arizona Public Service Company * Gina Grey, Western States Petroleum Association * Robert Forrest, Valley Metro/RPTA | <ul style="list-style-type: none"> * Dave Berry, Arizona Motor Transport Association Jeanette Fish, Maricopa County Farm Bureau Steve Trussell, Arizona Rock Products Association * Claudia Whitehead, Greater Phoenix Chamber of Commerce Amanda McGennis, Associated General Contractors * Spencer Kamps, Homebuilders Association of Central Arizona * Mannie Carpenter, Valley Forward Kai Umeda, University of Arizona Cooperative Extension Beverly Chenausky, Arizona Department of Transportation # Eric Massey for Arizona Department of Environmental Quality * Environmental Protection Agency Hether Krause, Maricopa County Air Quality Department Scott DiBiase, Pinal County * Michelle Wilson, Arizona Department of Weights and Measures @ Ed Stillings, Federal Highway Administration * Judi Nelson, Arizona State University Stan Belone, Salt River Pima-Maricopa Indian Community |
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*Members neither present nor represented by proxy. #Participated via telephone conference call.
 +Participated via video conference call. @ Ex-Officio member, non-voting member.

CONTACT PERSON:
 Teri Kennedy, (602) 254-6300

Paving Summary Data Sorted by Cost Effectiveness/1

PM-10 and PM-2.5 Paving of Unpaved Road Projects for FYs 2018, 2019, 2020

Sorted by cost effectiveness, and rounding may occur.

PROJECT SPONSOR	PROJECT ID	PROJECT TITLE	FUNDING REQUEST (CONSTRUCTION)			UNIT COSTS MEASURES		CLARIFYING QUESTIONS	Street Committee Comments from 10-13-2015
			Year	2.5 Elig.	CMAQ	Emission Reduction Weighted Total (kg/day)	Cost Effectiveness (CMAQ \$/metric ton)		
Maricopa City	MAR-18-PAV-001	Porter Road Paving	2018	Y	\$ 707,896	1,681.11	\$ 78	<ul style="list-style-type: none"> The application indicates that design would begin in 2017 and construction would occur in 2018. This may leave too little time to complete the design and environmental process through ADOT as the process typically requires 18 to 24 months or more to complete. 	RD: we grade this once a month. Primarily farm vehicles and some residential traffic. Q: Double Chip seal gets a lot of water, how are you going to handle? A: it is crowned with a 2" crown, we intend to get this at the true centerline and there will be drainage on either side. A: CQ: It is a temporary pavement that can be moved a bit faster. We believe we can get it through in that amount of time. Q: Not being a CA agency, you will need an IGA, which takes more time. A: we are not a CA but will take this under advisement. Q: you will need a Design and a Construction JPA, these take time. Admin fees also are in there. A year may be too short. A: Useful life is about 10 years minimum, then a developer would put in a permanent facility. We currently have a 2x chip seal that is 20 years.
MariCopa City	MAR-18-PAV-002	Farrell and Hartman Intersect-ion Paving Phase 2	2018	Y	\$ 679,381	744.68	\$ 168	<ul style="list-style-type: none"> The application indicates that design would begin in 2017 and construction would occur in 2018. This may leave too little time to complete the design and environmental process through ADOT as the process typically requires 18 to 24 months or more to complete. The applications appear to have the wrong cost sheet on the Farrell and Hartman Road applications 	RD: We do have a wash crossing in one spot on Hartman Rd, we will concrete this one area to address. Q: Review your cost sheet. A: thankyou we will.
Pinal County	PNL-19-PAV-001	Design & Pave Stanfield Road from Talla Rd to Miller Rd (3.5 mi)	2019	Y	\$ 2,143,017	339.04	\$ 332	<ul style="list-style-type: none"> The applications include an estimate of over 40% truck traffic. Does Pinal County feel a double chip seal will hold up to this type traffic? 	Our agency grades Stanfield road regularly, busses, dairy trucks, etc. use this roadway. Double chip seal on 6", estimate is based on 8" if needed, will be determined during design.
Pinal County	PNL-19-PAV-002	Design & Pave Barnes Road from Fuqua Rd to Stanfield Rd (1.0 mi)	2019	Y	\$ 612,140	1,187.67	\$ 332	<ul style="list-style-type: none"> The applications include an estimate of over 40% truck traffic. Does Pinal County feel a double chip seal will hold up to this type traffic? 	All of our projects are close to the air monitor. All projects are within 4 miles, Midway Rd is 5 miles.
MariCopa City	MAR-18-PAV-003	Farrell Road Paving Phase 1	2018	Y	\$ 679,381	287.01	\$ 436	<ul style="list-style-type: none"> The application indicates that design would begin in 2017 and construction would occur in 2018. This may leave too little time to complete the design and environmental process through ADOT as the process typically requires 18 to 24 months or more to complete. 	RD: Used by farm vehicles and some residential. Also has a wash crossing on Farrell Rd. We have 22 miles of dirt roads and these apps are about 11 miles worth.
MariCopa County	MMA-19-PAV-001	Miller Road, Tonopah-Salome Highway to Van Buren Street.	2019	Y	\$ 979,331	313.81	\$ 575	<ul style="list-style-type: none"> The application indicates that no design is required or do not include design, however when dealing with federal aid funds, a design component is required. Has there been certification/clearances and the review and approval of these projects? 	Presenter: Quarry traffic and Federal Government (base), allot of dust. Shoulders will remain unpaved. ROW is half owned by Buckeye and MCDOTX. Q: Utility conflicts may arise, are you expecting costs? CMAQ per mile is high compared to other apps. A: Utility company will move the utilities at their cost. CMAQ \$ per mile paved is the cost we expect. Q: what is your structure? A: it will accommodate all the heavy base traffic. The technical group has determined 2.5 on 6" base, subgrade of 10". Q: Design cost looks high, could you speak to this? A: Estimated by our consultants and MCDOTX did a QC review to date. May be due to dam structure to work at the site and meet stopping distances. Concrete will be required for the portion at the dam. Nine driveways are present, six need concrete. Environmental review for drainage may also be higher. Q: This company (army) does allot of dust stirring when mobilizing. This seems like a good project to address the dust.
Pinal County	PNL-18-PAV-001	Design & Pave Midway Road from 0.5 mi south of SR 84 to Cornman Rd (2.5 mi)	2019	Y	\$ 1,569,630	453.82	\$ 637	<ul style="list-style-type: none"> The applications include an estimate of over 40% truck traffic. Does Pinal County feel a double chip seal will hold up to this type traffic? 	No conflicts with utilities are anticipated. Paved shoulders. CQ: We have allot of trucks on this route. We'll verify the needed ABC on the geotechnical report. Q: any reason for the different cost per miles between projects. A: we will double check our cost sheets.
Phoenix	PHX-18-PAV-001	2018 CMAQ Alley Dust Proofing	2018	N	\$ 1,532,375	287.00	\$ 983	<ul style="list-style-type: none"> Some applications state that no design is required or do not include design, however when dealing with federal aid funds, a design component is required. Has there been certification/clearances and the review and approval of these projects? 	Presenter: Our applications are for three years of paving and covers 85 miles. Areas are identified by complaints, track out, or by staff evaluation. We propose chip sealing for these alleyways. We do minimal grading and apply at 11' wide. We do have challenges with alleys, some residents love and use, some have been closed. We do include a 3% cost increase per year. ADTs were dropped from 10 to 4, this will average out as some residents do use alley for access, some do not. We do have a simple straight forward design process.
Phoenix	PHX-19-PAV-002	2019 CMAQ Alley Dust Proofing	2019	N	\$ 1,621,960	221.75	\$ 1,347	<ul style="list-style-type: none"> Some applications state that no design is required or do not include design, however when dealing with federal aid funds, a design component is required. Has there been certification/clearances and the review and approval of these projects? 	Q: What is FAST? A: It is basically a rubber/asphalt chip seal, now we have local suppliers. Q: you are just putting it over native? A: yes.
Salt River Pima-MariCopa Indian Community	SRP-19-PAV-001	Pave McDonald Drive Sub-division and Palm Lane	2019	N	\$ 1,126,885	125.44	\$ 1,654	<ul style="list-style-type: none"> Because the ROW acquisition process has started, one can assume that the alignment was set and that all environmental considerations have been taken. Is this correct? Regarding Segment 7 (Ranch Drive), what consideration has been given to drainage so it is not redirected to the nearby homes (per photo in page 62). Does the Community have the traffic count information available? Is the needed ROW tribal or allotted? The cross-section in the application indicates limited ROW. Will the Community be able to keep fixed objects outside the clear zone? 	Presenter: This is a two phase project. Subdivision portion has needed paving for many years. Acquisition of ROW has been an issue to accomplishing this. It is on allotted land. The tribe has recently changed its position to purchasing ROW. Now this is the first project that the tribe will pay to acquire ROW. One area is 50' ROW the other is 30' ROW which is a correction from the stated 25' ROW. ROW will be evenly split across the property line (centered). All ROW will go through the BIA and initial environmental. Drainage will be addressed with a shallow swill so it doesn't impact residents. Traffic counts in 2011 were completed by sections. Exterior road counts were taken. Land is mostly allotted land with some tribal interest.

Paving Summary Data Sorted by Cost Effectiveness/1

PM-10 and PM-2.5 Paving of Unpaved Road Projects for FYs 2018, 2019, 2020

Sorted by cost effectiveness, and rounding may occur.

PROJECT SPONSOR	PROJECT ID	PROJECT TITLE	FUNDING REQUEST (CONSTRUCTION)		UNIT COSTS MEASURES		CLARIFYING QUESTIONS	Street Committee Comments from 10-13-2015		
			Year	2.5 Elig. CMAQ	Emission Reduction Weighted Total (kg/day)	Cost Effectiveness (CMAQ \$/metric ton)				
Phoenix	PHX-20-PAV-003	2020 CMAQ Alley Dust Proofing	2020	N	\$ 1,414,500	147.70	\$ 1,764	<ul style="list-style-type: none"> Some applications state that no design is required or do not include design, however when dealing with federal aid funds, a design component is required. Has there been consideration of performing a reduced design to accommodate obtaining all certification/clearances and the review and approval of these projects? 		
Chandler	CHN-19-PAV-002	Alleyway PM-10 Stabilization	2019	N	\$ 944,954	41.71	\$ 4,172	<ul style="list-style-type: none"> Under AC Mill and Overlay: What is included in this cost item? 	<p>A: Some agencies have considered closing alleys. Have you thought of this? A: We looked at this and spoke to our utilities. We spoke to our police reps and they would like to have the dumpsters removed for safety reasons.</p>	\$ 14,011,450
Fort McDowell Yavapai Nation	FTM-18-PAV-001	FMVN Dirt Roads Paving Project	2018	N	\$ 841,940	29.97	\$ 5,174	<ul style="list-style-type: none"> The application needs to address jurisdictional waters or permits and include minimal drainage infrastructure. Can you please clarify how this has been addressed? 	<p>A: Clarifying Q: 404 permits are not anticipated. We have the designer working on this. For the current 5 miles it has not been an issue. We have been able to address all drainage to date. We will use culverts, as designed by engineers under contract. Q: I see that CMAQ dollars seems high compared to others. A: difference in price is due to size and location. Distance to project dictates unit increase.</p>	\$10,689
El Mirage	ELM-18-PAV-001	Unpaved Streets & Alleys	2018	N	\$ 526,963	12.98	\$ 7,478	<ul style="list-style-type: none"> The application indicates that design would begin in 2017 and construction would occur in 2018. This may leave too little time to complete the design and environmental process through ADOT as the process typically requires 18 to 24 months or more to complete. 	<p>Q: Are the alleys open to traffic? A: yes, residents, utilities, etc. We are thinking about remove able ballards. We need to deter those that dump in the alleys who are not suppose to. Q: What is the amount of time on the design, 18 to 24 months with ADOT- which should be simple and straight forward. Q: Still there may be a schedule issue, it should not effect selection. A: we wouldn't oppose a future year if funded.</p>	
Chandler	CHN-18-PAV-001	Alleyway PM-10 Stabilization	2018	N	\$ 761,747	16.79	\$ 8,353	<ul style="list-style-type: none"> Under AC Mill and Overlay: What is included in this cost item? 	<p>KL: The contractor comes in and clears and levels off old material, then paves. Q: what is the difference in cost? A: It may be due to location, or year increase. A: for the 2020 project I'll have to get back on this.</p>	
Chandler	CHN-20-PAV-003	Alleyway PM-10 Stabilization	2020	N	\$ 961,265	17.61	\$ 10,054	<ul style="list-style-type: none"> Under AC Mill and Overlay: What is included in this cost item? 	<p>Q: Rain, what happens with the pervious surface to the citizens property? A: We do not go all the way to the ROW line, which allows drainage to occur.</p>	
Total Requested					\$ 17,103,365					
Total Available*					\$ 14,022,139					
Unfunded					\$ 3,081,226					

PM-2.5: Eligible Projects

Year	Requested	Apportionment*
CF		\$ 28,249
2018	\$ 2,066,658	\$ 654,534
2019	\$ 5,304,118	\$ 669,678
2020	\$ -	\$ 669,678
Total	\$ 7,370,776	\$ 2,022,139

* Note that Apportionment also includes matching Obligation Authority (OA)

PM-10: Eligible Projects

Year	Requested	Apportionment*
CF		\$ -
2018	\$ 5,729,683	\$ 4,000,000
2019	\$ 8,997,917	\$ 4,000,000
2020	\$ 2,375,765	\$ 4,000,000
Total	\$ 17,103,365	\$ 12,000,000

Total CMAQ Funding All Years: Eligible Projects

Requested	Apportionment*
\$ 17,103,365	\$ 14,022,139

Paving Unpaved Roads Programming Scenario 1

PM-10 and PM-2.5 Paving of unPaved Road Projects for FY 2018

Sorted by cost effectiveness, and rounding may occur.

PROJECT SPONSOR	PROJECT ID	PROJECT TITLE	Request ed Year	2.5 Elig.	Requested CMAQ	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (CMAQ dollars/metric ton)	Program Year	CMAQ Award
Maricopa City	MAR-18-PAV-001	Porter Road Paving	2018	Y	\$ 707,896	1,681.11	\$78	2018	\$ 707,896
Maricopa City	MAR-18-PAV-002	Farrell and Hartman Intersect-ion Paving Phase 2	2018	Y	\$ 679,381	744.68	\$168	2018	\$ 679,381
Maricopa City	MAR-18-PAV-003	Farrell Road Paving Phase 1	2018	Y	\$ 679,381	287.01	\$436	2018	\$ 679,381
Pinal County	PNL-18-PAV-001	Design & Pave Midway Road from 0.5 mi south of SR 84 to Cornman Rd (2.5 mi)	2018	Y	\$ 1,569,630	453.82	\$637	2018	\$ 1,569,630
Phoenix	PHX-18-PAV-001	2018 CMAQ Alley Dust Proofing	2018	N	\$ 1,532,375	287.00	\$983	2018	\$ 1,532,375
Total 2018									\$ 5,168,663
2018 Available									\$ 4,682,783
2018 Balance									\$ (485,880)

PM-10 and PM-2.5 Paving of UnPaved Road Projects for FY 2019

PROJECT SPONSOR	PROJECT ID	PROJECT TITLE	Request ed Year	2.5 Elig.	Requested CMAQ	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (CMAQ dollars/metric ton)	Program Year	CMAQ Award
Pinal County	PNL-19-PAV-001	Design & Pave Stanfield Road from Talla Rd to Miller Rd (3.5 mi)	2019	Y	\$ 2,143,017	339.04	\$332	2019	\$ 2,143,017
Pinal County	PNL-19-PAV-002	Design & Pave Barnes Road from Fuqua Rd to Stanfield Rd (1.0 mi)	2019	Y	\$ 612,140	1,187.67	\$332	2019	\$ 612,140
Maricopa County	MMA-19-PAV-001	Miller Road, Tonopah-Salome Highway to Van Buren Street.	2019	N	\$ 979,331	313.81	\$575	2019	\$ 979,331
Phoenix	PHX-19-PAV-002	2019 CMAQ Alley Dust Proofing	2019	N	\$ 1,621,960	221.75	\$1,347	2019	\$ 1,621,960
Total 2019 Prog'd									\$ 5,356,448
2019 Available									\$ 4,669,678
2019 Balance									\$ (686,770)

PM-10 and PM-2.5 Paving of UnPaved Road Projects for FY 2020

PROJECT SPONSOR	PROJECT ID	PROJECT TITLE	Request ed Year	2.5 Elig.	Requested CMAQ	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (CMAQ dollars/metric ton)	Program Year	CMAQ Award
Salt River Pima-Maricopa Indian Community	SRP-19-PAV-001	Pave McDonald Drive Sub-division and Palm Lane	2019	N	\$ 1,126,885	125.44	\$1,654	2020	\$ 1,126,885
Phoenix	PHX-20-PAV-003	2020 CMAQ Alley Dust Proofing	2020	N	\$ 1,414,500	147.70	\$1,764	2020	\$ 1,414,500
Chandler	CHN-19-PAV-002	Alleyway PM-10 Stabil-ization	2019	N	\$ 944,954	41.71	\$4,172	2020	\$ 944,954
Total 2020 Prog'd									\$ 3,486,339
2020 Available									\$ 4,669,678
2020 Balance									\$ 1,183,339

Paving Unpaved Roads Programming Scenario 1

Summary of Programming		CMAQ	
CMAQ 2.5	FY 2014, 2018-2020	\$	1,970,902
CMAQ 10	FY 2018-2020	\$	12,040,548
Total		\$	14,011,450

Total Funding	FY 2018-2020	\$	14,022,139
Balance CF 2021		\$	10,689

PM-10 and PM-2.5 Paving of Unpaved Road Projects: No funding available**

PROJECT SPONSOR	PROJECT ID	PROJECT TITLE	Request ed Year	2.5 Elig.	Requested CMAQ	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (CMAQ dollars/metric ton)	Program Year	CMAQ Award
Fort McDowell Yavapai Nation	FTM-18-PAV-001	FMYN Dirt Roads Paving Project*	2018	N	\$ 841,940	29.97	\$5,174	-	0
El Mirage	ELM-18-PAV-001	Unpaved Streets & Alleys	2018	N	\$ 526,963	12.98	\$7,478	-	0
Chandler	CHN-18-PAV-001	Alleyway PM-10 Stabil-ization	2018	N	\$ 761,747	16.79	\$8,353	-	0
Chandler	CHN-20-PAV-003	Alleyway PM-10 Stabilization	2020	N	\$ 961,265	17.61	\$10,054	-	0

**Project funding shortage

\$3,091,915

Legend

Paving Application Features

- Paving Projects
- Essential roadway
- Preferred roadway
- Major road
- Water course
- County boundary

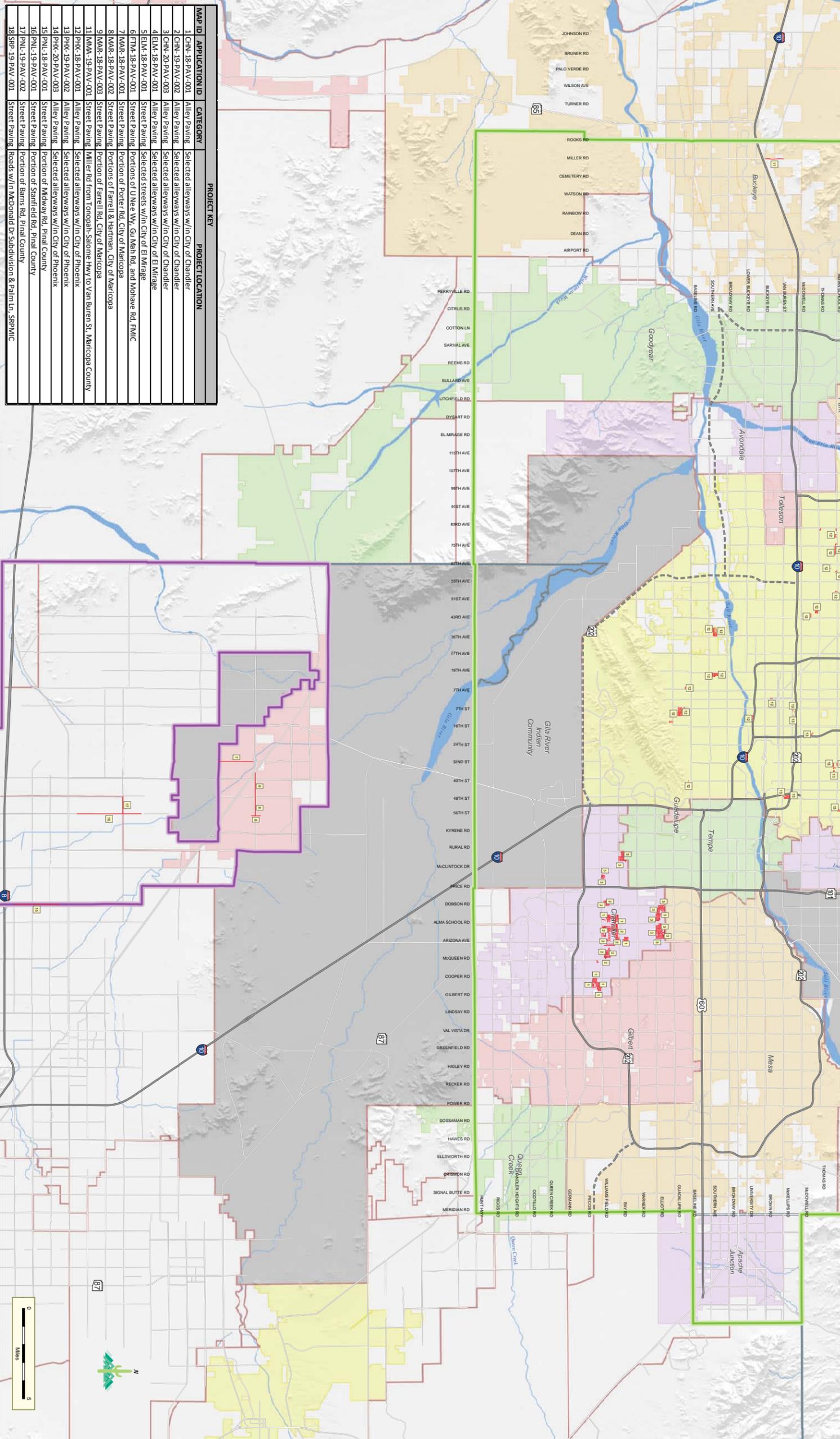
Other Features

- Municipal drinking area
- Indian community
- PAZ 2 (Nondevelopment Area)
- PAZ 3 (Nondevelopment Area)

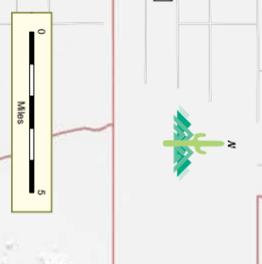
Map Updated: November 2015

While every effort has been made to insure the accuracy of the information presented on this map, the Association of Governments does not warrant, represent or endorse, in its accuracy and timeliness. For more information, please contact:

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MAP ID	APPLICATION ID	CATEGORY	PROJECT LOCATION
1	CHN-18-PAV-001	Alley Paving	Selected alleyways w/in City of Chandler
2	CHN-19-PAV-002	Alley Paving	Selected alleyways w/in City of Chandler
3	CHN-20-PAV-003	Alley Paving	Selected alleyways w/in City of Chandler
4	ELM-18-PAV-001	Alley Paving	Selected alleyways w/in City of El Mirage
5	ELM-18-PAV-001	Street Paving	Selected streets w/in City of El Mirage
6	FTM-18-PAV-001	Street Paving	Portions of Unee Wy, Gu Mohi Rd, and Mohave Rd, FAVIC
7	MAR-18-PAV-001	Street Paving	Portions of Porter Rd, City of Maricopa
8	MAR-18-PAV-002	Street Paving	Portions of Farrell Rd, Hartman, City of Maricopa
9	MAR-18-PAV-003	Street Paving	Portion of Farrell Rd, City of Maricopa
11	MMN-19-PAV-001	Street Paving	Miller Rd from Tompoh-Salome Hwy to Van Buren St, Maricopa County
12	PHX-18-PAV-001	Alley Paving	Selected alleyways w/in City of Phoenix
13	PHX-19-PAV-002	Alley Paving	Selected alleyways w/in City of Phoenix
14	PHX-20-PAV-003	Alley Paving	Selected alleyways w/in City of Phoenix
15	PML-18-PAV-001	Street Paving	Portion of Midway Rd, Pinal County
16	PML-19-PAV-001	Street Paving	Portion of Stanfield Rd, Pinal County
17	PML-19-PAV-002	Street Paving	Portion of Barns Rd, Pinal County
18	SP-19-PAV-001	Street Paving	Roads w/in McDougal Dr Subdivision & Palm Ln, SRP/MC



October 23, 2015

TO: Members of the MAG Transportation Review Committee

FROM: Tim Conner, Scottsdale, Chair of the MAG Air Quality Technical Advisory Committee

SUBJECT: MAG AIR QUALITY TECHNICAL ADVISORY COMMITTEE RECOMMENDATION
ON A RANKING OF PROPOSED PM-10 PAVING UNPAVED ROAD PROJECTS FOR
FY 2018, 2019, AND 2020 CMAQ FUNDING

On October 22, 2015, the MAG Air Quality Technical Advisory Committee (AQTAC) made a recommendation on a ranking of Proposed PM-10 Paving Unpaved Road Projects for FY 2018, 2019, and 2020 CMAQ funding to the MAG Transportation Review Committee (see attachment). The AQTAC considered the proposed projects listed in order of cost effectiveness and listed in order of PM-10 emission reductions. It is anticipated that the MAG Transportation Review Committee may make a recommendation on these projects for inclusion in the upcoming FY 2017-2021 MAG Transportation Improvement Program (TIP).

In the Maricopa County PM-10 nonattainment area, ten unpaved road and alley projects requesting approximately \$10.7 million in federal funds were evaluated. In the Pinal County PM-2.5 nonattainment area, six unpaved road projects requesting approximately \$6.3 million in CMAQ PM-2.5 funds were evaluated. Project applications were due by September 21, 2015. A combined amount of \$14 million in CMAQ funding is available to program PM-10 Paving Unpaved Road Projects for FY 2018, 2019, and 2020. This amount includes \$4,000,000 available each year from the Regional Transportation Plan funding that is allocated for Air Quality Projects. This amount also includes \$669,668 allocated annually by the Arizona Department of Transportation to MAG for projects that reduce PM-2.5 in portions of the West Central Pinal PM-2.5 Nonattainment Area located within the planning boundaries of both MAG and the Sun Corridor Metropolitan Planning Organization.

The paving of unpaved roads is a committed measure in the Revised MAG 1999 Serious Area Particulate Plan for PM-10 and is included in the MAG 2012 Five Percent Plan for PM-10. Also, the Regional Transportation Plan assumes the annual paving of at least ten miles of unpaved roads to reduce fugitive dust.

On October 13, 2015, the MAG Street Committee conducted a review of the PM-10 Paving Unpaved Road project applications for FY 2018, 2019, and 2020 CMAQ funding. Following the Street Committee meeting, MAG staff calculated the estimated emission reductions and corresponding cost-effectiveness of the proposed projects that included revised information received from member agencies.

If you have any questions, please contact Dean Giles, MAG, at (602) 254-6300.

Attachment

OCTOBER 22, 2015 MAG AIR QUALITY TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

**Proposed PM-10 Paving Unpaved Road Projects for FY 2018 CMAQ Funding Listed in Order of Cost Effectiveness
\$4,000,000 available for FY 2018 for the Maricopa County PM-10 Nonattainment Area**

Project Number	Agency	Location	Work Type	FY	Length (miles)	Emission Reduction Weighted TOG(kg/day)	Emission Reduction Weighted NOx(kg/day)	Emission Reduction Weighted PM10(kg/day)	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (CMAQ dollars/metric ton)	CMAQ Funds Requested
PHX-18-PAV-001	Phoenix	2018 CMAQ Alley Dust Proofing (29.7 miles)	Pave Dirt Alleys	2018	29.70	0	0	287.00	287.00	\$983	\$1,532,375
FTM-18-PAV-001	Fort McDowell Yavapai Nation	FMYN Dirt Roads Paving Project	Pave Dirt Roads	2018	0.70	0	0	29.97	29.97	\$5,174	\$841,940
ELM-18-PAV-001	El Mirage	Unpaved Streets & Alleys	Pave Dirt Alleys	2018	0.60	0	0	12.98	12.98	\$7,478	\$526,963
CHN-18-PAV-001	Chandler	Alleyway PM-10 Stabilization	Pave Dirt Alleys	2018	11.80	0	0	16.79	16.79	\$8,353	\$761,747
										Subtotal	\$3,663,025
										Amount Available	\$4,000,000
										Balance	\$336,975

**Proposed PM-10 Paving Unpaved Road Projects for FY 2019 CMAQ Funding Listed in Order of Cost Effectiveness
\$4,000,000 available for FY 2019 for the Maricopa County PM-10 Nonattainment Area**

Project Number	Agency	Location	Work Type	FY	Length (miles)	Emission Reduction Weighted TOG(kg/day)	Emission Reduction Weighted NOx(kg/day)	Emission Reduction Weighted PM10(kg/day)	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (CMAQ dollars/metric ton)	CMAQ Funds Requested
MMA-19-PAV-001	Maricopa County	Miller Road, Tonopah-Salome Highway to Van Buren Street.	Pave Dirt Roads	2019	1.00	0	0	313.81	313.81	\$575	\$979,331
PHX-19-PAV-002	Phoenix	2019 CMAQ Alley Dust Proofing (29.0 miles)	Pave Dirt Alleys	2019	29.00	0	0	221.75	221.75	\$1,347	\$1,621,960
SRP-19-PAV-001	Salt River Pima-Maricopa Indian Community	Pave McDonald Drive Subdivision and Palm Lane	Pave Dirt Roads	2019	2.13	0	0	125.44	125.44	\$1,654	\$1,126,885
CHN-19-PAV-002	Chandler	Alleyway PM-10 Stabilization	Pave Dirt Alleys	2019	14.50	0	0	41.71	41.71	\$4,172	\$944,954
										Subtotal	\$4,673,130
										Amount Available	\$4,000,000
										Balance	-\$673,130

**Proposed PM-10 Paving Unpaved Road Projects for FY 2020 CMAQ Funding Listed in Order of Cost Effectiveness
\$4,000,000 available for FY 2020 for the Maricopa County PM-10 Nonattainment Area**

Project Number	Agency	Location	Work Type	FY	Length (miles)	Emission Reduction Weighted TOG(kg/day)	Emission Reduction Weighted NOx(kg/day)	Emission Reduction Weighted PM10(kg/day)	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (CMAQ dollars/metric ton)	CMAQ Funds Requested
PHX-20-PAV-003	Phoenix	2020 CMAQ Alley Dust Proofing (25.7 miles)	Pave Dirt Alleys	2020	25.70	0	0	147.70	147.70	\$1,764	\$1,414,500
CHN-20-PAV-003	Chandler	Alleyway PM-10 Stabilization	Pave Dirt Alleys	2020	15.70	0	0	17.61	17.61	\$10,054	\$961,265
										Subtotal	\$2,375,765
										Amount Available	\$4,000,000
										Balance	\$1,624,235

OCTOBER 22, 2015 MAG AIR QUALITY TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

**Proposed PM-10 Paving Unpaved Road Projects for FY 2018 CMAQ Funding Listed in Order of Cost Effectiveness
\$669,668 available for FY 2018 for the Pinal County PM-2.5 Nonattainment Area**

Project Number	Agency	Location	Work Type	FY	Length (miles)	Emission Reduction Weighted TOG(kg/day)	Emission Reduction Weighted NOx(kg/day)	Emission Reduction Weighted PM10(kg/day)	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (CMAQ dollars/metric ton)	CMAQ Funds Requested
MAR-18-PAV-001 *	Maricopa	Porter Road Paving	Pave Dirt Roads	2018	1.90	0	0	1,681.11	1,681.11	\$78	\$707,896
MAR-18-PAV-002 *	Maricopa	Farrell and Hartman Intersection Paving Phase 2	Pave Dirt Roads	2018	1.38	0	0	744.68	744.68	\$168	\$679,381
MAR-18-PAV-003 *	Maricopa	Farrell Road Paving Phase 1	Pave Dirt Roads	2018	1.45	0	0	287.01	287.01	\$436	\$679,381
Subtotal											\$2,066,658
Amount Available											\$669,668
Balance											-\$1,396,990

**Proposed PM-10 Paving Unpaved Road Projects for FY 2019 CMAQ Funding Listed in Order of Cost Effectiveness
\$669,668 available for FY 2019 for the Pinal County PM-2.5 Nonattainment Area**

Project Number	Agency	Location	Work Type	FY	Length (miles)	Emission Reduction Weighted TOG(kg/day)	Emission Reduction Weighted NOx(kg/day)	Emission Reduction Weighted PM10(kg/day)	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (CMAQ dollars/metric ton)	CMAQ Funds Requested
PNL-19-PAV-002 *	Pinal County	Design & Pave Stanfield Road from Talla Rd to Miller Rd (3.5 mi)	Pave Dirt Roads	2019	3.50	0	0	1,187.67	1,187.67	\$332	\$2,143,017
PNL-19-PAV-001 *	Pinal County	Design & Pave Barnes Road from Fuqua Rd to Stanfield Rd (1.0 mi)	Pave Dirt Roads	2019	1.00	0	0	339.04	339.04	\$332	\$612,140
PNL-18-PAV-001 *	Pinal County	Design & Pave Midway Road from 0.5 mi south of SR 84 to Cornman Rd (2.5 mi)	Pave Dirt Roads	2019	2.50	0	0	453.82	453.82	\$637	\$1,569,630
Subtotal											\$4,324,787
Amount Available											\$669,668
Balance											-\$3,655,119

* Denotes projects within the West Central Pinal PM-2.5 Nonattainment Area. Based on EPA AP-42 emission equation, weighted PM-2.5 emission reductions are ten percent of the weighted PM-10 emission reductions.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Programming of Intelligent Transportation Systems Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Program Funding in the Draft FY2017-2021 MAG Transportation Improvement Program

SUMMARY:

To develop the new FY 2017-2021 Transportation Improvement Program (TIP), MAG issued a call for projects on August 10, 2015. This included a call for qualifying Intelligent Transportation Systems (ITS) projects in FY 2018 and FY 2019. A total of \$3.68 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds is available in each of these two fiscal years, to be programmed toward recommended projects. A total of 31 ITS project applications was received. These applications were reviewed by the MAG ITS Committee using an evaluation process that considered how well the project addressed Congestion Management Process objectives, the emissions reduction and safety improvement potential of proposed projects. On December 2, 2015, the ITS Committee unanimously recommended approval of the list of ITS projects for the funding amounts, as shown in the attached table.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Implementation of the recommended ITS projects will result in improved traffic flow, reduced congestion, improved safety and improved air quality.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The implementation of recommended ITS projects requires that: (1) the local agency ensures that the project is consistent with the Regional ITS Architecture; and (2) include a Systems Engineering Analysis during the project development process.

POLICY: None.

ACTION NEEDED:

Recommend approval of the list of FY 2018 Congestion Mitigation and Air Quality Improvement Program funded Intelligent Transportation Systems projects to be added to the FY 2014-2018 MAG Transportation Improvement Program, and to add the lists of FY 2018 and 2019 Congestion Mitigation and Air Quality Improvement Program funded projects to the Draft FY 2017-2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate.

PRIOR COMMITTEE ACTIONS:

On December 17, 2015, the MAG Transportation Review Committee unanimously recommended approval of the list of ITS projects in FY 2018 to be added to the FY 2014-2018 MAG Transportation Improvement Program, and to add the lists of FY 2018 and 2019 projects to the Draft FY 2017-2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Maricopa County: Clem Ligocki for Jennifer Toth
Chandler: Dan Cook, Vice Chair	Mesa: Jeff Martin for Scott Butler
ADOT: Kwi-sung Kang for Mike Kies	* Paradise Valley: Jim Shano
* Buckeye: Scott Lowe	Peoria: Andrew Granger
* Cave Creek: Ian Cordwell	Phoenix: Ray Dovalina
El Mirage: Jorge Gastelum	# Pinal County: Louis Andersen
# Fountain Hills: Randy Harrel	Queen Creek: Mohammed Youssef
* Gila Bend: Ernie Rubi	Scottsdale: Todd Taylor for Paul Basha
Gila River Indian Community: Tim Oliver	Surprise: Mike Gent
Gilbert: Leah Hubbard	Tempe: Robert Yabes for Shelly Seyler
Glendale: Debbie Albert	Valley Metro: John Farry
* Goodyear: Cato Esquivel	* Wickenburg: Vince Lorefice
* Litchfield Park: Woody Scoutten	* Youngtown: Grant Anderson
* Maricopa (City): Paul Jepson	

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Maria Deeb, Mesa	* Bicycle/Pedestrian Committee: Jim Hash, Mesa
* ITS Committee: Marshall Riegel, Phoenix	* Transportation Safety Committee: Renate Ehm, Mesa
* FHWA: Ed Stillings	

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

On December 2, 2015, the MAG Intelligent Transportation Systems Committee recommended approval of the list of ITS projects in FY2018 to be added to the FY 2014-2018 MAG Transportation Improvement Program, and to add the lists of FY 2018 and 2019 projects to the Draft FY 2017-2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate.

MEMBERS ATTENDING

Phoenix: Marshall Riegel (Chair)	Maricopa County: Barbara Hauser for Nicolaas Swart
Avondale: Chris Hamilton (Vice-Chair)	Mesa: Avery Rhodes
ADOT: Farzana Yasmin for Reza Karimvand	Peoria: Steve McKenzie
* ASU: Yingyan Lou	* Scottsdale: Steve Ramsey
Chandler: Mike Mah	Surprise: Albert Garcia
DPS: Capt Burley Copeland	# Tempe: David Lucas
El Mirage: Bryce Christo	* Valley Metro: Abhishek Dayal
* FHWA: Toni Whitfield	
Gilbert: Leslie Bubke	
Glendale: Allan Galicia for Debbie Albert	
# Goodyear: Hugh Bigalk for Luke Albert	

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

CONTACT PERSON:

Sarath Joshua (602) 254-6300.

**MAG ITS Committee Recommendation
Arterial ITS Projects in FY2018 & FY2019**

Project FY Changes and Consolidations Based on Agency Requests

PROJECTS RECOMMENDED FOR FY 2018					
	Lead Agency	Original Project Number	Description	Recommended CMAQ Funds	Committee Rank
1	Tempe	TMP-18-ITS-1	Install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	\$392,010	2
2	El Mirage	ELM-18-ITS-1	Install fiber, install five CCTV cameras and interconnect six traffic signals	\$305,721	4
3	Glendale	GLN-18-ITS-3	Install EVP system citywide at 48 intersections	\$399,832	5
4	Surprise	SUR-18-ITS-2	Develop ITS strategic plan and implementation plan	\$141,450	6
5	Avondale	AVN-18-ITS-1	Install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	\$278,279	7
6	Apache Junction	APJ-18-ITS-1	Install wireless communication to all Apache Junction traffic signals	\$267,340	8
7	Mesa	MES-18-ITS-1 & MES-19-ITS-1	Install cabinets & controllers at 50 locations and establish communications	\$780,000	10 & 14
8	Maricopa County	MMA-18-ITS-1	Upgrade TMC workstations, video wall display, network equipment, and system	\$299,874	11
9	Scottsdale	SCT-18-ITS-1	Install 17 video detection cameras and TMC software	\$368,713	12
10	Goodyear	GDY-18-ITS-1 & GDY-18-ITS-2	Install fiber along Elwood St, CCTV, connect two signals to TMC	\$348,661	12 & 15
			Total Requested	\$3,581,880	
			Available Funds	\$3,680,000	
			Balance	\$98,120	
PROJECTS RECOMMENDED FOR FY 2019					
	Lead Agency	Original Project Number	Description	Recommended CMAQ Funds	Committee Rank
1	Tempe	TMP-19-ITS-2	Phase 2 - Install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	\$392,010	1
2	Maricopa County	MMA-19-ITS-2	Upgrade RADS server and hardware and provide system integration	\$122,590	3
3	Chandler	CHN-19-ITS-2 & CHN-18-ITS-1	Install bicycle detection system for 40 signalized intersections along Chandler Blvd & Ray Rd	\$792,120	13 & 17
4	Glendale	GLN-18-ITS-2 & GLN-18-ITS-1	Install fiber, communication and CCTV along Camelback Rd from 51st Ave to 91st Ave	\$800,000	9 & 18
5	Phoenix	PHX-19-ITS-3 & PHX-18-ITS-1	Central Core ARID - Phases 1 & 2	\$913,060	16 & 18
6	Peoria	PEO-18-ITS-1	Install 72 flashing yellow arrow signal heads & cabinet and controllers at 12 locations	\$358,340	20
7	Maricopa City	MAR-18-ITS-1	Install conduit & fiber, CCTV cameras, & wireless comm. and interconnect 6 signals	\$400,000	21
			Total Requested	\$3,778,120	
			Available Funds	\$3,680,000	
			Balance	-\$98,120	

MAG ITS Committee Recommendation
Arterial ITS Projects in FY2018 & FY2019
Project FY Changes and Consolidations Based on Agency Requests

PROJECTS RECOMMENDED FOR FY 2018					
	Lead Agency	Original Project Number	Description	Recommended CMAQ Funds	Committee Rank
1	Tempe	TMP-18-ITS-1	Install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	\$392,010	2
2	El Mirage	ELM-18-ITS-1	Install fiber , install five CCTV cameras and interconnect six traffic signals	\$305,721	4
3	Glendale	GLN-18-ITS-3	Install EVP system citywide at 48 intersections	\$399,832	5
4	Surprise	SUR-18-ITS-2	Develop ITS stragetig plan and implementation plan	\$141,450	6
5	Avondale	AVN-18-ITS-1	Install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	\$278,279	7
6	Apache Junction	APJ-18-ITS-1	Install wireless communication to all Apache Junction traffic signals	\$267,340	8
7	Mesa	MES-18-ITS-1 & MES-19-ITS-1	Install cabinets & controllers at 50 locations and establish communications	\$780,000	10 & 14
8	Maricopa County	MMA-18-ITS-1	Upgrade TMC workstations, video wall display, network equipment, and system	\$299,874	11
9	Scottsdale	SCT-18-ITS-1	Install 17 video detection cameras and TMC software	\$368,713	12
10	Goodyear	GDY-18-ITS-1 & GDY-18-ITS-2	Install fiber along Elwood St, CCTV, connect two signals to TMC	\$348,661	12 & 15
Total Requested				\$3,581,880	
Available Funds				\$3,680,000	
Balance				\$98,120	

PROJECTS RECOMMENDED FOR FY 2019					
	Lead Agency	Original Project Number	Description	Recommended CMAQ Funds	Committee Rank
1	Tempe	TMP-19-ITS-2	Phase 2 - Install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	\$392,010	1
2	Maricopa County	MMA-19-ITS-2	Upgrade RADS server and hardware and provide system integration	\$122,590	3
3	Chandler	CHN-19-ITS-2 & CHN-18-ITS-1	Install bicycle detection system for 40 signalized intersections along Chandler Blvd & Ray Rd	\$792,120	13 & 17
4	Glendale	GLN-18-ITS-2 & GLN-18-ITS-1	Install fiber, communication and CCTV along Camelback Rd from 51st Ave to 91st Ave	\$800,000	9 & 18
5	Phoenix	PHX-19-ITS-3 & PHX-18-ITS-1	Central Core ARID - Phases 1 & 2	\$913,060	16 & 18
6	Peoria	PEO-18-ITS-1	Install 72 flashing yellow arrow signal heads & cabinet and controllers at 12 locations	\$358,340	20
7	Maricopa City	MAR-18-ITS-1	Install conduit & fiber, CCTV cameras, & wireless comm. and interconnect 6 signals	\$400,000	21
Total Requested				\$3,778,120	
Available Funds				\$3,680,000	
Balance				-\$98,120	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Programming of the Pinal County Surface Transportation Program Projects in Fiscal Year 2018 and Fiscal Year 2020

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; measures and evaluative weights to support those goals and objects were also approved as part of the policy.

On August 10, 2015, MAG issued a call for projects totaling \$1.62 million for fiscal years 2018 and 2020. Three applications amounting to more than \$3.57 million of federal aid requests were received from three agencies. On October 13, 2015, the MAG Street Committee conducted a technical review and evaluation of the project applications. At the meeting, the committee deemed one project ineligible for funding per the Programming and Evaluation Policy. Additionally, there were questions concerning the data in the two remaining project applications and the committee requested that the sponsoring agencies provide additional information at the next meeting.

On November 10, 2015, the MAG Street Committee reviewed the updated applications. The two remaining project applications received an identical score based on the committee's technical review, program measures, and evaluative weights. At the meeting, the Gila River Indian Community indicated that they would not be able to proceed with their Gilbert Road Reconstruction and Improvement project with partial funding. The City of Apache Junction subsequently indicated that they would be able to go forward with their Southern Avenue: Delaware Drive to Ironwood Drive project with partial funding.

A Call-for-Projects Tally Sheet, amendment sheet, and evaluation summary are included in the agenda packet.

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: If these projects are not approved, the time to develop projects will be limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized each year, and to enhance opportunities for additional federal funds if available. Currently, the Transportation Authorization for federal funding is operating under a continuing resolution and funding amounts are projected and subject to change.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: All projects have been evaluated using the program measures and weights established by the MAG Regional Council as part of 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 to award full requested Surface Transportation Program funding to the Gilbert Road project and partial requested Surface Transportation Program funding to the Southern Avenue project in the FY 2014-2018 MAG Transportation Improvement Program, draft FY 2017 - FY 2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate. Inclusion of the Southern Avenue project is contingent on a new finding of air quality conformity, anticipated in June 2016.

PRIOR COMMITTEE ACTIONS:

On December 17, 2015, the MAG Transportation Review Committee recommended award of full requested funding to the Gilbert Road project and partial funding to the Southern Avenue project in the FY 2014-2018 MAG Transportation Improvement Program, draft FY 2017 - FY2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate. Inclusion of the Southern Avenue project is contingent on a new finding of air quality conformity, anticipated in June 2016.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Vice Chair
- El Mirage: Jorge Gastelum
- # Fountain Hills: Randy Harrel
- * Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- * Goodyear: Cato Esquivel
- * Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson

- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- * Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- *Street Committee: Maria Deeb, Mesa
- *ITS Committee: Marshall Riegel, Phoenix
- *FHWA: Ed Stillings

- * Bicycle/Pedestrian Committee: Jim Hash, Mesa
- * Transportation Safety Committee: Renate Ehm, Mesa

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

On November 10, 2015, the MAG Street Committee reviewed the updated project applications. The committee recommended that both the Gilbert Road Reconstruction and Improvement project and Southern Avenue: Delaware Drive to Ironwood Drive project be sent to the Transportation Review Committee to program funding in the MAG Transportation Improvement Program (TIP).

MEMBERS ATTENDING

- Maria Angelica Deeb, Mesa, Chair
- Chris Hauser, El Mirage, Vice Chair
- Eric Boyles for Susan Anderson, ADOT
- * Emile Schmid, Apache Junction
- David Janover, Avondale
- Jose Heredia, Buckeye
- Kevin Lair, Chandler
- @Aryan Lirange, FHWA
- * Wayne Costa, Florence
- Sasha Pachito for Tim Oliver, Gila River Indian Community
- * Greg Smith, Gilbert
- Patrick Sage, Glendale
- * Hugh Bigalk, Goodyear
- * Bill Fay, City of Maricopa

- Lee Jimenez, Maricopa County
- Mike Gillespie, Litchfield Park
- * James Shano, Paradise Valley
- Jenny Grote, Phoenix
- * Scott Bender, Pinal County
- Ben Wilson, Peoria
- * Janet Martin, Queen Creek
- Jennifer Jack, Salt River Pima-Maricopa Indian Community
- * Phil Kercher, Scottsdale
- Dana Owsiany, Surprise
- German Piedrahita, Tempe
- * Jason Earp, Tolleson
- * Grant Anderson, Youngtown

* Members neither present nor represented by proxy
 # Attended by Audioconference

+ Attended by Videoconference
 @Ex-officio member, non voting member

On October 13, 2015, the MAG Street Committee conducted a technical review and evaluation of the project applications. The committee deemed that the Bowlin Road Paving project was ineligible for funding per the PC-STP Programming and Evaluation Policy and requested additional detail on the Gilbert Road Reconstruction and Improvement and Southern Avenue: Delaware Drive to Ironwood Drive projects.

MEMBERS ATTENDING

- Maria Angelica Deeb, Mesa, Chair
- Chris Hauser, El Mirage, Vice Chair
- Eric Boyles for Susan Anderson, ADOT
- Emile Schmid, Apache Junction
- David Janover, Avondale
- * Jose Heredia, Buckeye
- Kevin Lair, Chandler
- @Aryan Lirange, FHWA
- Morris Taylor for Wayne Costa, Florence
- Tim Oliver, Gila River Indian Community
- * Greg Smith, Gilbert
- Patrick Sage, Glendale
- # Luke Albert for Hugh Bigalk, Goodyear
- Bill Fay, City of Maricopa

- Lee Jimenez, Maricopa County
- Mike Gillespie, Litchfield Park
- * James Shano, Paradise Valley
- Jenny Grote, Phoenix
- Scott Bender, Pinal County
- Ben Wilson, Peoria
- * Janet Martin, Queen Creek
- Jennifer Jack, Salt River Pima-Maricopa Indian Community
- * Phil Kercher, Scottsdale
- Dana Owsiany, Surprise
- German Piedrahita, Tempe
- * Jason Earp, Tolleson
- Grant Anderson, Youngtown

* Members neither present nor represented by proxy
 # Attended by Audioconference

+ Attended by Videoconference
 @Ex-officio member, non voting member

CONTACT PERSON:

John Bullen, Transportation Planner III (602) 254-6300

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

Criteria		Southern Ave: Delaware Dr to Ironwood Dr	Gilbert Rd Reconstruction and Improvement Project	Bowlin Road Paving*
Overview	Type of Work	Roadway Widening	Roadway Improvement	Paving
	Segment Length	0.5 Miles	2.50 Miles	1 Mile
	Lanes Before	2	2	2
	Lanes After	4	2	2
Annual Average Daily Traffic (AADT)		10,747	6,115	2,200
Pavement/Bridge Condition (1-5 Scale)		2.50	0.5	N/A
Peak Period Speed Differential		1.111	1.182	0.88
Segment/Intersection Capacity (VPLPH)		349	25	1.02
Crash Rate per 100 million Vehicle-Miles of Travel		3,671	2,841	0
Number of Injuries/Fatalities (3-year average)		0	1	0
Does this project improve regional/multijurisdictional connectivity?		Yes	Yes	No
Distance from the nearest commercial/employment center		< 1 Mile	< 1 Mile	< 2 Miles
Does this project involve improvements that address throughput on an existing intersection?		Yes	Yes	Yes
Does this project involve improvements that address safety on an existing intersection?		Yes	Yes	Yes
Is this project identified in the jurisdiction General/Transportation Plan?		Yes	Yes	Yes
Has this project been requested through a neighborhood or community meeting or by council/board/commission outside of the budget process?		Yes	Yes	No

*Paving is not an eligible activity per the MAG Pinal County Surface Transportation Program (STP) Programming and Evaluation Policy, approved on February 25, 2015

**Pinal County STP
Call-for-Projects Tally Sheet**

Year	STP Available	Project Costs	Work phase
2018	\$ 352,393	\$ 224,864	Southern Avenue: Delaware Drive to Ironwood Drive Design
2019	\$ -		
2020	\$ 1,265,993	\$ 1,270,000	Gilbert Road Reconstruction and Improvement Construction
		\$ 123,523	Southern Avenue: Delaware Drive to Ironwood Drive Construction
Totals 18-20	1,618,387		

**TABLE D: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), draft FY 2017 - 2021 TIP, and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #16 PINAL COUNTY STP**

Sort: Section, Agency, Location, Work Year

TIP Amendment #16																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Apache Junction	Highway	2018	APJ18-402	30485	Southern Avenue: Delaware Dr to Ironwood Dr	PE - ADOT Review Fee for Roadway Widening and Improvements	0.5	2	4	--	None	--	PC-STP	STP-PC	2018	42,865	-	2,591	45,456	Amend: New TIP listing. Project awarded funding through the Pinal County STP call-for-projects.
Apache Junction	Highway	2018	APJ18-403	30485	Southern Avenue: Delaware Dr to Ironwood Dr	Design Roadway Widening and Improvements	0.5	2	4	--	None	--	PC-STP	STP-PC	2018	181,999	-	11,001	193,000	Amend: New TIP listing. Project awarded funding through the Pinal County STP call-for-projects.
Gila River Indian Community	Highway	2019	GRC19-701	17333	Gilbert Road: Hunt Highway to SR-87	Design Roadway Reconstruction and Improvements	2.5	2	2	--	None	--	PC-STP	Local	2019	-	-	235,754	235,754	Amend: New TIP listing. Project awarded funding through the Pinal County STP call-for-projects.
Gila River Indian Community	Highway	2020	GRC20-701	17333	Gilbert Road: Hunt Highway to SR-87	Construct Roadway Reconstruction and Improvements	2.5	2	2	--	None	--	PC-STP	STP-PC	2020	1,270,000	-	632,868	1,902,868	Amend: New TIP listing. Project awarded funding through the Pinal County STP call-for-projects.

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 federal funds (if any) 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. Changes are in red font. Deletions are shown in strike through font.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 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 miscellaneous highway projects, transit projects, as well as Transportation Alternatives Program/Safe Routes To School, Paving Unpaved Road, Intelligent Transportation System, and Pinal County Surface Transportation Program projects for fiscal years 2017 and 2018. 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 January 22, 2016.

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.

December 29, 2015

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Misael Cabrera, Arizona Department of Environmental Quality
Maria Hyatt, City of Phoenix Public Transit Department
Eric Anderson, 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 miscellaneous highway projects, transit projects, as well as Transportation Alternatives Program/Safe Routes To School, Paving Unpaved Road, Intelligent Transportation System, and Pinal County Surface Transportation Program projects for fiscal years 2017 and 2018. Comments on the conformity assessment are requested by January 22, 2016.

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 July 9, 2015 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 July 9, 2015 remains unchanged by this action.

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

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2014	DOT15-406	17: MP 198 to MP 208.9 (19th Ave - Arizona Canal Trail)	Design Pavement Preservation	10.9	8	8	NHPP	794,949	-	48,051	843,000	Amendment: Increase costs by \$493,189/\$29,811 federal/local. Project scope was updated to include: Guardrail/End Treatments improvements, Asphaltic Concrete overlay, additional signage, structural modification to pedestrian railings and deck joints on existing bridges to comply with ADA Requirements, and structural details to modify existing 32" median barrier with glare screen to 44" barrier without glare screen.	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	DOT15-414D	85: Gila Bend Airport MP 130.42	Design pavement preservation	8.9	4	4	NHPP	99,958	-	6,042	106,000	Amendment: Add a new pavement preservation design project in FY 2015 for \$106,000. This project was inadvertently deleted from the TIP.	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.
ADOT	2016	DOT15-414D2	85: Gila Bend Airport MP 130.42	Design pavement preservation	8.9	4	4	NHPP	22,632	-	1,368	24,000	Amendment: Add a new pavement preservation funding in FY 2016 for \$24,000.	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.
ADOT	2017	DOT16-437	88: Apache Junction - Tortilla Flat	Spot Safety Improvements	9	2	2	HSIP-AZ	2,185,000	-	-	2,185,000	Amendment: Defer project from FY2016 to FY2017. The environmental process is still underway and will delay advertisement of the project. Change MAG Mode to Freeway.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT16-438	88: Apache Junction - Tortilla Flat	Construct Pavement Preservation	9	2	2	NHPP	5,469,400	-	330,600	5,800,000	Amendment: Defer project from FY2016 to FY2017. The environmental process is still underway and will delay advertisement of the project. Change MAG Mode to Freeway.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-470	Alma School Rd @ UPRR 741-650B, Mesa, AZ	ROW Acquisition (\$40k) and Railroad/Mesa Construction (\$740k)	0.1	6	6	STP-RGC	780,199	-	17,168	797,367	Amend: Revise scope of work.	The 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	DOT16-475	Eagle Eye Rd., north of US60, Aguila, AZ @ Arizona California RR 025-904P	Design for Rail Safety Project	0.1	2	2	STP-RGC	61,694	-	3,306	65,000	Amend: Delete project. Project completed by railroad.	The deleted 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	DOT16-476	Eagle Eye Rd., north of US60, Aguila, AZ @ Arizona California RR 025-904P	Railroad Only Construction of Rail Safety Project	0.1	2	2	STP-RGC	118,648	-	5,963	124,611	Amend: Delete project. Project completed by railroad.	The deleted 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.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2016	DOT16-GAN09	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	0	0	0	STP-MAG	12,586,400	(12,586,400)	-	-	Admin: Reduce estimated payment by \$108,600 to \$12,586,400.	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	2016	DOT16-477	Paradise Valley (Townwide)	Traffic & Criminal Software (TraCS), Paradise Valley PD electronic crash data transmission	0	0	0	HSIP-AZ	50,000	-	-	50,000	Amendment: Add a new software project in FY 2016 for \$50,000.	The new project is considered to be exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Chandler	2016	CHN16-403	Area bounded by Dobson Rd, Alma School Rd, Elliot Rd and Warner Rd	Pave dirt road	15.3	2	2	CMAQ	570,515	-	34,485	605,000	Amend: Correct local match to \$34,485.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Florence	2016	FLO14-402	Main Street: Ruggles St to Butte Ave	Construct Roadway Improvements	0.25	2	2	STP-TEA	500,000	-	30,223	530,223	Amend: Defer project from 2015 to 2016 per ADOT request.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2018	GLN16-404	Thunderbird Paseo Pathway at Sweetwater Ave, Thunderbird Paseo Pathway at Hearn Rd, Thunderbird Paseo Pathway at 71st Ave	Construct multiple access points to pathways	0	0	0	CMAQ	107,832	-	234,456	342,288	Amend: Defer construction to FFY 2018 to accommodate for potential Section 404 Permit delay. Local costs are also updated.	A minor project revision is needed to defer the project and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2018	GLN16-405	New River North Shared Use Pathway, Patrick Ln to Hillcrest Blvd	Construct multiuse path and canal crossing	0.25	0	0	CMAQ	330,850	-	181,531	512,381	Amend: Defer construction to FFY 2018 to accommodate for potential Section 404 Permit delay. Local costs are also updated.	A minor project revision is needed to defer the project and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN16-408	Citywide	Update Safe Routes to School Maps	0	0	0	TAP-MAG	75,346	-	4,554	79,900	Amend: Defer project from 2015 to 2016 per ADOT request.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2018	MAR15-402	MCG Highway: Porter Road to White and Parker	Construct Roadway Widening (Balance of CAG Awarded Funding)	1	2	4	STP-MAG	28,000	-	1,700	29,700	Admin: Change work description to clarify source of funding. No change in work.	A minor project revision is needed to update work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2018	MAR15-402C2	MCG Highway: Porter Road to White and Parker	Construct Roadway Widening (MAG Awarded Pinal County STP Funding)	1	2	4	STP-MAG	2,000,000	-	251,256	2,251,256	Admin: Change work description to clarify source of funding. No change in work. Reduce local funding by \$541,357 for MAR15-402C3.	A minor project revision is needed to update work description and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Maricopa (City)	2018	MAR15-402C3	MCG Highway: Porter Road to White and Parker	Construct Roadway Widening (Special Projects Fund)	1	2	4	STP-MAG	510,500	-	30,857	541,357	Amend: Add new work phase with additional STP-MAG funding from the Special Projects Fund approved by RC 9/30/2015. Costs originally shown as local costs in MAR15-402C2.	A minor project revision is needed to add new work phase and additional funding. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa County	2016	MMA15-404	Countywide at Madison Rose, Madison Heights & Joseph Zito Elementary Schools	Purchase educational materials, incentives and services	0	0	0	TAP-MAG	124,191	-	9,507	133,698	Amend: Defer project from 2015 to 2016 per ADOT request.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2015	MES15-441C	Rio Salado Segments 3 and 4: SR101 to Dobson Road	Construct multi-use pathway and lighting/safety improvements to tunnel at SR202/Wrigleyville West Entrance	1.35	0	0	CMAQ	1,599,999	-	462,636	2,062,635	Amend: Combine Rio Salado Segments 3 and 4 into one project utilizing both CMAQ and TAP-MAG funding. Update location and work description to reflect combined project.	A minor project revision is needed to combine projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2015	MES16-404	Rio Salado Segments 3 and 4: SR101 to Dobson Road	Construct multi-use pathway and lighting/safety improvements to tunnel at SR202/Wrigleyville West Entrance	1.35	0	0	TAP-MAG	1,585,674	-	275,388	1,861,062	Amend: Combine Rio Salado Segments 3 and 4 into one project utilizing both CMAQ and TAP-MAG funding. Update location and work description to reflect combined project.	A minor project revision is needed to combine projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2015	PNL14-410D2	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Design Roadway Paving.	1.5	2	2	CMAQ	46,735	-	2,825	49,560	Amend: Design engineering cost estimate increased. Increase federal funding by \$46,735 and local by \$2,825 on design work phase, decrease funding on construction work phase. Total Design is \$183,470 federal, \$11,900 local. Design authorized late in FFY2015.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2017	PNL15-410	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Pave Unpaved Roadway.	1.5	2	2	CMAQ-2.5	1,132,015	-	158,935	1,290,950	Amend: Design engineering cost estimate increased. Increase federal funding by \$46,735 and local by \$2,825 on design work phase, decrease federal funding on construction work phase.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2016	SUR15-402	Arizona Charter Academy - Surprise	Procure consultant services to conduct SRTS Study	0	0	0	TAP-MAG	66,482	-	6,019	72,501	Amend: Defer project from 2015 to 2016 per ADOT request.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2016	SUR16-404	Dysart Elementary School District: Citywide	Safe Routes to School Support Activity project: Crosswalk Safety Equipment	0	0	0	TAP-MAG	10,373	-	627	11,000	Amend: Defer project from 2015 to 2016 per ADOT request.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2016	TMP15-403	Various locations in Tempe	Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc.	0	0	0	CMAQ	636,525	-	550,000	1,186,525	Amend: Defer project from 2015 to 2016. Project did not authorize in 2015. Project received closeout funding in 2015. Reduce federal funding and increase local funding by \$482,368.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Phoenix	2015	PHX15-447T	Regionwide	700 MHz Transit Communications Upgrade	0	0	0	5307	5,633,809	1,408,452	-	7,042,261	Clerical: Change TIP ID to PHX15-447T to correct duplication.	A minor project revision is needed to change TIP identification. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-442T	Regionwide	Preventive Maintenance	0	0	0	5339	1,025,224	-	256,306	1,281,530	Amend: Delete Project; not eligible under Section 5339; move funding to PHX15-438T. Move vehicle purchases.	A minor project revision is needed to delete project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-423T	Regionwide	Purchase bus: standard 40 foot - 11 replace	0	0	0	5339	4,862,000	858,000	-	5,720,000	Amend: Increase Federal funding by \$884,000, local by \$165,000. Increase buses from 9 to 11. (funding from PHX15-421T).	A minor project revision is needed to adjust programmed amount and revise work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-426T	Regionwide	Purchase bus: < 30 foot - 4 replace (dial-a-ride)	0	0	0	5339	197,324	66,676	-	264,000	Amend: Increase Federal funding by \$141,224 and local by \$56,776 to purchase 4 additional buses. Funding from PHX15-105T.	A minor project revision is needed to adjust programmed amount and revise work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-438T	Regionwide	Preventive Maintenance	0	0	0	5307	5,462,515	-	1,365,629	6,828,144	Amend: Increase Federal funding by \$1,103,000, local by \$275,825. Funding from PHX15-442T.	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	2015	PHX15-421T	Regionwide	Purchase bus: standard 40 foot - 2 replace	0	0	0	5307	884,000	156,000	-	1,040,000	Amend: Decrease Federal funding \$935,000 and local by \$165,000, move to PHX15-423T. Decrease buses from four to two.	A minor project revision is needed to adjust programmed amount and revise work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-105T	Regionwide	Purchase bus: < 30 foot - 18 replace (dial-a-ride)	0	0	0	5307	1,009,800	178,200	-	1,188,000	Amend: Decrease Federal funding \$809,200, local by \$142,800, move to PHX15-426T. Decrease buses from 21 to 18.	A minor project revision is needed to adjust programmed amount and revise work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2015	VMR14-108T	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Final Design	3	0	0	PTF	-	3,800,688	-	3,800,688	Amend: Change funding from CMAQ-Flex to PTF. No change in total funding.	A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2015	VMR14-434T	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Right-of-Way Acquisition	3	0	0	PTF	-	1,200,000	-	1,200,000	Amend: Change funding from CMAQ-Flex to PTF. No change in total funding.	A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2015	VMR14-435T	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Utility Relocation (Prior Rights)	3	0	0	PTF	-	5,312,500	-	5,312,500	Amend: Change funding from CMAQ-Flex to PTF. No change in total funding.	A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Valley Metro Rail	2018	VMR15-108T	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Construct Transitway	3	0	0	CMAQ-Flex	935,222	233,805	-	1,169,027	Amend: Reduce funding from \$5,684,672/\$1,421,168 to \$935,222/\$233,805. Balance of federal funds \$4,749,450 moved to VMR15-401T2	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2023	VMR14-106T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering	0	0	0	CMAQ-Flex	1,205,962	301,491	-	1,507,453	Amend: Reduce funding from \$8,205,962/\$2,051,491 to \$1,205,962/\$301,491. Balance of federal funds \$7,000,000 moved to VMR15-401T.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2023	VMR15-105T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	0	0	0	CMAQ-Flex	971,130	242,783	-	1,213,913	Reduce funding from \$7,971,130/\$1,992,783 to \$971,130/\$242,783. Balance of federal funds \$7,000,000 moved to VMR15-401T2.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2023	VMR15-106T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	0	0	0	CMAQ-Flex	1,423,100	355,775	-	1,778,875	Reduce funding from \$4,423,100/\$1,105,775 to \$1,423,100/\$355,775. Balance of federal funds \$3,000,000 moved to VMR15-401T3.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2023	VMR18-429T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	0	0	0	CMAQ-Flex	6,650,539	1,662,635	-	12,063,174	Reduce funding from \$9,650,539/\$2,412,635 to \$6,650,539/\$1,662,635. Balance of federal funds \$3,000,000 moved to VMR15-401T4.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2016	VMR15-401T	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	CMAQ-Flex	15,250,550	3,234,965	-	18,485,515	Amend: Add new project using funding from VMR14-108T, VMR14-434T, VMR14-435T, and VMR14-106T.	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.
Valley Metro Rail	2016	VMR15-401T2	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	CMAQ-Flex	11,749,450	2,492,307	-	14,241,757	Amend: Add new project using funding from VMR15-105T and VMR15-108T.	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.
Valley Metro Rail	2016	VMR15-401T3	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	CMAQ-Flex	3,000,000	636,364	-	3,636,364	Amend: Add new project using funding from VMR15-106T.	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.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Valley Metro Rail	2016	VMR15-401T4	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	CMAQ-Flex	3,000,000	636,364	-	3,636,364	Amend: Add new project using funding from VMR18-429T.	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.

Agency	Work Year ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Glendale	2017	GLN17-470	Citywide	Glendale Schools Support Activity Project	0	0	0	TAP-MAG	43,811	-	2,648	46,459	Amend: Add new Safe Routes to School project.	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.
Maricopa County	2017	MMA17-470	Moon Mountain, Nevitt and C.O. Greenfield Elementary Schools	Safe Routes to School Support Activity Project	0	0	0	TAP-MAG	47,146	-	2,850	49,996	Amend: Add new Safe Routes to School project.	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.
Phoenix	2017	PHX17-470	Creighton School District/Biltmore Preparatory	Safe Routes to School Framework Study	0	0	0	TAP-MAG	20,746	-	1,254	22,000	Amend: Add new Safe Routes to School project.	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.
Phoenix	2017	PHX17-471	Creighton Elementary	Safe Routes to School Support Activity Project	0	0	0	TAP-MAG	20,229	-	1,223	21,452	Amend: Add new Safe Routes to School project.	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.
Phoenix	2017	PHX17-472	Vista del Sur	Safe Routes to School Support Activity Project	0	0	0	TAP-MAG	19,332	-	1,169	20,500	Amend: Add new Safe Routes to School project.	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.
Surprise	2017	SUR17-470	Dysart School District	Walking and Biking Maps	0	0	0	TAP-MAG	94,300	-	5,700	100,000	Amend: Add new Safe Routes to School project.	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.
Maricopa (City)	2017	MAR17-407D	Porter Rd, Farrell Rd to 1.9 mi South	PE and final design for roadway paving	1.9	2	2	Local	-	-	187,262	187,262	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Maricopa (City)	2018	MAR18-406C	Porter Rd, Farrell Rd to 1.9 mi South	Pave unpaved road	1.9	2	2	CMAQ	707,896	-	42,789	750,685	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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 ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Maricopa (City)	2017	MAR17-406D	Farrell Rd, Hartman Rd to 1.4 mi West	PE and final design for roadway paving	1.38	2	2	Local	-	-	187,262	187,262	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Maricopa (City)	2018	MAR18-405C	Farrell Rd, Hartman Rd to 1.4 mi West	Pave unpaved road	1.38	2	2	CMAQ-2.5	679,381	-	41,065	720,446	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Maricopa (City)	2017	MAR17-405D	Farrell Rd, 1.4 mi West of Hartman Rd to Maricopa-Casa Grande Hwy	PE and final design for roadway paving	1.45	2	2	Local	-	-	187,262	187,262	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Maricopa (City)	2018	MAR18-404C	Farrell Rd, 1.4 mi West of Hartman Rd to Maricopa-Casa Grande Hwy	Pave unpaved road	1.45	2	2	CMAQ-2.5	679,381	-	41,065	720,446	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Maricopa County	2017	MMA17-406D	Miller Rd, Tonopah-Salome Highway to Van Buren Street.	PE and final design for roadway paving	1	2	2	Local			376,500	376,500	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Maricopa County	2018	MMA18-401RW	Miller Rd, Tonopah-Salome Highway to Van Buren Street.	Right of way acquisition for roadway paving	1	2	2	Local			36,229	36,229	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Phoenix	2017	PHX17-444D	Various alleys in Phoenix	PE and final design for alley paving	23.9	2	2	Local	-	-	64,000	64,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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 ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Phoenix	2018	PHX18-450C	Various alleys in Phoenix	Pave unpaved alley	23.9	2	2	CMAQ	1,532,375	-	92,625	1,625,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Phoenix	2018	PHX18-451D	Various alleys in Phoenix	PE and final design for alley paving	29	2	2	Local	-	-	64,000	64,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Pinal County	2017	PNL17-405D	Midway Rd, 0.5 mi South of SR 84 to Cornman Rd	PE and final design for roadway paving	2.5	2	2	Local	-	-	272,675	272,675	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Pinal County	2018	PNL18-404C	Midway Rd, 0.5 mi South of SR 84 to Cornman Rd	Pave unpaved road	2.5	2	2	CMAQ	1,569,630	-	126,821	1,696,451	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Pinal County	2017	PNL17-406D	Stanfield Road, Talla Rd to Miller Rd	PE and final design for roadway paving	3.5	2	2	Local	-	-	369,745	369,745	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Pinal County	2017	PNL17-404D	Barnes Rd, Fuqua Rd to Stanfield Rd	PE and final design for roadway paving	1	2	2	Local	-	-	130,000	130,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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.
Salt River Pima-Maricopa Indian Community	2017	SRP17-401D	McDonald Drive Subdivision (bounded by May St, McDonald Rd, Dobson Rd and Montebello Av) and Palm Ln, Harris Dr to Gilbert Rd	PE and final design for roadway paving	2.13	2	2	Local	-	-	130,000	130,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	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 ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Apache Junction	2018	APJ18-460	Apache Junction (Citywide)	Install wireless communication to all Apache Junction traffic signals	0	0	0	CMAQ	267,340	-	16,160	283,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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.
Avondale	2018	AVN18-460	Dysart Rd: Van Buren Rd to north of I-10	Install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	0.5	6	6	CMAQ	278,279	-	159,321	437,600	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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.
El Mirage	2018	ELM18-460	El Mirage Rd: 1300 ft N of Northern Ave to Grand Ave frontage road, Thunderbird Rd: 127th Ave to El Frio St, Peoria Ave: El Mirage Rd to 121st Ave	Install fiber , install five CCTV cameras and interconnect six traffic signals	0	0	0	CMAQ	305,721	-	18,479	324,200	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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.
Glendale	2018	GLN18-460	Glendale (Citywide)	Install Emergency Vehicle Preemption (EVP) system citywide at 48 intersections	0	0	0	CMAQ	399,832	-	311,416	711,248	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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.
Goodyear	2018	GDY18-460	Elwood St: Cotton Ln to Estrella Pkwy, Cotton Ln: Estrella Pkwy to Elwood St, Estrella Pkwy: Elliot Rd to Cotton Ln, Elliot Rd: San Gabriel Dr to Estrella Pkwy	Install fiber along Elwood St, Closed Circuit Television (CCTV), connect two signals to Traffic Management Center (TMC)	0	0	0	CMAQ	348,661	-	41,235	389,896	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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 ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Maricopa County	2018	MMA18-460	MCDOT TMC	Upgrade TMC workstations, video wall display, network equipment, and system	0	0	0	CMAQ	299,874	-	108,126	408,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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.
Mesa	2018	MES18-460	Mesa (Citywide)	Install cabinets & controllers at 50 locations and establish communications	0	0	0	CMAQ	780,000	-	121,000	901,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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.
Scottsdale	2018	SCT18-460	Thomas Rd: 60th Street to Pima Road	Install 17 video detection cameras and TMC software	3.5	5	5	CMAQ	368,713	-	22,287	391,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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.
Surprise	2018	SUR18-460	Surprise (Citywide)	Develop ITS strategic plan and implementation plan	0	0	0	CMAQ	141,450	-	8,550	150,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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.
Tempe	2018	TMP18-460	Tempe (Citywide)	Install Dynamic Message Signs (DMS), CCTV cameras, wireless link, bicycle detection, & EVP networking	0	0	0	CMAQ	392,010	-	23,695	415,705	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	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 ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Apache Junction	2018	APJ18-402	Southern Avenue: Delaware Dr to Ironwood Dr	PE - ADOT Review Fee for Roadway Widening and Improvements	0.5	2	4	STP-MAG	42,865	-	2,591	45,456	Amend: New TIP listing. Project awarded funding through the Pinal County STP call-for-projects.	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.
Apache Junction	2018	APJ18-403	Southern Avenue: Delaware Dr to Ironwood Dr	Design Roadway Widening and Improvements	0.5	2	4	STP-MAG	181,999	-	11,001	193,000	Amend: New TIP listing. Project awarded funding through the Pinal County STP call-for-projects.	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.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Status Update on the June 30, 2015 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, 2015

SUMMARY:

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, 2015. An unqualified audit opinion was issued on November 25, 2015, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance, with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new findings.

The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2015 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2015 CAFR, this would be the agency's 18th consecutive award.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: MAG is required by its By-Laws and federal regulations to have an audit performed for all major federal programs on an annual basis. The audit must be performed in compliance with the provisions described in the U.S. Office of Management and Budget ("OMB") Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: CliftonLarsonAllen, LLP conducted the audit in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. For the year ended June 30, 2015, the audit report indicates that

MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

POLICY: Pursuant to Article 12, Section 5 of the MAG By-Laws, the annual audit must be presented to the Regional Council.

ACTION NEEDED:

Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2015.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Rebecca Kimbrough, MAG, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 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 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014. Agencies have requested general TIP changes. MAG is preparing the draft FY2017-2021 TIP, and detailed project listings for the programming of recommended projects are included.

Table C - Highway and Transit General Changes:

General highway and transit listing changes and additions are included in Table C. The new requested project additions and changes include ADOT pavement preservation, rail grade crossing, transportation enhancements, and highway safety. General project changes are included for bicycle and pedestrian, safety, transit, and roadway widening. Project listing changes and additions are not contingent on a new finding of conformity.

Table D - Highway Programming Detail for Development of the draft FY2017-2021 TIP:

The detailed listings that relate to the programming of FY 2017 Transportation Alternative Non-infrastructure (Safe Routes to School eligible activities), FY 2018, 2019, and 2020 Paving of Unpaved Roads, FY2018 and 2019 Intelligent Transportation Systems that utilize Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and Pinal County Surface Transportation Program (STP-MAG) for FY2018 and 2020 Arterial projects are included in Table D.

Project additions requested are not contingent on a new finding of conformity in the current FY2014-2018 TIP.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: Project funding is still estimated and additional changes may be required.

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. All projects that are programmed with Federal Highway Administration Federal Fiscal

Year 2016 funds must submit their project for obligation at the Arizona Department of Transportation no later than June 1, 2016, or funding may be lost from the project and from the region.

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 December 16, 2015, the MAG Transportation Review Committee recommended approval of the list of project changes to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan as appropriate.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Vice Chair
- El Mirage: Jorge Gastelum
- # Fountain Hills: Randy Harrel
- * Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- * Goodyear: Cato Esquivel
- * Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- * Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- *Street Committee: Maria Deeb, Mesa
- *ITS Committee: Marshall Riegel, Phoenix
- *FHWA: Ed Stillings
- * Bicycle/Pedestrian Committee: Jim Hash, Mesa
- * Transportation Safety Committee: Renate Ehm, Mesa

* Members neither present nor represented by proxy + Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, or David Massey, Planner (602) 254-6300.

**TABLE C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #16**

Sort: Section, Agency, Location, Work Year

TIP Amendment #16																	Reviewed By ²							
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	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
ADOT	Highway	2014	DOT15-406	38329	17: MP 198 to MP 208.9 (19th Ave - Arizona Canal Trail)	Design Pavement Preservation	10.9	8	8	----	5-year	----	Freeway	NHPP	2014	794,949	-	48,051	843,000	Amendment: Increase costs by \$493,189/\$29,811 federal/local. Project scope was updated to include: Guardrail/End Treatments improvements, Asphaltic Concrete overlay, additional signage, structural modification to pedestrian railings and deck joints on existing bridges to comply with ADA Requirements, and structural details to modify existing 32" median barrier with glare screen to 44" barrier without glare screen.	✓			
ADOT	Highway	2015	DOT15-414D	13018	85: Gila Bend Airport - MP 130.42	Design pavement preservation	8.9	4	4	----	5-year	----	Freeway	NHPP	2015	99,958	-	6,042	106,000	Amendment: Add a new pavement preservation design project in FY 2015 for \$106,000. This project was inadvertently deleted from the TIP.	✓			
ADOT	Highway	2016	DOT15-414D2	13018	85: Gila Bend Airport - MP 130.42	Design pavement preservation	8.9	4	4	----	5-year	----	Freeway	NHPP	2016	22,632	-	1,368	24,000	Amendment: Add a new pavement preservation funding in FY 2016 for \$24,000.	✓			
ADOT	Highway	2017	DOT16-437	20301	88: Apache Junction - Tortilla Flat	Spot Safety Improvements	9	2	2	----	5-year	----	Freeway	HSIP-AZ	2017	2,185,000	-	-	2,185,000	Amendment: Defer project from FY2016 to FY2017. The environmental process is still underway and will delay advertisement of the project. Change MAG Mode to Freeway.	✓			
ADOT	Highway	2017	DOT16-438	20301	88: Apache Junction - Tortilla Flat	Construct Pavement Preservation	9	2	2	----	5-year	----	Freeway	NHPP	2017	5,469,400	-	330,600	5,800,000	Amendment: Defer project from FY2016 to FY2017. The environmental process is still underway and will delay advertisement of the project. Change MAG Mode to Freeway.	✓			
ADOT	Highway	2016	DOT16-470	5872	Alma School Rd @ UPRR 741-650B, Mesa, AZ	ROW Acquisition (\$40k) and Railroad/Mesa Construction (\$740k)	0.1	6	6	----	5-year	SR231	Safety	STP-RGC	2016	780,199	-	17,168	797,367	Amend: Revise scope of work.	✓			
ADOT	Highway	2016	DOT16-475	34098	Eagle Eye Rd., north of US60, Aguilera, AZ @ Arizona California RR-025-904P	Design for Rail Safety-Project	0.1	2	2	----	5-year	T0018	Safety	STP-RGG	2016	61,694	-----	3,306	65,000	Amend: Delete project. Project completed by railroad.	✓			
ADOT	Highway	2016	DOT16-476	34098	Eagle Eye Rd., north of US60, Aguilera, AZ @ Arizona California RR-025-904P	Railroad Only- Construction of Rail Safety-Project	0.1	2	2	----	5-year	T0018	Safety	STP-RGC	2016	118,648	-----	5,963	124,611	Amend: Delete project. Project completed by railroad.	✓			
ADOT	Highway	2016	DOT16-GAN09	2393	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	0	0	0	----	RFHP	----	Freeway	STP-MAG	2016	12,586,400	(12,586,400)	-	-	Admin: Reduce estimated payment by \$108,600 to \$12,586,400.	✓			
ADOT	Highway	2016	DOT16-477	4097	Paradise Valley (Townwide)	Traffic & Criminal Software (TraCS). Paradise Valley PD electronic crash data transmission	0	0	0	----	5-year	----	Safety	HSIP-AZ	2016	50,000	-	-	50,000	Amendment: Add a new software project in FY 2016 for \$50,000.	✓			

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Sort: Section, Agency, Location, Work Year

TIP Amendment #16																	Reviewed By ²							
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	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
Chandler	Highway	2016	CHN16-403	43703	Area bounded by Dobson Rd, Alma School Rd, Elliot Rd and Warner Rd	Pave dirt road	15.3	2	2	CHN-0(234)D	None	SZ16301C/01D	Air Quality	CMAQ	2016	570,515	-	34,485	605,000	Amend: Correct local match to \$34,485.				
Florence	Highway	2016	FLO14-402	49365	Main Street: Ruggles St to Butte Ave	Construct Roadway Improvements	0.25	2	2	----	5-year	----	Street	STP-TEA	2016	500,000	-	30,223	530,223	Amend: Defer project from 2015 to 2016 per ADOT request.	✓			
Glendale	Highway	2018	GLN16-404	35999	Thunderbird Paseo Pathway at Sweetwater Ave, Thunderbird Paseo Pathway at Hearn Rd, Thunderbird Paseo Pathway at 71st Ave, Sk	Construct multiple access points to pathways	0	0	0	----	None	----	Bike/Ped	CMAQ	2018	107,832	-	234,456	342,288	Amend: Defer construction to FFY 2018 to accommodate for potential Section 404 Permit delay. Local costs are also updated.	✓			
Glendale	Highway	2018	GLN16-405	26638	New River North Shared Use Pathway, Patrick Ln to Hillcrest Blvd	Construct multiuse path and cannal crossing	0.25	0	0	----	None	----	Bike/Ped	CMAQ	2018	330,850	-	181,531	512,381	Amend: Defer construction to FFY 2018 to accommodate for potential Section 404 Permit delay. Local costs are also updated.	✓			
Glendale	Highway	2016	GLN16-408	30579	Citywide	Update Safe Routes to School Maps	0	0	0	GLN-0(251)D	None	T002401X	Safety	TAP-MAG	2016	75,346	-	4,554	79,900	Amend: Defer project from 2015 to 2016 per ADOT request.	✓			
Maricopa (City)	Highway	2018	MAR15-402	15724	MCG Highway: Porter Road to White and Parker	Construct Roadway Widening (Balance of CAG Awarded Funding)	1	2	4	----	None	----	Street	STP-MAG	2018	28,000	-	1,700	29,700	Admin: Change work description to clarify source of funding. No change in work.	✓			
Maricopa (City)	Highway	2018	MAR15-402C2	15724	MCG Highway: Porter Road to White and Parker	Construct Roadway Widening (MAG Awarded Pinal County STP Funding)	1	2	4	----	None	----	Street	STP-MAG	2018	2,000,000	-	251,256	2,251,256	Admin: Change work description to clarify source of funding. No change in work. Reduce local funding by \$541,357 for MAR15-402C3.	✓			
Maricopa (City)	Highway	2018	MAR15-402C3	15724	MCG Highway: Porter Road to White and Parker	Construct Roadway Widening (Special Projects Fund)	1	2	4	----	None	----	Street	STP-MAG	2018	510,500	-	30,857	541,357	Amend: Add new workphase with additional STP-MAG funding from the Special Projects Fund approved by RC 9/30/2015. Costs originally shown as local costs in MAR15-402C2.	✓			
Maricopa County	Highway	2016	MMA15-404	2415	Countywide at Madison Rose, Madison Heights & Joseph Zito Elementary Schools	Purchase educational materials, incentives and services	0	0	0	MMA-0(257)F	None	SF04301D/01X	Safety	TAP-MAG	2016	124,191	-	9,507	133,698	Amend: Defer project from 2015 to 2016 per ADOT request.	✓			
Mesa	Highway	2015	MES15-441C	40596	Rio Salado Segments 3 and 4: SR101 to Dobson Road	Construct multi-use pathway and lighting/safety improvements to tunnel at SR202/Wrigleyville West Entrance	1.35	0	0	CM-MES-0(227)T	None	SZ08001C	Bike/Ped	CMAQ	2015	1,599,999	-	462,636	2,062,635	Amend: Combine Rio Salado Segments 3 and 4 into one project utilizing both CMAQ and TAP-MAG funding. Update location and work description to reflect combined project.	✓			

**TABLE C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #16**

Sort: Section, Agency, Location, Work Year

TIP Amendment #16																	Reviewed By ²							
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	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
Mesa	Highway	2015	MES16-404	40596	Rio Salado Segments 3 and 4: SR101 to Dobson Road	Construct multi-use pathway and lighting/safety improvements to tunnel at SR202/Wrigleyville West Entrance	1.35	0	0	CM-MES-0(227)T	None	SZ080 01C	Bike/Ped	TAP-MAG	2015	1,585,674	-	275,388	1,861,062	Amend: Combine Rio Salado Segments 3 and 4 into one project utilizing both CMAQ and TAP-MAG funding. Update location and work description to reflect combined project.	✓			
Pinal County	Highway	2015	PNL14-410D2	44178	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Design Roadway Paving.	1.5	2	2	PPN-0(211)T	None	SZ147 01C/01D	Air Quality	CMAQ	2016	46,735	-	2,825	49,560	Amend: Design engineering cost estimate increased. Increase federal funding by \$46,735 and local by \$2,825 on design work phase, decrease funding on construction work phase. Total Design is \$183,470 federal, \$11,900 local. Design authorized late in FFY2015.	✓			
Pinal County	Highway	2017	PNL15-410	44178	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Pave Unpaved Roadway.	1.5	2	2	PPN-0(211)T	None	SZ147 01C/01D	Air Quality	CMAQ-2.5	2017	1,132,015	-	158,935	1,290,950	Amend: Design engineering cost estimate increased. Increase federal funding by \$46,735 and local by \$2,825 on design work phase, decrease federal funding on construction work phase.	✓			
Surprise	Highway	2016	SUR15-402	3193	Arizona Charter Academy - Surprise	Procure consultant services to conduct SRTS Study	0	0	0	SUR-0(220)T	None	SF045 01D/01X	Safety	TAP-MAG	2016	66,482	-	6,019	72,501	Amend: Defer project from 2015 to 2016 per ADOT request.	✓			
Surprise	Highway	2016	SUR16-404	676	Dysart Elementary School District: Citywide	Safe Routes to School Support Activity project: Crosswalk Safety Equipment	0	0	0	----	None	----	Safety	TAP-MAG	2016	10,373	-	627	11,000	Amend: Defer project from 2015 to 2016 per ADOT request.	✓			
Tempe	Highway	2016	TMP15-403	27276	Various locations in Tempe	Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc.	0	0	0	TMP-0(244)D	None	SZ173 01D/01C	Bike/Ped	CMAQ	2016	636,525	-	550,000	1,186,525	Amend: Defer project from 2015 to 2016. Project did not authorize in 2015. Project received closeout funding in 2015. Reduce federal funding and increase local funding by \$482,368.	✓			
Phoenix	Transit	2015	PHX15-447T	23260	Regionwide	700 MHz Transit Communications Upgrade	0	0	0	11.42.20	TLCP	----	Transit Bus	5307	2015	5,633,809	1,408,452	-	7,042,261	Clerical: Change TIP ID to PHX15-447T to correct duplication.	✓			
Phoenix	Transit	2015	PHX15-442T	47717	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	----	Transit Bus	5339	2015	1,025,224	-----	256,306	1,281,530	Amend: Delete Project; NOT ELIGIBLE UNDER SECTION 5339; move funding to PHX15-438T. Move vehicle purchases.	✓			
Phoenix	Transit	2015	PHX15-423T	8434	Regionwide	Purchase bus: standard 40 foot - 11 replace	0	0	0	11.12.01	None	----	Transit Bus	5339	2015	4,862,000	858,000	-	5,720,000	Amend: INCREASE Federal funding by \$884,000, local by \$165,000. Increase buses from 9 to 11. (funding from PHX15-421T).	✓			
Phoenix	Transit	2015	PHX15-426T	8434	Regionwide	Purchase bus: < 30 foot - 4 replace (dial-a-ride)	0	0	0	11.12.04	None	----	Transit Bus	5339	2015	197,324	66,676	-	264,000	Amend: INCREASE Federal funding by \$141,224 and local by \$56,776 to purchase 4 Additional buses. Funding from PHX15-105T.	✓			
Phoenix	Transit	2015	PHX15-438T	44311	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	----	Transit Bus	5307	2015	5,462,515	-	1,365,629	6,828,144	Amend: INCREASE Federal funding by \$1,103,300, local by \$275,825. Funding from PHX15-442T.	✓			

**TABLE C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #16**

Sort: Section, Agency, Location, Work Year

TIP Amendment #16																	Reviewed By ²							
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	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
Phoenix	Transit	2015	PHX15-421T	8434	Regionwide	Purchase bus: standard 40 foot - 2 replace	0	0	0	11.12.01	None	----	Transit Bus	5307	2015	884,000	156,000	-	1,040,000	Amend: DECREASE Federal funding \$935,000 and local by \$165,000, move to PHX15-423T. Decrease buses from four to two.	✓			
Phoenix	Transit	2015	PHX15-105T	8434	Regionwide	Purchase bus: < 30 foot - 18 replace (dial-a-ride)	0	0	0	11.12.04	TLCP	----	Transit Bus	5307	2015	1,009,800	178,200	-	1,188,000	Amend: DECREASE Federal funding \$809,200, local by \$142,800, move to PHX15-426T. Decrease buses from 21 to 18.	✓			
Valley Metro Rail	Transit	2015	VMR14-108T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Final Design	3	0	0	14.08.80	TLCP	----	Transit Rail	PTF	2015	-	3,800,688	-	3,800,688	Amend: Change funding from CMAQ-Flex to PTF. No change in total funding.	✓			
Valley Metro Rail	Transit	2015	VMR14-434T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Right-of-Way Acquisition	3	0	0	14.06.60	TLCP	----	Transit Rail	PTF	2015	-	1,200,000	-	1,200,000	Amend: Change funding from CMAQ-Flex to PTF. No change in total funding.	✓			
Valley Metro Rail	Transit	2015	VMR14-435T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Utility Relocation (Prior Rights)	3	0	0	14.04.40	TLCP	----	Transit Rail	PTF	2015	-	5,312,500	-	5,312,500	Amend: Change funding from CMAQ-Flex to PTF. No change in total funding.	✓			
Valley Metro Rail	Transit	2018	VMR15-108T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Construct Transitway	3	0	0	13.23.01	TLCP	----	Transit Rail	CMAQ-Flex	2016	935,222	233,805	-	1,169,027	Amend: Reduce funding from \$5,684,672/\$1,421,168 to \$935,222/\$233,805. Balance of federal funds \$4,749,450 moved to VMR15-401T2	✓			
Valley Metro Rail	Transit	2023	VMR14-106T	49041	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering	0	0	0	13.71.02	TLCP	----	Transit Rail	CMAQ-Flex	2015	1,205,962	301,491	-	1,507,453	Amend: Reduce funding from \$8,205,962/\$2,051,491 to \$1,205,962/\$301,491. Balance of federal funds \$7,000,000 moved to VMR15-401T.	✓			
Valley Metro Rail	Transit	2023	VMR15-105T	49041	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	0	0	0	13.71.02	TLCP	----	Transit Rail	CMAQ-Flex	2016	971,130	242,783	-	1,213,913	Reduce funding from \$7,971,130/\$1,992,783 to \$971,130/\$242,783. Balance of federal funds \$7,000,000 moved to VMR15-401T2.	✓			
Valley Metro Rail	Transit	2023	VMR15-106T	49041	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	0	0	0	13.71.02	TLCP	----	Transit Rail	CMAQ-Flex	2017	1,423,100	355,775	-	1,778,875	Reduce funding from \$4,423,100/\$1,105,775 to \$1,423,100/\$355,775. Balance of federal funds \$3,000,000 moved to VMR15-401T3.	✓			
Valley Metro Rail	Transit	2023	VMR18-429T	49041	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	0	0	0	----	TLCP	----	Transit Rail	CMAQ-Flex	2018	6,650,539	1,662,635	-	12,063,174	Reduce funding from \$9,650,539/\$2,412,635 to \$6,650,539/\$1,662,635. Balance of federal funds \$3,000,000 moved to VMR15-401T4.	✓			
Valley Metro Rail	Transit	2016	VMR15-401T	NEW	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	12.13.20	TLCP	----	Transit Rail	CMAQ-Flex	2015	15,250,550	3,234,965	-	18,485,515	Amend: Add new project using funding from VMR14-108T, VMR14-434T, VMR14-435T, and VMR14-106T.	✓			

**TABLE C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #16**

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Valley Metro Rail	Transit	2016	VMR15-401T2	NEW	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	12.13.20	TLCP	-----	Transit Rail	CMAQ-Flex	2016	11,749,450	2,492,307	-	14,241,757	Amend: Add new project using funding from VMR15-105T and VMR15-108T.	✓			
Valley Metro Rail	Transit	2016	VMR15-401T3	NEW	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	12.13.20	TLCP	-----	Transit Rail	CMAQ-Flex	2017	3,000,000	636,364	-	3,636,364	Amend: Add new project using funding from VMR15-106T.	✓			
Valley Metro Rail	Transit	2016	VMR15-401T4	NEW	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	12.13.20	TLCP	-----	Transit Rail	CMAQ-Flex	2018	3,000,000	636,364	-	3,636,364	Amend: Add new project using funding from VMR18-429T.	✓			

Notes

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3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

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**TABLE D: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #16**

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TIP Amendment #16																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Glendale	Highway	2017	GLN17-470	NEW	Citywide	Glendale Schools Support Activity Project	0	0	0	-----	None	-----	Safety	TAP-MAG	2017	43,811	-	2,648	46,459	Amend: Add new Safe Routes to School project.
Maricopa County	Highway	2017	MMA17-470	NEW	Moon Mountain, Nevitt and C.O. Greenfield Elementary Schools	Safe Routes to School Support Activity Project	0	0	0	-----	None	-----	Safety	TAP-MAG	2017	47,146	-	2,850	49,996	Amend: Add new Safe Routes to School project.
Phoenix	Highway	2017	PHX17-470	NEW	Creighton School District/Biltmore Preparatory	Safe Routes to School Framework Study	0	0	0	-----	None	-----	Safety	TAP-MAG	2017	20,746	-	1,254	22,000	Amend: Add new Safe Routes to School project.
Phoenix	Highway	2017	PHX17-471	NEW	Creighton Elementary	Safe Routes to School Support Activity Project	0	0	0	-----	None	-----	Safety	TAP-MAG	2017	20,229	-	1,223	21,452	Amend: Add new Safe Routes to School project.
Phoenix	Highway	2017	PHX17-472	NEW	Vista del Sur	Safe Routes to School Support Activity Project	0	0	0	-----	None	-----	Safety	TAP-MAG	2017	19,332	-	1,169	20,500	Amend: Add new Safe Routes to School project.
Surprise	Highway	2017	SUR17-470	NEW	Dysart School District	Walking and Biking Maps	0	0	0	-----	None	-----	Safety	TAP-MAG	2017	94,300	-	5,700	100,000	Amend: Add new Safe Routes to School project.
TAP SRTS Total:																245,563	-	14,843	260,406	

Maricopa (City)	Highway	2017	MAR17-407D	NEW	Porter Rd, Farrell Rd to 1.9 mi South	PE and final design for roadway paving	1.9	2	2	-----	None	-----	Air Quality	Local	2017	-	-	187,262	187,262	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects
Maricopa (City)	Highway	2018	MAR18-406C	NEW	Porter Rd, Farrell Rd to 1.9 mi South	Pave unpaved road	1.9	2	2	-----	None	-----	Air Quality	CMAQ	2018	707,896	-	42,789	750,685	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects
Maricopa (City)	Highway	2017	MAR17-406D	NEW	Farrell Rd, Hartman Rd to 1.4 mi West	PE and final design for roadway paving	1.38	2	2	-----	None	-----	Air Quality	Local	2017	-	-	187,262	187,262	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects
Maricopa (City)	Highway	2018	MAR18-405C	NEW	Farrell Rd, Hartman Rd to 1.4 mi West	Pave unpaved road	1.38	2	2	-----	None	-----	Air Quality	CMAQ-2.5	2018	679,381	-	41,065	720,446	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects

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TIP Amendment #16																					
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Maricopa (City)	Highway	2017	MAR17-405D	NEW	Farrell Rd, 1.4 mi West of Hartman Rd to Maricopa-Casa Grande Hwy	PE and final design for roadway paving	1.45	2	2	-----	None	-----	Air Quality	Local	2017	-	-	187,262	187,262	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Maricopa (City)	Highway	2018	MAR18-404C	NEW	Farrell Rd, 1.4 mi West of Hartman Rd to Maricopa-Casa Grande Hwy	Pave unpaved road	1.45	2	2	-----	None	-----	Air Quality	CMAQ-2.5	2018	679,381	-	41,065	720,446	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Maricopa County	Highway	2017	MMA17-406D	NEW	Miller Rd, Tonopah-Salome Highway to Van Buren Street.	PE and final design for roadway paving	1	2	2	-----	None	-----	Air Quality	Local	2017	-	-	376,500	376,500	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Maricopa County	Highway	2018	MMA18-401RW	NEW	Miller Rd, Tonopah-Salome Highway to Van Buren Street.	Right of way acquisition for roadway paving	1	2	2	-----	None	-----	Air Quality	Local	2018	-	-	36,229	36,229	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Phoenix	Highway	2017	PHX17-444D	NEW	Various alleys in Phoenix	PE and final design for alley paving	23.9	2	2	-----	None	-----	Air Quality	Local	2017	-	-	64,000	64,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Phoenix	Highway	2018	PHX18-450C	NEW	Various alleys in Phoenix	Pave unpaved alley	23.9	2	2	-----	None	-----	Air Quality	CMAQ	2018	1,532,375	-	92,625	1,625,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Phoenix	Highway	2018	PHX18-451D	NEW	Various alleys in Phoenix	PE and final design for alley paving	29	2	2	-----	None	-----	Air Quality	Local	2018	-	-	64,000	64,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Pinal County	Highway	2017	PNL17-405D	NEW	Midway Rd, 0.5 mi South of SR 84 to Cornman Rd	PE and final design for roadway paving	2.5	2	2	-----	None	-----	Air Quality	Local	2017	-	-	272,675	272,675	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Pinal County	Highway	2018	PNL18-404C	NEW	Midway Rd, 0.5 mi South of SR 84 to Cornman Rd	Pave unpaved road	2.5	2	2	-----	None	-----	Air Quality	CMAQ	2018	1,569,630	-	126,821	1,696,451	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Pinal County	Highway	2017	PNL17-406D	NEW	Stanfield Road, Talla Rd to Miller Rd	PE and final design for roadway paving	3.5	2	2	-----	None	-----	Air Quality	Local	2017	-	-	369,745	369,745	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	
Pinal County	Highway	2017	PNL17-404D	NEW	Barnes Rd, Fuqua Rd to Stanfield Rd	PE and final design for roadway paving	1	2	2	-----	None	-----	Air Quality	Local	2017	-	-	130,000	130,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects	

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Salt River Pima-Maricopa Indian Community	Highway	2017	SRP17-401D	NEW	McDonald Drive Subdivision (bounded by May St, McDonald Rd, Dobson Rd and Montebello Av) and Palm In, Harris Dr to Gilbert Rd	PE and final design for roadway paving	2.13	2	2	-----	None	-----	Air Quality	Local	2017	-	-	130,000	130,000	Amend: Add new project. Project awarded funding through the CMAQ paving call for projects
CMAQ Paving Total:																5,168,663	-	2,349,301	7,517,964	
Apache Junction	Highway	2018	APJ18-460	NEW	Apache Junction (Citywide)	Install wireless communication to all Apache Junction traffic signals	0	0	0	-----	None	-----	ITS	CMAQ	2018	267,340	-	16,160	283,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Avondale	Highway	2018	AVN18-460	NEW	Dysart Rd: Van Buren Rd to north of I-10	Install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	0.5	6	6	-----	None	-----	ITS	CMAQ	2018	278,279	-	159,321	437,600	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
El Mirage	Highway	2018	ELM18-460	NEW	El Mirage Rd: 1300 ft N of Northern Ave to Grand Ave frontage road, Thunderbird Rd: 127th Ave to El Frio St, Peoria Ave: El Mirage Rd to 121st Ave	Install fiber , install five CCTV cameras and interconnect six traffic signals	0	0	0	-----	None	-----	ITS	CMAQ	2018	305,721	-	18,479	324,200	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Glendale	Highway	2018	GLN18-460	NEW	Glendale (Citywide)	Install EVP system citywide at 48 intersections	0	0	0	-----	None	-----	ITS	CMAQ	2018	399,832	-	311,416	711,248	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Goodyear	Highway	2018	GDY18-460	NEW	Elwood St: Cotton Ln to Estrella Pkwy, Cotton Ln: Estrella Pkwy to Elwood St, Estrella Pkwy: Elliot Rd to Cotton Ln, Elliot Rd: San Gabriel Dr to Estrella Pkwy	Install fiber along Elwood St, CCTV, connect two signals to TMC	0	0	0	-----	None	-----	ITS	CMAQ	2018	348,661	-	41,235	389,896	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Maricopa County	Highway	2018	MMA18-460	NEW	MCDOT TMC	Upgrade TMC workstations, video wall display, network equipment, and system	0	0	0	-----	None	-----	ITS	CMAQ	2018	299,874	-	108,126	408,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.

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Mesa	Highway	2018	MES18-460	NEW	Mesa (Citywide)	Install cabinets & controllers at 50 locations and establish communications	0	0	0	-----	None	-----	ITS	CMAQ	2018	780,000	-	121,000	901,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.		
Scottsdale	Highway	2018	SCT18-460	NEW	Thomas Rd: 60th Street to Pima Road	Install 17 video detection cameras and TMC software	3.5	5	5	-----	None	-----	ITS	CMAQ	2018	368,713	-	22,287	391,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.		
Surprise	Highway	2018	SUR18-460	NEW	Surprise (Citywide)	Develop ITS strategic plan and implementation plan	0	0	0	-----	None	-----	ITS	CMAQ	2018	141,450	-	8,550	150,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.		
Tempe	Highway	2018	TMP18-460	NEW	Tempe (Citywide)	Install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	0	0	0	-----	None	-----	ITS	CMAQ	2018	392,010	-	23,695	415,705	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.		
																CMAQ ITS Total:		3,581,880	-	830,269	4,412,149	
Apache Junction	Highway	2018	APJ18-402	30485	Southern Avenue: Delaware Dr to Ironwood Dr	PE - ADOT Review Fee for Roadway Widening and Improvements	0.5	2	4	--	None	--	Street	STP-MAG	2018	42,865	-	2,591	45,456	Amend: New TIP listing. Project awarded funding through the Pinal County STP call-for-projects.		
Apache Junction	Highway	2018	APJ18-403	30485	Southern Avenue: Delaware Dr to Ironwood Dr	Design Roadway Widening and Improvements	0.5	2	4	--	None	--	Street	STP-MAG	2018	181,999	-	11,001	193,000	Amend: New TIP listing. Project awarded funding through the Pinal County STP call-for-projects.		
																Pinal Co STP Total:		224,864	-	13,592	238,456	

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MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Final Recommendations on the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and Systems Study (COMPASS)

SUMMARY:

The fiscal year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, amended by the MAG Regional Council in October 2011, provided Regional Area Road Funds (RARF) study funds for the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS). The study was at the direction of the Mayors of El Mirage, Glendale, Peoria, Phoenix, Surprise, and Youngtown, and a Maricopa County Supervisor to preserve US-60/Grand Avenue as an expressway facility that remains a state highway under the control of the Arizona Department of Transportation (ADOT). In the direction provided, MAG would develop this COMPASS project to identify a long-term solution for accommodating travel demand and adjacent property access in the corridor in order to preserve Grand Avenue as a major regional route so that it can remain as part of the state highway system. The corridor under study is between the Loop 303/Estrella Freeway in Surprise and Willetta Street near downtown Phoenix for a distance of 23.8 miles.

The US-60/Grand Avenue COMPASS project was initiated in late 2012 and involved working with a variety of planning partners to help establish the corridor vision. The most significant group that contributed to this effort was the project's Charter Partners that included the elected leadership for the six incorporated communities along Grand Avenue, the Maricopa County Supervisor representing the Sun City stakeholders, and the executive leadership from ADOT, MAG, and Valley Metro/RPTA that chartered the COMPASS planning process. As part of their guidance, the Charter Partners conveyed the need for the corridor to identify multimodal recommendations as an important project outcome. This recommendation was reinforced by public comment from stakeholder meetings conducted by the project study team in 2013.

To address this guidance, the project study team recommended the Charter Partners consider four corridor concepts: (a) continuing with simply the current Regional Transportation Plan recommendations for additional grade separations; (b) revisiting the US-60 Expressway concept previously identified in the mid-1980s for the corridor; (c) planning for potential commuter rail opportunities along the Burlington Northern-Santa Fe freight line that parallels US-60; and (d) considering a high capacity transit investment option for Grand Avenue as a means for accommodating travel demand. After considerable study, the study team established the project's recommendations as a blend of concepts (a) and (c) as the vision for US-60/Grand Avenue.

After the vision was established, the project team addressed its efforts to the three significant phases in a COMPASS project:

- (1) **Corridor Optimization** - Targeting bottleneck locations, the project team recommends enhancing existing grade-separated intersections and adding more traffic interchanges along US-60 to eliminate ten crossings of the adjacent BNSF Railway. The most significant improvement is recommended between New River and Loop 101 in the Sun City area to improve access and provide four new overcrossings of the railroad. These new overcrossings would improve accessibility to Boswell Medical Center at 103rd Avenue.

- (2) **Access Management** - The project team recommends a systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections. When the project started in 2012, Grand Avenue had 427 driveways along the study segment between Loop 303 in Surprise and Interstate 10 in downtown Phoenix. The team recommends consolidating these driveways to 197 locations over time to improve efficiency, minimize conflicts, and enhance safety. In addition, the project team identified a model zoning overlay district for MAG member agencies to consider for implementing the long-range access management plan proposed for US-60.
- (3) **System Study** - As implementation strategies were considered, the project team recommended an approach to complete Grand Avenue projects currently identified in the Regional Transportation Plan and advancing public transportation studies for bus and future commuter rail as building blocks to advance the COMPASS study findings.

All materials related to the project are located at <http://www.azmag.gov/Projects/Project.asp?CMSID=4463>. Technical Memorandum Six and the project's Executive Summary, identifying key recommendations, are attached.

PUBLIC INPUT:

Twenty stakeholder meetings, four focus group discussions, eight meetings with agency City Councils, and presentations to Chambers of Commerce, were conducted by the project study team to identify recommendations and possibilities for the future vision of Grand Avenue. The outreach also included two open houses for property owners along the US-60 to comment on the proposed access management plan for Grand Avenue. Most participants were interested in enhancing multimodal opportunities along US-60 and supported planning for an eventual high capacity transit operation that could include a commuter rail option.

PROS AND CONS:

PROS: In its over 100-year history, Grand Avenue has, and continues to serve, as a connecting principal corridor connecting Phoenix with the West Valley and beyond to Wickenburg and Las Vegas. With the construction of Interstate 10, Loop 101, and Loop 303, long-haul traffic has diverted from Grand Avenue. However, the regional functionality is still there as it continues to provide that direct link between six city centers . . . Phoenix, Glendale, Peoria, Youngtown, El Mirage, and Surprise . . . as well as the Sun Cities in a connection unmatched by any other corridor in the Valley. Recommendations from this COMPASS project address the evolving nature of US-60 to enhance safety, improve connections between arterial streets, and ready the corridor for its next role as a commuter rail corridor in the future.

CONS: As the COMPASS recommendations provide guidance for the corridor's development, all construction elements from the study are long-range in development and unfunded. Recommendations from this study will inform the next generation of the Regional Transportation Plan that will identify future funding and staging of the improvements and public transportation strategies.

TECHNICAL AND POLICY IMPLICATIONS:

TECHNICAL: Recommendations from this COMPASS planning process will inform the next-generation MAG Regional Transportation Plan with specific multimodal projects, both roadway and transit, for accommodating the travel demand along Grand Avenue. In addition, the information from the specific additional services will guide ADOT and Valley Metro/RPTA in their decision process for implementing recommendations for improving travel along US-60.

POLICY: Presently, the MAG Regional Transportation Plan identifies up to six grade separations along US-60/Grand Avenue between Loop 303 and Downtown Phoenix. Of these six, three are in the funded Proposition 400 portion of the Plan. In addition, the MAG Regional Transit Framework Study, accepted by MAG Regional Council in 2010, adopted an illustrative high capacity transit options along US-60, as an unfunded portion of the Regional Transportation Plan. As noted, this project has been chartered and

guided by the Mayors from the six communities, as well as the Maricopa County Supervisor, as a vision for Grand Avenue that will eventually be incorporated into the next-generation Regional Transportation Plan.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

On December 9, 2015, a presentation was provided to the Transportation Policy Committee. No action was taken.

MEMBERS ATTENDING

- Mayor Jerry Weiers, Glendale, Chair
- Mayor John Giles, Mesa, Vice Chair
- # Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee
- * Mr. Dave Berry, Swift Transportation
- Mayor Cathy Carlat, Peoria
- # Councilmember Jenn Daniels, Gilbert
- * Supervisor Clint Hickman, Maricopa County
- # Mr. Charles Huellmantel, Huellmantel and Affiliates
- Mr. Joseph La Rue, State Transportation Board
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community

- # Mayor Georgia Lord, Goodyear
- * Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage
- * Mr. Garrett Newland, Macerich
- * Mayor Tom Rankin, Florence
- Mr. Mark Reardon, Vulcan Materials Company
- Councilmember Jack Sellers, Chandler
- Vice Mayor David N. Smith, Scottsdale
- Mayor Greg Stanton, Phoenix
- * Ms. Karrin Kunasek Taylor, DMB Properties
- # Mayor Kenneth Weise, Avondale
- Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

CONTACT PERSON:

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



US-60/Grand Avenue COMPASS

Loop 303 to Interstate 10

Corridor Optimization, Access Management Plan, And System Study

July 2015



On February 22nd, 2012, political leadership of the agencies along the US-60/Grand Avenue corridor signed the Partnering Charter of the Corridor Optimization, Access Management Plan, and System Study (COMPASS). The COMPASS study achieved the following:

- ▶ Created an **overall vision** for the Corridor embracing the important regional function and unique character of US-60/Grand Avenue.
- ▶ Defined the **operational character** for the US-60/Grand Avenue Corridor that will enhance economic development, maintain accessibility to adjacent land uses, improve traffic operations, and reduce highway and rail conflicts.
- ▶ Established an **access management system** providing an efficient access to and from adjacent properties.
- ▶ Developed **guidelines for signage** along the corridor.
- ▶ Provided the affected stakeholders with information about the project and **opportunity to contribute** to the study's outcome and recommendations.

The agencies that are partner to the COMPASS Charter are: ADOT, City of Surprise, City of El Mirage, Town of Youngtown, City of Peoria, City of Glendale, City of Phoenix, and Maricopa County.

The study was guided by Planning Partners - agency representatives that were responsible for technical review and input throughout the process.

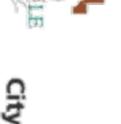
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us-60compass.azmag.gov



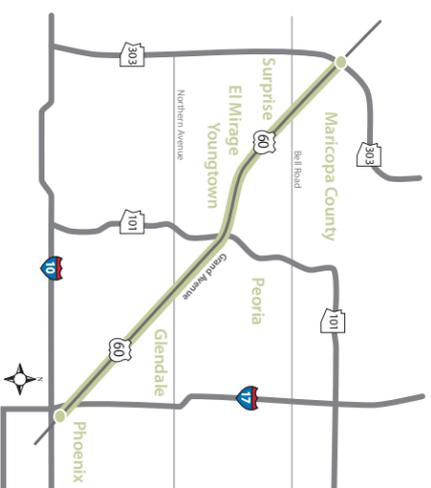
A project to cooperatively create an overall vision for the Grand Avenue Corridor that embraces the important regional function of Grand Avenue



Study Area

The study area is bound by SR-303L traffic interchange in Surprise and the Willetta Street intersection in Phoenix. It passes through portions of six municipalities and unincorporated Maricopa County.

The US-60/Grand Avenue corridor is operated and maintained by the Arizona Department of Transportation as part of the National Highway System.



US-60/Grand Avenue COMPASS Framework



Continues with planned improvements from Regional Transportation Plan.



Establishes a Corridor-wide Access Management Plan.



Addresses remaining bottlenecks and congestion points.



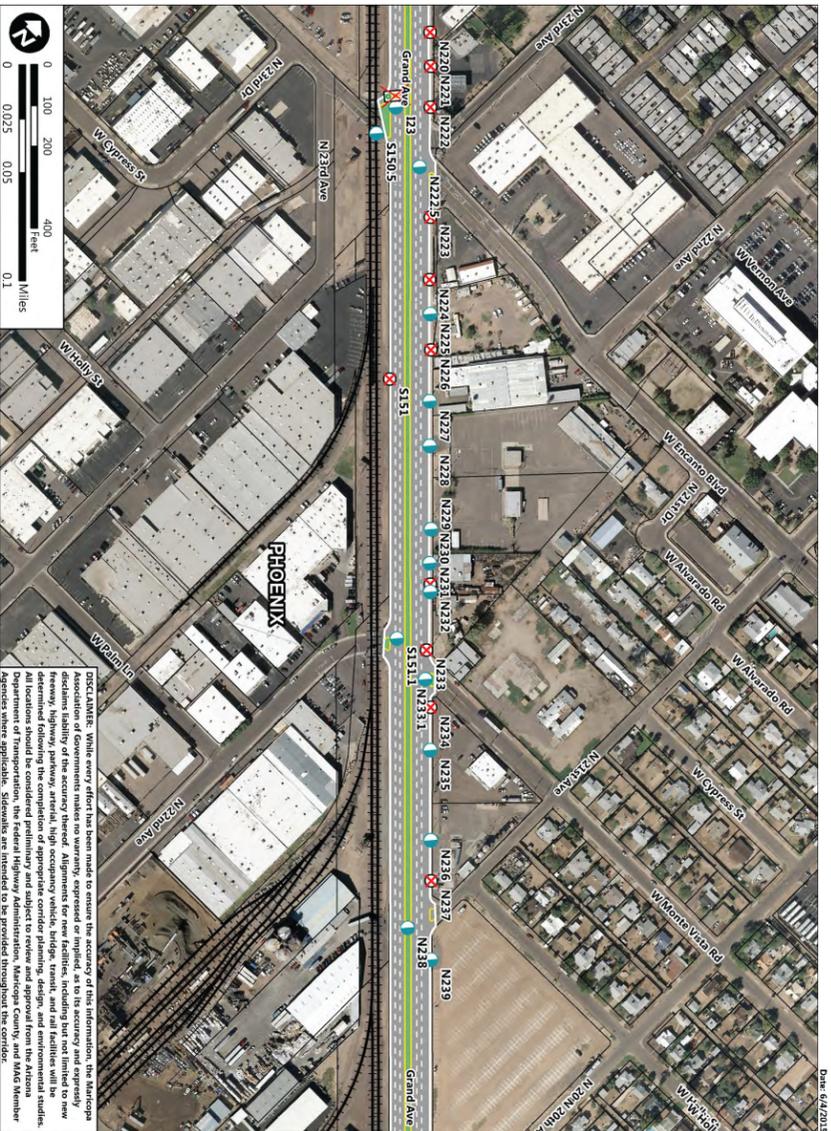
Plans for commuter rail with operational improvements.

Access Management Plan: Example of Consolidated Access



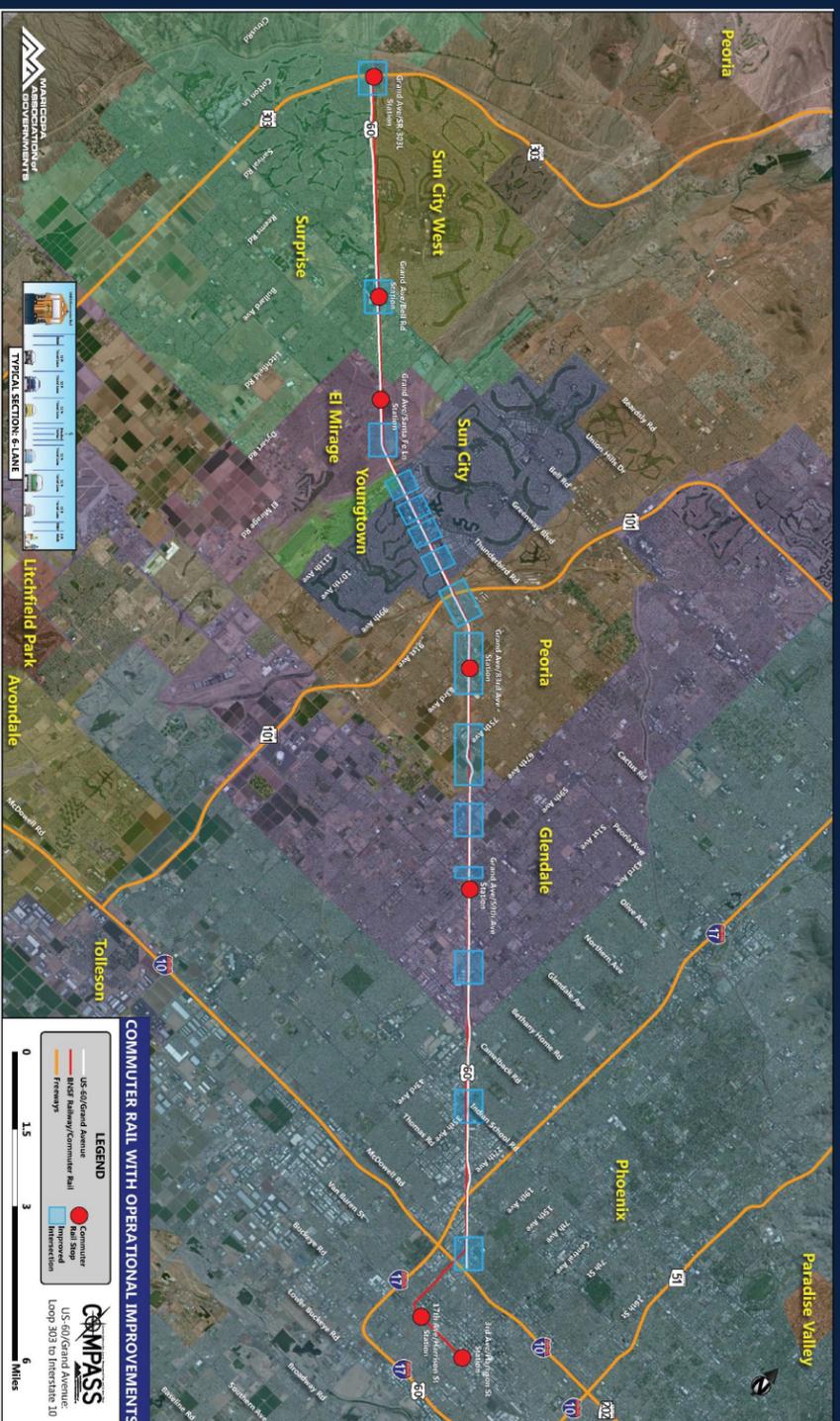
US-60/Grand Avenue:
Loop 303 to Interstate 10

Access ID	Access Type	Median Type
N220	C	R
N221	C	R
N222	R	R
S1505	R	R
N223	C	R
N224	C	R
N225	R	R
N226	C	R
N227	R	R
N228	R	R
N229	R	R
N230	R	R
N231	C	R
N232	R	R
S1511	R	R
N233	C	R
N234	C	R
N235	R	R
N236	C	R
N237	R	R
N238	R	R
N239	R	R



DISCLAIMER: While every effort has been made to ensure the accuracy of this information, the mapmaker declines liability of this accuracy thereof. Attempts for new facilities, including but not limited to new freeway, highway, parking, arterial, high occupancy vehicle, bridge, transit, and rail facilities will be determined following the completion of appropriate planning, design, and environmental studies. The Department of Transportation, the Federal Highway Administration, Maricopa County, and M&M Member Agencies where applicable. Schedules are intended to be provided throughout the corridor.

Concept Detail: Commuter Rail with Operational Improvements



Commuter rail within BNSF Railway right-of-way

New or substantially improved intersections

Concept Features

Many at-grade railroad crossings eliminated
Property access focused primarily on right-in/right-out driveways

What's Next?

The following steps were presented for implementing the study recommendations:

Revise the Partnering Charter to Extend through Implementation Create and adopt an implementation partnering agreement that defines how the US-60/Grand Avenue corridor is developed and improvements funded.

Adopt Zoning Overlay Ordinances Consider and adopt a zoning overlay district ordinance in each jurisdiction to facilitate cohesive application of access management.

Incorporate Recommendations Adopt recommendations in each municipality, Maricopa County and ADOT and incorporate findings into existing and future studies.

Proceed with Formal Scoping Carry recommended roadway concepts forward through ADOT's project development process and formal scoping.

Coordinate Transit Operations Review and evaluate multimodal connectivity and linkages throughout the study area.

Complete Traffic Management and Operations Plan

Identify Funding Develop a collaborative funding approach to facilitate improvements.



US-60/Grand Avenue

Loop 303 to Interstate 10

TM 6 Corridor Optimization, Access Management and Implementation Plans DRAFT

US-60/Grand Avenue

Corridor Optimization, Access Management, and
System Study (COMPASS)

Loop 303 to Interstate 10

Technical Memorandum 6: Corridor Optimization, Access Management, and Implementation Plans DRAFT

Prepared for:



Prepared by:

BURGESS & NIPLE

In association with:

Wilson & Company, Inc.

Partners for Strategic Action, Inc.

Philip B. Demosthenes, LLC

June 2015

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AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
AFB	Air Force Base
AMP	Access Management Plan
APS	Arizona Public Service
BRT	Bus Rapid Transit
CCTV	Closed Circuit Television
CDBG	Community Development Block Grant
CMAQ	Congestion Mitigation and Air Quality Improvement
COMPASS	Corridor Optimization, Access Management Plan, and System Study
D&R	Dial-A-Ride
DAR+	Dial-A-Ride Plus
DCR	Design Concept Report
DEUR	Declaration of Environmental Use Restriction
DHOV	Direct High Occupancy Vehicle
DU	Dwelling Unit
dnl	decibel noise level
DOE	Department of Energy
EECBG	Energy Efficiency and Conservation Block Grant
El Mirage	City of El Mirage
FCDMC	Flood Control District of Maricopa County
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GADA	Greater Arizona Development Authority
GL	Grand Avenue Limited
Glendale	City of Glendale
GO	Glendale Onboard
GUS	Glendale Urban Shuttle
HCT	High Capacity Transit
HELP	Highway Extension and Expansion Loan Program
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development
HURF	Highway User Revenue Fund
I-10	Interstate 10 Papago Freeway
I-17	Interstate 17 Black Canyon Freeway
IPaC	Information, Planning, and Conservation System
ITS	Intelligent Transportation System
LRT	Light Rail Transit
LOS	Level of Service
LQG	Large Quantity Generators



LRT	Light Rail Transit
MAG	Maricopa Association of Governments
MAP-21	Moving Ahead for Progress in the 21st Century Act
MOC	Municipal Operating Center
MP	Milepost
MUD	Median Urban Diamond
MUTCD	Manual on Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Program
NHS	National Highway System
NRHP	National Register of Historic Places
O&M	Operation and Maintenance
Peoria	City of Peoria
PGP	Policies, Guidelines and Procedures
Phoenix	City of Phoenix
Prop	Proposition
Q/LOS	Quality/Level of Service
QOS	Quality of Service
RARF	Regional Area Road Fund
RIRO	Right-In Right-Out Only
RMA	Regional Mobility Authority
RPTA	Regional Public Transportation Authority
RTP	Regional Transportation Plan
R/W	Right-of-Way
SMART	Systematically Managed Arterial
SPF	Special Project Funds
SR-101L	State Route 101 Loop Agua Fria Freeway
SR-303L	State Route 303 Loop Bob Stump Memorial Parkway
SRP	Salt River Project
ST-LUIS	Sustainable Transportation and Land Use Integration Study
STP	Surface Transportation Program
Surprise	City of Surprise
TAB	Transportation Advisory Board
TAP	Transportation Alternatives Program
TI	Traffic Interchange
TIF/TIRZ	Tax Increment Financing/Tax Increment Reinvestment Zone
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investments Generating Economic Recovery
TIS	Traveler Information Station
TMC	Traffic Management Center
TOD	Transit Oriented Development
TRB	Transportation Research Board
TRZ	Transportation Reinvestment Zone
US-60	United States Route 60
USC	Upstream Signalized Crossover



US-60/Grand Avenue

Loop 303 to Interstate 10

TM 6 Corridor Optimization, Access Management and Implementation Plans DRAFT

USFWS
UST
Youngtown

United States Fish and Wildlife Service
Underground Storage Tank
Town of Youngtown

1.0 Introduction

The US-60/Grand Avenue COMPASS – Loop 303 to Interstate 10 is being conducted by the Maricopa Association of Governments in order to identify a long-term solution for accommodating travel demand and adjacent property access, establish operating principles to improve the effectiveness of traffic operations, and prepare an Access Management Plan that will provide a detailed milepost-by-milepost description of adjacent property access along the US-60/Grand Avenue corridor.

A Partnering Charter was signed on February 22, 2012, by the political leadership of the communities within the US-60/Grand Avenue COMPASS corridor. The outcomes of this technical study will address the following goals that were identified in the charter:

- Cooperatively create an overall vision for the US-60/Grand Avenue Corridor that embraces the important regional function of Grand Avenue as a significant high capacity, multimodal corridor and that can recognize the unique character of different sections of the corridor and the communities it passes through.
- Cooperatively define the operational character for the US-60/Grand Avenue Corridor that will enhance economic development, maintain accessibility to adjacent land uses, improve traffic operations, and reduce highway and rail conflicts.
- Establish an access management system that provides an efficient means to accommodate intersecting roadways and access to and from adjacent properties. After the system is recommended and agreed upon, each stakeholder will incorporate the principles and recommendations into their transportation, economic development and community development.
- Develop guidelines for signage, landscaping and aesthetic treatments along the corridor recognizing the different communities along the corridor.
- Work together to provide the affected stakeholders, including daily commuters, local residents, and adjacent property owners and users with information about the project and opportunity to contribute to the study's outcome and recommendations.

1.1. Purpose of This Paper

This paper is the sixth and final Technical Memorandum in a series of US-60/Grand Avenue COMPASS documents; it was prepared to identify corridor optimization and access management recommendations for the corridor. Further, this Technical Memorandum provides a model ordinance for the US-60/Grand Avenue Corridor Zoning Overlay District. This zoning overlay, when paired with the Recommendations Map Book included in **Appendix TM6-1**, provides for a uniform operational character, improves traffic operations, reduces conflict points, and provides an access management system for the corridor.

1.2. Study Area

The US-60/Grand Avenue COMPASS corridor begins at the TI with SR-303L in the City of Surprise, Arizona, at US-60 reference marker 138.051 (expressed in miles) and ends at the Willetta Street intersection in the City of

Phoenix, Arizona, at US-60X reference marker 161.880 (expressed in miles). The corridor is oriented northwest-southeast, and passes through portions of the City of Surprise, City of El Mirage, Town of Youngtown, City of Peoria, City of Glendale, City of Phoenix, and unincorporated Maricopa County.

US-60/Grand Avenue is a regionally significant six-lane roadway that is part of the NHS. It serves as a vital link connecting four important regional freeways: I-10, I-17, SR-101L, and SR-303L (**Figure 1**). US-60/Grand Avenue extends north to the Town of Wickenburg, where it turns west to western Arizona and California. In Wickenburg, US-60/Grand Avenue connects with US-93, which is the primary link to northwestern Arizona and Las Vegas from the Phoenix metropolitan area.

The US-60/Grand Avenue corridor includes the BNSF Railway. The BNSF Railway tracks run the full length of the corridor, parallel and adjacent to the roadway. They are situated along the roadway's southern edge south of Olive Avenue, and the northern edge to the north.

1.3. History of US-60/Grand Avenue*

US-60/Grand Avenue was first envisioned in 1887 by developer and Glendale founder, William J. Murphy. The first 18 miles of roadway connected 7th Avenue and Van Buren Street in Phoenix to the City of Glendale. Within a decade, Mr. Murphy exchanged right-of-way along Grand Avenue for construction of a rail line connecting Phoenix to Prescott, supporting the existing agricultural economy as well as enabling industrial growth. Grand Avenue was first paved in 1919.

In 1926, US-60 was commissioned as one of two transcontinental highways and its earliest Arizona segments included routes from Wickenburg to Phoenix. In 1927, Grand Avenue was approved as the West Valley alignment for US-60. US-60 was quickly established as one of Arizona's most important east-west transportation routes. For many decades, US-60 was the only route through Arizona to Los Angeles until the 1950s, when construction for I-10 would begin to syphon off Los Angeles-bound traffic.

US-60/Grand Avenue is maintained by ADOT as part of the NHS. While US-60 no longer connects the Atlantic and Pacific oceans, as it terminates in western Arizona, it remains a valuable regional facility serving as the only major roadway connecting the downtown areas of Surprise, Sun City, El Mirage, Youngtown, Peoria, Glendale, and Phoenix. The corridor continues to serve multiple purposes, including local access, commuter travel and freight movement, and is a popular route to Las Vegas for residents from the Phoenix metropolitan area.

*Sources:

City of Glendale, "Grand Avenue Corridor"; www.glendaleaz.com/planning/GrandAvenueCorridor.cfm (accessed October 21, 2014)

"U.S. Highway 60", Arizona's Historic Roads; https://www.azdot.gov/docs/default-source/historical-roads/us60_highwayhistoryEF602157047A.pdf?sfvrsn=2 (accessed October 21, 2014)

Figure 1 – Study Area



Legend

- US-60/Grand Ave COMPASS Corridor
- Freeway
- Streams/Washes

US-60/Grand Avenue: Loop 303 to Interstate 10

Corridor Optimization, Access Management Plan and System Study



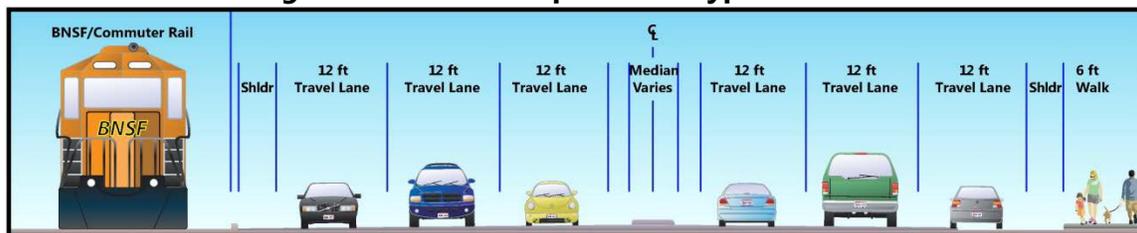

6/25/2013



2.0 Preferred Corridor Concept

The Blue Concept was accepted by the Charter, Management and Planning Partners. It implements commuter rail within the BNSF Railway right-of-way and includes new operational improvements, in addition to incorporating projects that are identified in the current RTP. The Blue Concept generalized corridor typical section is illustrated below in **Figure 2**. It includes three lanes for each direction of travel and a typical urban raised median. The Blue Concept is shown in **Figure 3**.

Figure 2 – Blue Concept 6-Lane Typical Section



Graphic for illustrative purposes only - not to scale.

Several new, or substantially improved, grade separated TIs were identified in the study area, including:

- Bell Road;
- Greenway Boulevard;
- 91st Avenue;
- 75th Avenue/Olive Avenue;
- 67th Avenue/Olive Avenue;
- 51st Avenue/Bethany Home Road;
- 35th Avenue/Indian School Road; and
- McDowell Road/19th Avenue.

Commuter Rail Characteristics

Commuter rail operations would be conducted within the existing BNSF Railway right-of-way and would require substantial coordination with the BNSF Railway freight movements. Additional capital investments to the rail infrastructure would be necessary.

Commuter rail station spacing, or stop frequency, is typically greater than with other HCT technologies, providing fewer opportunities for stop locations. Within the study area, commuter rail stops are located at:

- SR-303L – North Surprise;
- Bell Road – Surprise;
- Santa Fe Lane – El Mirage;
- 83rd Avenue – Peoria; and
- 59th Avenue – Glendale.

Three potential service levels in the study area were explored by the *Grand Avenue Commuter Rail Corridor Development Plan*:

- Phase A – 30 minute headways during the peak and one off-peak roundtrip;
- Phase B – 30 minute headways during the peak and three off-peak roundtrips; and
- Phase C – 30 minute headways during the peak and 60 minute headways during the off-peak.



US-60/Grand Avenue

Loop 303 to Interstate 10

TM 6 – Corridor Optimization, Access Management and Implementation Plans DRAFT

Phase A would have an initial service year starting before 2020 and Phase B occurring prior to 2030. Phase C, or build-out, would be in place between 2030 and 2040. Daily boardings are projected at 2,400, 2,800, and 5,000 for Phases A, B, and C, respectively. Prior to commuter rail implementation, BRT or other forms of HCT may be introduced to allow the corridor to begin acclimation of its development patterns in favor of higher density employment and residential uses. This may increase ridership of commuter rail when implemented.

Red Concept – This concept, detailed in Technical Memorandum 5, continues to serve as the “no-build” alternative completing already programmed improvements.

Figure 3 – Original Blue Concept – Commuter Rail with Operational Improvements



3.0 Corridor Optimization

True corridor optimization includes both roadway and multimodal improvements to maximize throughput in the corridor. This study identifies conceptual roadway improvements. MAG is currently working to advance the efforts presented in its *Commuter Rail: Grand Avenue (BNSF)* (May 2010) study to help fulfil the future transit needs of this corridor.

The Blue Concept implements commuter rail in the US-60/Grand Avenue corridor, within the BNSF Railway right-of-way. Commuter rail would follow the recommendations of the MAG *Grand Avenue Commuter Rail Corridor Development Plan* (May 2010), which was accepted by the communities along the corridor and generally incorporated into their general plans.

3.1. Transit Considerations

Through the advancement of the Blue Concept, commuter rail is recommended for implementation in the US-60/Grand Avenue corridor, within the BNSF Railway right-of-way. MAG and the partnering agencies along the corridor are continuing to advance commuter rail in separate efforts from this US-60/Grand Avenue COMPASS project. Commuter rail is anticipated to follow the recommendations of the MAG *Grand Avenue Commuter Rail Corridor Development Plan* (May 2010), which was accepted by the communities along the corridor and generally incorporated into their general plans. This study's roadway recommendations were intended allow the advancement of commuter rail.

Additional transit considerations include:

- Bus Transit – several of this study's recommended roadway concepts are complex in nature. Accommodating connections between bus routes and other modes of travel that traverse the corridor will need further investigation following this study.
- Other HCT – studies that are being conducted by others (e.g. West Phoenix/Central Glendale Transit Corridor Study) should be accommodated.
- Pedestrians – sidewalks should be provided continuously and consistently throughout the US-60/Grand Avenue corridor.

3.2. Roadway Characteristics

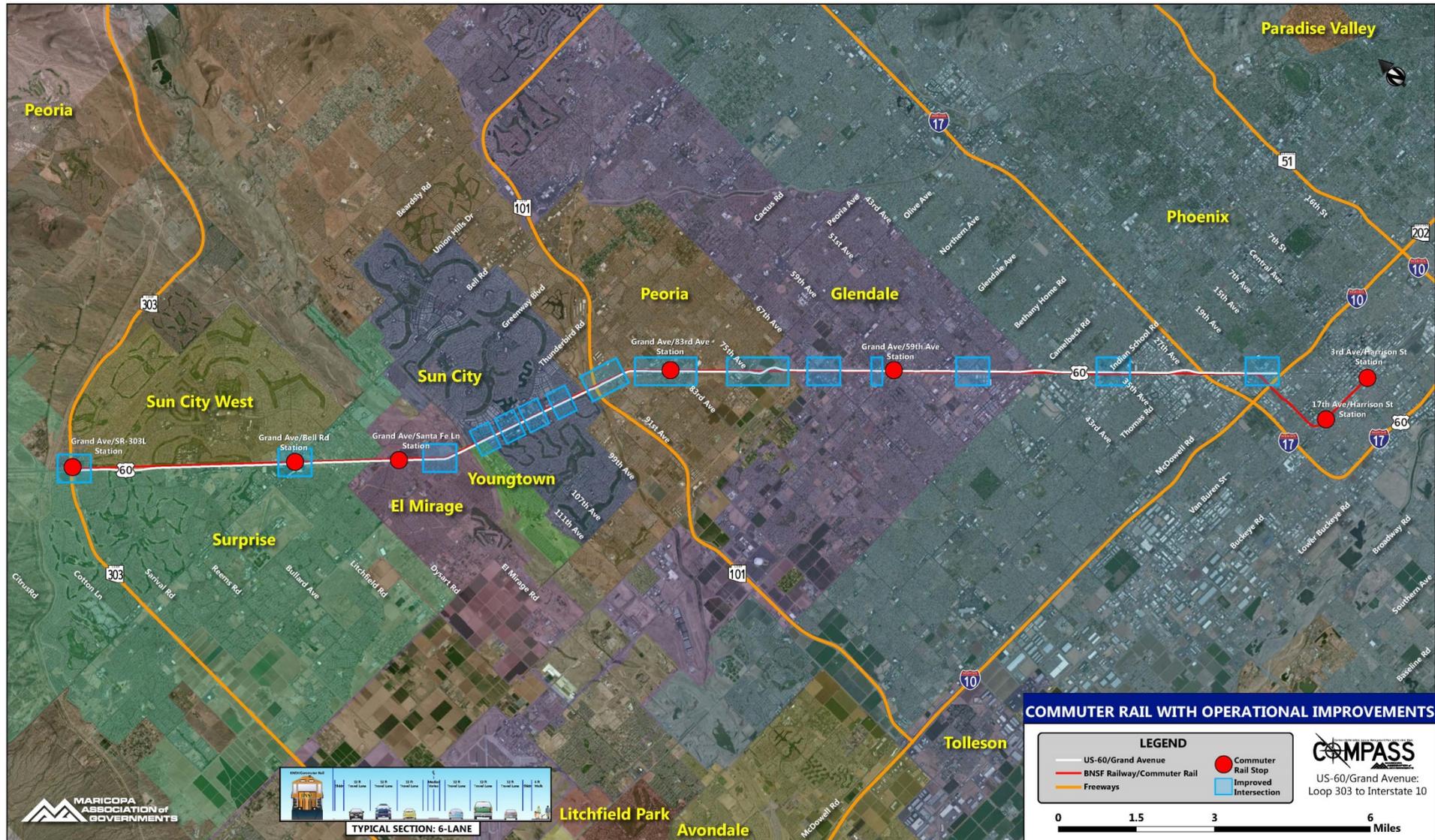
The roadway characteristics of the Blue Concept outlined in Section 2.0 above and documented in Technical Memorandum 5 were further refined based on: 1) Input received from the Planning Partners and public and 2) Further investigation of the Blue Concept. A primary focus of the refinements was to address the US-60/Grand Avenue crossroad interaction with the BNSF Railway by minimizing at-grade railroad crossings. This, along with more detailed traffic information, led to additional grade separated TIs, as well as revisions to grade separated TIs identified earlier in this study. Recommendations for new or substantially improved grade separated TIs in the study area now include:

- | | |
|------------------------------------|----------------------------------|
| ▪ Bell Road; | ▪ 75th Avenue/Olive Avenue; |
| ▪ 111th Avenue Overpass; | ▪ 67th Avenue/Northern Avenue; |
| ▪ 107th Avenue/Del Webb Boulevard; | ▪ 51st Avenue/Bethany Home Road; |

- 103rd Avenue Overpass;
- 99th Avenue;
- 91st Avenue;
- Peoria Avenue and 83rd Avenue;
- 35th Avenue/Indian School Road;
- I-17; and
- 19th Avenue/McDowell Road.

The recommended refined roadway concept is illustrated **Figure 4** and in the Recommendations Map Book presented in **Appendix TM6-1**; it used for illustrative purposes to confirm the recommendations for this COMPASS project. **The geometric recommendations are conceptual in nature; the formal ADOT Scoping Phase will need to be completed, including required typical local, state, and federal agencies approvals.** Use of the information contained herein for right-of-way acquisition and similar activities is not recommended until the appropriate time during ADOT's project development process.

Figure 4 – Refined Blue Concept – Commuter Rail with Operational Improvements



3.3. Traffic Operations

An operational analysis of the recommended roadway concept was completed for the major intersections along the US-60/Grand Avenue corridor. The procedures for traffic volume estimation and operational analysis for the horizon year (2040) are outlined below.

3.3.1. Turning Movement Estimates

MAG performed travel demand modeling and provided turning movement estimates for the US-60/Grand Avenue corridor from the regional travel demand air quality conformity model. The model essentially includes all the approved network updates and adds the project specific updates to an already validated model. The model for the US-60/Grand Avenue COMPASS project is based on the 2035 transportation network and the 2040 land use scenario. For the US-60/Grand Avenue COMPASS corridor, MAG provided AM peak period, PM peak period, and 24-hour turning movement estimates.

Peak period to peak hour conversion factors were also provided by MAG. The AM peak period to peak hour conversion factor is 2.40 and the PM peak period to peak hour conversion factor is 3.54. These conversion factors are associated with arterial links for the MAG travel demand model. Although the proposed concept converts US-60/Grand Avenue from an arterial type facility to more of an expressway type facility, the conversion factors for arterial type facilities were used in the operational analysis. This was due to the fact that the recommended concept still retains several unsignalized and signalized intersections within the study area.

Raw travel demand output was adjusted before being used for operational analysis. Travel demand models are typically validated to link volumes and may not produce realistic turn volumes at the intersection level. Typically, validated travel demand models provide a good representation at the link level. High capacity/higher functional classification links validate well, but model performance tends to deteriorate for low capacity/lower functional classification links. Intersection turning movement volumes estimates from the travel demand models, therefore, do not provide a good representation.

The initial review of the air quality conformity model revealed that the raw travel demand output was not suitable for intersection level analysis. Several turning movements for the project area had zero volumes. Without detailed junction control implementation and assignment procedures that capture the effect of congestion, the travel demand model is unlikely to produce realistic turning movement estimates at all the intersections in the US-60/Grand Avenue COMPASS corridor. Adjustments to model estimates were essential to resolve such inconsistencies. Applying adjustments is a common practice in operational analysis of future year conditions.

Adjustments to model estimates were performed in two steps:

1. Select link analysis based adjustments; and
2. Existing turning movement count based adjustments.

3.3.2. Select Link Based Adjustments

Select link analysis was used to hand adjust model assignments so that more realistic paths were used. Select link queries and loaded network information were provided by MAG. Information in the select link analysis can be used to examine the entire model network to determine which links/zones contribute to trips on a certain link and how those trips depart from that link. Adjustments using select links were based on engineering judgment and best practice methods. The adjusted travel demand estimates were further refined in the second step using most recent traffic counts in the corridor.

3.3.3. Existing Turning Movement Count Based Adjustments

Existing turning movement counts provide the best information about how approaching traffic volume at an intersection departs from it. Existing counts for the US-60/Grand Avenue COMPASS corridor were derived from the *Grand Avenue (US-60) Traffic Signal Coordination Timing* (March 2012) memorandum. This report summarizes the intersection turning movement counts, existing (2012) LOS and LOS under a scenario with optimized and coordinated signal timing plans on US-60/Grand Avenue.

Since the travel demand model is validated mostly to link level data, it can be assumed that the air quality conformity model results in reasonable link level travel demand estimates. Select link adjustments outlined above will improve the link level estimates. By holding the incoming and outgoing link level estimates constant and adjusting the turning movement estimates using the existing turning percentages, a reasonable estimate for intersection turning movement counts can be generated. This process will usually result in eliminating zero turning movement estimates at target intersections in the travel demand model. This adjustment process follows the general principles outlined in NCHRP Report 255. This methodology begins with the existing turning movement counts and uses an iterative process to adjust them to match the select link adjusted link volumes. If the iterative process results in more than 10 percent correction to the link volume estimates, then the link volume estimates need further adjustment using engineering judgment to minimize such discrepancy.

This approach corrected many issues associated with the model data. Results from the adjusted estimates from the MAG air quality conformity model were then used in the operational models. The results from the *Grand Avenue (US-60) Traffic Signal Coordination Timing* memorandum serve as a benchmark to assess the feasibility of the recommended US-60/Grand Avenue COMPASS roadway concept. The final future turning movement estimates are provided in **Appendix TM6-2** part of the operational analysis output files described below.

3.3.4. Operational Analysis

Operational analysis for signalized and stop-controlled intersections was performed using SynchroTM (Version 8, Build 6) traffic analysis software. Evaluations were performed for the major intersections found in the MAG travel demand model, including network revisions for this study in order to investigate the feasibility of the concepts for the major intersections in the US-60/Grand Avenue COMPASS corridor. Weaving analysis for the roadway section between 99th Avenue and SR-101L and operational analysis for the roundabout at the intersection of 19th Avenue was performed using Transmodeler (Version 4.0). Documentation for these evaluations is included in **Appendix TM6-2**.

The operational analysis was performed for the AM and PM peak hours using traffic volumes estimated using the procedure outlined above. Intersection LOS was used as a primary metric to assess the feasibility of the recommended concepts. An overall intersection LOS D was the target for the recommended concepts.

LOS is evaluated on the basis of control delay in seconds per vehicle. **Table 1** and **Table 2** define LOS for the different “grades” of service.

Table 1 - Signalized Intersection Level of Service		
LOS	Control Delay per vehicle (sec)	Description
A	< 10	Most vehicles do not stop.
B	10 – 20	Good progression; more vehicles stop than at LOS A.
C	20 – 35	The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	35 – 55	Many vehicles stop, and the proportion of vehicles not stopping declines. Occasionally, all vehicles on an approach will not clear the intersection during the green.
E	55 – 80	Considered the limit of acceptable delay. Frequently, all vehicles on an approach will not clear the intersection during the green.
F	> 80	Considered unacceptable to most drivers.

Table 2 - Unsignalized Intersection Level of Service	
LOS	Control delay (sec)
A	< 10
B	10 – 15
C	15 – 25
D	25 – 35
E	35 – 50
F	> 50

Generally, all intersections from the recommended US-60/Grand Avenue COMPASS roadway concept operate at an overall LOS D or better as listed in **Table 3**. Two locations, SR-303L TI and Thunderbird Road/Thompson Ranch Road intersection, do not meet this threshold. Both locations are currently in final design or construction and were not further investigated for potential improvements.



Table 3 - Summary of Intersection Level of Service

Intersection with US-60/Grand Ave (unless otherwise noted)	LOS	LOS
	AM Peak Hour	PM Peak Hour
SR-303L Southbound Ramps**	F	F
SR-303L Northbound Ramps**	D	F
N Sunrise Boulevard	D	D
W Meeker Boulevard	C	C
W Bell Road	B	B
N Dysart Road	C	D
W Greenway Road	C	D
W Thunderbird Road/W Thompson Ranch Road**	F	E
N 113th Avenue	D	D
N 107th Avenue	C	C
N 99th Avenue	B	C
SR-101L Southbound Ramp	A	A
SR-101L Northbound Ramp	B	B
N 91st Avenue Frontage Left	A	A
N 91st Avenue and Frontage Road	C	C
N 91st Avenue Frontage Right	C	C
W Peoria Avenue	D	D
N 83rd Avenue	B	B
Cotton Crossing	D	D
N 75th Avenue and W Olive Avenue	D	D
Olive Avenue Connector and W Olive Avenue	C	C
W Golden Lane and US-60/Grand Avenue	C	B
N 75th Avenue and W Golden Lane	B	A
N 71st Avenue*	B	C
W Butler Drive*	A	B
67th Avenue and W Northern Avenue	D	D
W Royal Palm and US-60/Grand Avenue	C	D
67th Avenue and W Royal Palm	B	B
W Myrtle Avenue	C	B
N 57th Drive	A	B
N 51st Avenue and W Bethany Home Road	D	D
N 51st Avenue Connector and US-60/Grand Avenue	B	C
N 51st Avenue Connector and N 51st Avenue	B	D
N 52nd Avenue and W Bethany Home Road	B	B
N 35th and W Indian School Road	D	D
N 33rd Avenue and US-60/Grand Avenue	C	D
N 33rd Avenue and Indian School Road	D	D
19th Avenue Roundabout	D	D

Table 3 - Summary of Intersection Level of Service

Intersection with US-60/Grand Ave (unless otherwise noted)	LOS	LOS
	AM Peak Hour	PM Peak Hour
N 18th Avenue	C	B
N 17th Drive	B	B

* This intersection is unsignalized in 2040.

** This location is currently in final design or construction.

3.4. Major Intersection Considerations

The existing US-60/Grand Avenue corridor is complicated. Its skewed alignment relative to the Phoenix metropolitan arterial street grid system results in unique intersection configurations. These intersections have traffic signals with long cycle lengths and multiple phases that affect traffic flow and interrupt progression. Major intersections are typically constricted physically by residential, commercial and industrial developments. Additional challenges are presented by the railroad tracks owned and operated by the BNSF Railway, which runs parallel and adjacent to US-60/Grand Avenue throughout the study corridor, creating at-grade crossings with major arterials.

The future vision and recommendations for the US-60/Grand Avenue corridor include prioritizing uninterrupted traffic flow along the corridor, implementing grade separations for major arterial crossroads to increase corridor capacity, while minimizing potential movement conflict points, reducing cycle length and signal phases, and eliminating the BNSF Railway at-grade crossings. Where practicable, recommendations were developed to achieve a roadway configuration that facilitated a two- or three-phase traffic signal operation on US-60/Grand Avenue. Two general approaches, with some exceptions, are recommended for major intersection grade separations:

SR-303L to SR-101L General Approach – The MUD TI is generally recommended for new grade separations from SR-303L to SR-101L for its: 1) Reduced right-of-way footprint; 2) High-capacity three-phase traffic signal operation on the crossroad; 3) Ability to provide business access along US-60/Grand Avenue where necessary; and 4) Uninterrupted flow on US-60/Grand Avenue. The MUD TI connects two intersecting roadways (e.g. US-60/Grand Avenue and Bell Road), which is generally found through this segment of the study area. Substantial traffic volumes are projected for the segment between the Agua Fria River and SR-101L, primarily due to the lack of an alternate nearby river crossing. Through this specific segment, a series of MUD TIs and overpasses are recommended to balance local access with projected traffic volumes, and facilitate driver expectancy with a consistent TI type.

SR-101L to McDowell Road General Approach – The addition of a third intersecting roadway (e.g. US-60/Grand Avenue, 51st Avenue, and Bethany Home Road) creates an additional layer of complexity. The general approach applied consists of creating a new grade-separated intersection between the crossroads on a level above US-60/Grand Avenue, and using a quadrant roadway to connect the two levels. The intersection with US-60/Grand Avenue would then be configured with a continuous green T-intersection (also known as “Florida T”), permitting uninterrupted flow in one direction on US-60/Grand Avenue and limited interruption in the opposing direction.

Specific recommendations for each major intersection are explained in the following sections.

Exceptions – There are locations throughout the US-60/Grand Avenue corridor with recommendations that differ from the above general approaches, due unique site constraints, input from the Planning Partners, and/or lack of need for improvements from a traffic operations perspective.

3.4.1. SR-303L TI

The SR-303L TI is currently under construction and is anticipated to be completed in summer 2016. A new partial cloverleaf (folded diamond) TI will be constructed as an interim condition. A new bridge over US-60/Grand Avenue will carry eastbound traffic, while the existing bridge over US-60/Grand Avenue will carry westbound traffic. Both off-ramps will provide dual left-turn lanes and a single right-turn lane. Additionally, dual left-turn lanes and an exclusive right-turn lane will be provided on US-60/Grand Avenue to access the SR-303L on-ramps. The operational analysis of the interim concept in future indicated an unacceptable overall LOS F in both AM and PM peak hours for the southbound ramps and overall LOS D and F for the northbound ramps in the AM and PM peak hours, respectively. Due to the interim status and plans for a more robust future configuration, no further investigation for potential improvements was performed.

3.4.2. Sunrise Boulevard/R.H. Johnson Boulevard

No improvements are recommended for this intersection. The operational analysis of the future condition indicated an acceptable overall LOS D in both AM and PM peak hours.

3.4.3. Reems Road/Meeker Boulevard

No improvements are recommended for this intersection. The operational analysis of the future condition indicated an acceptable overall LOS C in both AM and PM peak hours.

3.4.4. Bell Road

The Bell Road intersection is in the early stages of being reconstructed as a MUD TI. ADOT is in the process of selecting a design-build team for this effort. Construction is scheduled to begin in early 2016 and be completed in summer 2017. The intersection was identified in this study as a hot spot location with the second highest number of crashes for the US-60/Grand Avenue COMPASS corridor. High existing and forecast volumes and concerning crash history will be addressed through ADOT's improvement project. The MUD TI will grade separate Bell Road over US-60/Grand Avenue and the BNSF Railway. The operational analysis of the concept in the future indicated an acceptable overall LOS B in both AM and PM peak hours. Due to the current status of ADOT's efforts at the intersection, no further investigation for potential improvements was performed.

3.4.5. Dysart Road

No improvements are recommended for this intersection. The operational analysis of the future condition indicated an acceptable overall LOS C and LOS D in the AM and PM peak hours, respectively. Several movements will operate at an unacceptable LOS E or F, especially during the PM peak hour; however, dual left-turn lanes and exclusive right-turn lanes are present on US-60/Grand Avenue at this location.

3.4.6. Greenway Road

A new right-turn lane for eastbound US-60/Grand Avenue is recommended at the Greenway Road intersection. Greenway Road is currently a minor, two-lane roadway. The BNSF Railway crossing is less than 10 feet north of the intersection. The current complex geometry and low existing and forecasted traffic volumes indicate no need for major design changes at this location, except the addition of a right-turn lane to provide better traffic flow, safety, and enhance the character of the facility. The operational analysis of the future condition indicated an acceptable overall LOS C and D in the AM and PM peak hours, respectively.

3.4.7. Thompson Ranch Road/Thunderbird Road

The Thompson Ranch Road/Thunderbird Road intersection is in the early stages of being reconstructed to add turn-lanes to US-60/Grand Avenue and realign Thunderbird Road and the frontage road. ADOT is now in the final design process, with construction scheduled to begin in early 2016. The proposed improvements were incorporated into this study. With these improvements, the operational analysis of the future condition indicated an unacceptable LOS F and E in the AM and PM peak hours, respectively. Due to the status of ADOT's efforts at the intersection, no further investigation for potential improvements was performed.

3.4.8. 111th Avenue

The intersection at 111th Avenue is recommended to be grade separated and reconstructed as an overpass, with no connections to US-60/Grand Avenue. 111th Avenue, currently a four-leg intersection, was identified in this study as a hot spot with 85 car crashes in the last three years. Existing and forecasted traffic volumes are high, with existing operations at an unacceptable LOS F. The turning movements from 111th Avenue will be accommodated via 113th Avenue and US-60/Grand Avenue, which is recommended to be modified to a continuous green T-intersection, permitting westbound traffic on US-60/Grand Avenue to travel without stopping. Additional investigation and improvements will likely be necessary to accommodate increased traffic volumes on 113th Avenue. Additional access to and from eastbound US-60/Grand Avenue is provided via 111th Drive, which would remain a right-in-right-out (RIRO) access. The operational analysis of the future condition at 113th Avenue shows the intersection will operate at an acceptable LOS D in both AM and PM peak hours.

3.4.9. Del Webb Boulevard/ 107th Avenue

The intersection at 107th Avenue is recommended to be grade separated as a MUD TI, with Del Webb Boulevard/ 107th Avenue depressed under US-60/Grand Avenue. Travel demand modeling forecasts over 76,000 daily vehicles on US-60/Grand Avenue at this location. With no improvement, this intersection is projected to provide a failing LOS. Close proximity of existing development and right-of-way constraints led to the recommendation of a MUD TI. The operational analysis of the concept in the future shows the intersection will operate with an acceptable LOS C in both AM and PM peak hours.

3.4.10. 103rd Avenue

Similar to 111th Avenue, the recommended 103rd Avenue intersection treatment is grade separation with no direct connections to US-60/Grand Avenue. This recommendation is consistent with prior recommendations for this location in prior studies. These improvements will improve traffic operations



of US-60/Grand Avenue, accommodate substantial golf cart traffic, and provide faster emergency vehicle access to the medical facilities located on north side of US-60/Grand Avenue. Four existing locations (Coggins Drive, 105th Avenue, 102nd Avenue and 101st Avenue) will continue to provide eastbound US-60/Grand Avenue access to the area. The outbound access for the westbound traffic on US-60/Grand Avenue will be provided via Santa Fe Drive and the 107th or 99th Avenue TIs.

3.4.11. 99th Avenue

The intersection at 99th Avenue is recommended to be grade separated as a MUD TI. The MUD TI will grade separate 99th Avenue over US-60/Grand Avenue and the BNSF Railway. The existing segment of US-60/Grand Avenue between 99th Avenue and SR-101L was identified as the second worst operational segment for the corridor. The operational analysis of the concept in the future shows the overall intersection will operate at an acceptable LOS C or better in both AM and PM peak hours. Due to the MUD TI configuration and proximity of the TI to SR-101L, a weave analysis was conducted and outlined in **Table 4** below.

Table 4 - Weave Analysis between 99th Avenue and SR-101L

	Eastbound Ave Speed	Westbound Ave Speed	Eastbound LOS	Westbound LOS
AM Peak	33.66 mph	46.04	D	C
PM Peak	38.25 mph	44.25	D	D

3.4.12. SR-101L TI

A new right-turn lane for eastbound US-60/Grand Avenue is recommended at the SR-101L TI ramp to improve operations and enhance the expressway-like character of the corridor. The SR-101L TI is a split-diamond interchange, with the US-60/Grand Avenue location providing access to and from the south on SR-101L. The north half of the split-diamond is located at 91st Avenue, which puts travel demand pressure on the 91st Avenue intersection with US-60/Grand Avenue. SR-101L is currently an underpass to US-60/Grand Avenue, and the BNSF Railway is at the same level as US-60/Grand Avenue, immediately to the north, putting constraints on the location. The travel demand model select link analysis indicated that high levels of local traffic use the SR-101L ramps at US-60/Grand Avenue to commute south via SR-101L to I-10 during the AM peak hour and in the reverse direction during the PM peak hour. The future operational analysis indicates an acceptable LOS B or better during both peak hours.

3.4.13. 91st Avenue

The intersection at 91st Avenue is recommended to be reconstructed as a new TI with two-phase traffic signals on US-60/Grand Avenue. Travel demand modeling forecasts project high traffic volumes at this intersection. This intersection was also identified as a hot spot location, with 104 total crashes (61 rear-end) in the recent 3 year period. 91st Avenue provides access to and from the north on SR-101L. The concept grade separates 91st Avenue over US-60/Grand Avenue and the BNSF Railway and realigns US-60/Grand Avenue closer to the railroad. The concept includes a new one-way eastbound access road on the south side of US-60/Grand Avenue, providing access to 91st Avenue and the local area. Westbound traffic on US-60/Grand Avenue accesses 91st Avenue via a signalized wide U-turn movement onto the eastbound access road (Map Book intersection S88.1). 91st Avenue traffic accesses US-60/Grand Avenue

via the one-way eastbound access road (Map Book intersection S91.1). The operational analysis of the concept in the future shows the intersection will operate at an acceptable LOS C or better in both AM and PM peak hours.

The goal of this concept is to provide full access between US-60/Grand Avenue and 91st Avenue with improved traffic operations by minimizing traffic signal phases, eliminating the at-grade railroad crossing, and minimizing additional right-of-way needs. The use of two-phase traffic signals for the eastbound US-60/Grand Avenue traffic is expected to reduce delay and provide uninterrupted westbound traffic flow. This location is complex due to its close proximity to the SR-101L TI, right-of-way constraints, and presence of the railroad. A full diamond interchange at SR-101L was considered to alleviate travel demand pressure on 91st Avenue from SR-101L to and from the north; however, it was determined to be impractical at this time due to the close proximity of the railroad tracks. Future investigation may further evaluate this study's recommended concept and potential variations; however, improvements should be consistent with the operational and access goals of this study. Careful signing should be developed for this location.

3.4.14. Peoria Avenue and 83rd Avenue

The intersections at Peoria Avenue and 83rd Avenue are recommended to be grade separated, which is consistent with the City of Peoria's *Old Town Peoria Revitalization Plan* (2008) implementation strategy and recent City efforts. Grade-separating US-60/Grand Avenue under a cap would create an at-grade public space between Peoria Avenue and 83rd Avenue. Closure of 83rd Avenue and keeping US-60/Grand Avenue at-grade was investigated with the City of Peoria, but eventually stopped due to inconsistencies with prior City efforts. The City of Peoria expressed concerns regarding a potential lack of access to the Old Town Peoria area due to the recommended grade separation. The concept was modified to include low-speed ramps and access roads that intersect with 83rd Avenue and Peoria Avenue. The operational analysis of the concept in the future shows that both intersections will operate at an overall acceptable LOS D or better in both AM and PM peak hours.

Close proximity of the concept's ramp connections with US-60/Grand Avenue and Cotton Crossing create potential issues with weaving. Placing the ramp connections on the outside of US-60/Grand Avenue precludes eastbound traffic to turn right onto Cotton Crossing. A similar issue would occur if the ramp connections were made in the median, similar to a MUD TI, where eastbound left-turns would be precluded. Due to potential travel demand and the presence of several access routes to the south of US-60/Grand Avenue, this study recommends placing the ramps on the outside, precluding the right-turn to Cotton Crossing, and therefore preserving the left-turn movement.

As part of the operational and access management approach for this area, and through coordination with the City of Peoria, it is recommended that the intersection with 87th Avenue be reconstructed as a continuous green T-intersection. This concept permits uninterrupted traffic flow for westbound US-60/Grand Avenue and limited interruption in the eastbound direction. To implement this concept, 87th Avenue, currently a half-street roadway between Peoria Avenue and Jefferson Street, should be considered for widening and realignment to provide full capacity along the corridor.

3.4.15. Cotton Crossing

It is recommended that the eastbound US-60/Grand Avenue right-turn at Cotton Crossing is eliminated to accommodate a new local access road and ramps to the nearby 83rd Avenue intersection. The intersection at Cotton Crossing is close to 83rd Avenue and the recommended ramps for local access to Old Town Peoria. This proximity presents a challenge to maintain all traffic movements at Cotton Crossing. Several concepts were considered for the 83rd Avenue ramps. The access road and ramps in the recommended concept for Peoria Avenue and 83rd Avenue preclude the right-turn movement from eastbound US-60/Grand Avenue to southbound Cotton Crossing. The operational analysis of the concept in the future shows the overall intersection indicated an acceptable LOS D in both AM and PM peak hours.

3.4.16. 75th Avenue/Olive Avenue

The TI at 75th Avenue/Olive Avenue is recommended to be reconstructed to form a single four-leg intersection between 75th Avenue and Olive Avenue, grade separated above US-60/Grand Avenue and the BNSF Railway. Quadrant roadways would be used to connect the two levels. The concept addresses the high traffic volumes, poor operation, and the future vision for US-60/Grand Avenue. The concept includes a RIRO at 71st Avenue and a new Golden Lane connection from the south to US-60/Grand Avenue, providing connections between US/60-Grand Avenue and the two major arterials. These new connectors were also analyzed for operational performance. The operational analysis of the concept in the future indicated an acceptable LOS D or better in both AM and PM peak hours.

3.4.17. 67th Avenue/Northern Avenue

The TI at 67th Avenue/Northern Avenue is recommended to be reconstructed to form a single four-leg intersection between 67th Avenue/Northern Avenue, along with a two-way flyover ramp between the west leg of Northern Avenue and east leg of US-60/Grand Avenue. The 67th Avenue/Northern Avenue intersection is grade separated above US-60/Grand Avenue and the BNSF Railway. The flyover ramp is to be consistent with prior Northern Parkway (Avenue) study recommendations. 63rd Avenue and Orangewood Avenue are utilized for access from US-60/Grand Avenue to Northern Avenue and 67th Avenue, respectively. Royal Palm provides a connection between 67th Avenue and US-60/Grand Avenue via a continuous green T-intersection at US-60/Grand Avenue. The operational analysis of the concept in the future indicated an acceptable LOS D or better in both AM and PM peak hours.

A signing concept was developed and included in **Appendix TM6-3** for this location to demonstrate the use of guide signs to direct motorists to and from US-60/Grand Avenue. Additional information on signing is included below in Section 3.5.

3.4.18. Myrtle Avenue

The intersection at Myrtle Avenue was investigated to develop concepts that improved traffic operations through minimizing traffic signal phases; however, the City of Glendale, Valley Metro, and others are investigating the potential of extending HCT from downtown Glendale to the Westgate Entertainment District. At the request of the City of Glendale, recommendations were withdrawn from this study to provide flexibility for future HCT improvements.

3.4.19. 51st Avenue/Bethany Home Road

The TI at 51st Avenue/Bethany Home Road is recommended to be reconstructed to form a single four-leg intersection between 51st Avenue/Bethany Home Road, grade separated above US-60/Grand Avenue and the BNSF Railway. The existing US-60/Grand Avenue at-grade intersection with Bethany Home Road was identified as a hot spot location with the highest number of crashes (133 crashes in recent 3 year period). The recommendation is based on the high existing and forecast traffic volumes, concerning crash history, as well as the future vision for the study corridor. The existing 51st Avenue connector will be modified to connect 51st Avenue and US-60/Grand Avenue via two signalized intersections. The 52nd Avenue connector will be realigned and used to provide another connection between 51st Avenue and Bethany Home Road. The use of guide signs, in the same vein as the signing concept developed for the 67th Avenue/Northern Avenue recommendations, will be important at this location. The operational analysis of the concept in the future indicated an acceptable LOS D or better in both AM and PM peak hours

3.4.20. 43rd Avenue/Camelback Road

US-60/Grand Avenue is currently grade-separated over the intersection of 43rd Avenue/Camelback Road; therefore, the intersection was not analyzed or investigated for potential recommendations.

3.4.21. 35th Avenue/Indian School Road

The TI at 35th Avenue/Indian School Road is recommended to be reconstructed to form a single four-leg intersection between 35th Avenue/Indian School Road, grade separated above US-60/Grand Avenue and the BNSF Railway. The recommendation is based on the focus to optimize progression along the US-60/Grand Avenue corridor. In addition to the existing ramp connections between US-60/Grand Avenue and Indian School Road, the concept focuses on 33rd Avenue to provide the connection between US-60/Grand Avenue and 35th Avenue/Indian School. The use of guide signs, in the same vein as the signing concept developed for the 67th Avenue/Northern Avenue recommendations, will be important at this location. The operational analysis of the concept in the future indicated an acceptable LOS D or better in both AM and PM peak hours

3.4.22. 27th Avenue/Thomas Road

US-60/Grand Avenue is currently grade-separated over the intersection of 27th Avenue/Thomas Road; therefore, the intersection was not analyzed or investigated for potential recommendations.

3.4.23. I-17

US-60/Grand Avenue is currently grade-separated over I-17. During the course of this study, the potential for a DHOV connection between I-17 to and from the north with US-60/Grand Avenue to and from the east was identified. The Interstate 10/Interstate 17 Corridor Master Plan Study is investigating the potential of this DHOV connection.

3.4.24. 19th Avenue/McDowell Road

The intersection at 19th Avenue/McDowell Road is recommended to be reconstructed as a new grade separated intersection. The concept grade-separates McDowell Road over Grand Avenue and the BNSF Railway. A local access road is provided to maintain property access. The Grand Avenue intersection

with 19th Avenue is reconstructed as a roundabout. Potential concepts were investigated that gave travel priority to Grand Avenue to and from the west and 19th Avenue to and from the south. Input from the City of Phoenix and the public indicated an interest in maintaining the direct connection, yet recognized the change in character of Lower Grand Avenue. The recommended concept addresses these interests, and at the same time, addresses the study's overarching objectives. The operational analysis of the concept in the future indicated an acceptable LOS D in both AM and PM peak hours

3.5. Signing Guidelines

US-60/Grand Avenue is a regional roadway that calls for an intermediate level of signing, more advanced than that required for a conventional roadway, however less demanding than that required for a freeway. For the last fifteen years, this section of US-60/Grand Avenue has undergone over 50 roadway related projects and studies; existing signing on US-60/Grand Avenue and its major crossroads is lacking uniformity and consistency. Even a brief evaluation indicates incomplete and often inadequate signage which creates challenges for the motorists traveling through the corridor. Developing clear and standardized signing guidelines to ensure safe and efficient travel is critical for the implementation of this study's recommended concepts.

3.5.1. Current Applicable Signing Standards

All future sign design, placement, and application shall adhere to the latest editions of the following:

- The MUTCD published by FHWA – establishes national standards that promote uniformity and aid in driver grasp of traffic control devices. Part 2 of the MUTCD is specific to signs, their shapes, sizes, colors, placement and other details. ADOT adopted the MUTCD 2009 Edition and also provides the Arizona Supplement to the 2009 MUTCD.
- ADOT Traffic Engineering Policies, Guidelines and Procedures (PGP) – provide guidance to help establish uniform guidelines and procedures for traffic control devices.
- ADOT Traffic Engineering Manual of Manual of Approved Signs – establishes standard codes and designations for Arizona state-specific signs.
- ADOT Signing and Marking Standard Drawings – detail specific signing and marking parameters currently adapted in the state of Arizona.

3.5.2. General Signing Guidelines

All future signage within the US-60/Grand Avenue corridor must be coordinated with ADOT. The guidelines contained herein provide a general approach. Further study and design steps are needed to fully define elements, including specific sign placement, clearances, and sizes, which are beyond the scope of this study. Further proposals are to be discussed with both ADOT and appropriate local agencies having jurisdiction over the affected roadways.

Signs should be designed for multiple travel lanes and higher operating speeds, which requires:

- Higher visibility by day and night;
- Higher legibility (adequate size of letters and symbols); and
- Shorter legends (for quick comprehension).

3.5.3. Guidelines for Guide Signs

Signing should be uniform and consistent throughout the corridor and for each type of traffic interchange or intersection. Ground mounted signs are preferred, however overhead placement may be required where justified by site conditions and design features. Median sign placement within corridor should be evaluated where median widths are sufficient.

For at-grade intersections, signs applicable to Conventional Roads could be utilized, however their size should be compatible with the other signs on the roadway. Where unusual geometrics exist, sign modifications may be justified, but held to a minimum to preserve uniformity and clarity. The feasibility and benefit to implementing exit numbering for interchanges and exits along US-60/Grand Avenue should be discussed with ADOT. Specific considerations for traffic interchanges and major intersections include:

- Major intersections advance guide signs may be placed not more than 1/2 mile in advance of an intersection or not beyond a previous intersection, whichever is less (**Figure 5**).
- Traffic interchange and major intersection guide signs should be placed in advance of traffic interchange/intersection deceleration (right/left turn) lanes. They should provide information necessary for motorists to navigate from US-60/Grand Avenue to a major crossing arterial roadway (**Figure 6**).
- Traffic interchange and major intersection sequence series identification signs with or without community names may be useful along the corridor (**Figure 7**).
- Distance signs may be used to identify the names of cities, towns and communities served by US-60/Grand Avenue. These signs consist of two or three lines containing the names and distances to significant destination points. Typically, distances to the same destination should not be shown more frequently than five miles (**Figure 8**).

An example of a signing concept for the recommended US-60/Grand Avenue intersection with 67th Avenue/Northern Avenue is included in **Appendix TM6-3**.

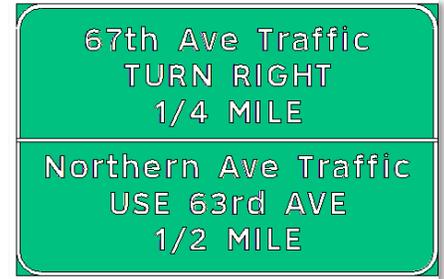


Figure 5



Figure 6



Figure 7



Figure 8

3.5.4. Guidelines for Other Signage:

All existing regulatory and warning signs along the corridor should be evaluated and updated to the current signing standards. Efforts shall be made to identify and prevent wrong-way usage along US-60/Grand Avenue. Specific considerations for other signs include:

- US-60/Grand Avenue should be clearly be identified by U.S. route sign M1-4 and shall consist of black numerals "60" on a white shield surrounded by a black background without a border.
- Trailblazer Assemblies shall be installed by placing route signs M1-4, arrow auxiliary signs (M5-1, M5-2 and M6 series), and cardinal direction auxiliary signs (M3-1 through M3-4) to navigate to and from US-60/Grand Avenue and other roadways in the vicinity.
- Street name sign design along US-60/Grand Avenue should be evaluated and coordinated between ADOT and local agencies with consideration to uniformity as well as a potential of adding a unique identity to each town or city street name design recognizing the different communities along the corridor (Figure 9).
- Usage of way-finding signs (see ADOT PGP 338) and tourist-oriented signs to provide information and direction to key civic, cultural, visitor and recreational destinations, if desired by local agencies and businesses, should be considered (Figure 10).



Figure 9



Figure 10

3.5.5. Traveler Information Station

Due to the complexity of the existing and proposed US-60/Grand Avenue corridor roadway network, it may be appropriate to implement a TIS and place signs in the corridor alerting drivers to tune to an AM radio station for help with directions within the corridor.

3.6. Planning Level Cost Estimates

Planning level cost estimates were developed to provide an "order of magnitude" cost for the corridor optimization recommendations within the study area.

Commuter Rail

The *Grand Avenue Commuter Rail Corridor Development Plan* estimated transit capital costs for Phase A at \$434 million, including \$31 million for right-of-way, and O&M costs of \$7.4 million annually. Phase B capital costs are \$600 million with O&M costs of \$10.8 million annually. Phase C capital costs are \$701 million with O&M costs of \$50 million annually.

Roadway

The planning level construction cost estimate is estimated at \$525M, which broken into the current MAG Regional Transportation Plan funding segments is:

- \$100M between SR-303L and SR-101L; and
- \$425M between SR-101L and Willetta Street (McDowell Road).

The planning level costs were developed utilizing 2015 dollars and are based on the concept illustrated in the Recommendations Map Book included in **Appendix TM6-1**. The planning level cost estimate considered the following factors:

- Rough measurement of construction item quantities for new pavement, curb, gutter, sidewalk, driveways, bridge, barrier, retaining walls, embankment, and traffic signals.
- Miscellaneous work percentages for landscape (20%), lighting (5%), drainage (5%), signing and pavement marking (5%).
- Project wide percentages for maintenance and protection of traffic (8%), dust and water palliative (0.75%), quality control (0.75%), construction survey (1.5%), erosion control (0.3%), and mobilization (8%).
- Unidentified items contingency of 30%.
- Other costs for construction engineering (9%), construction contingencies (5%), indirect cost allocation (8%), engineering design (8).

The planning level construction cost estimates **does not** include the following:

- Projects currently under final design or construction (SR-303L TI, Bell Road TI, and Thompson Ranch Road/Thunderbird Road intersection);
- Acquisition of new right-of-way;
- Acquisition of access rights; and
- Operations and maintenance activities.

As this study's recommendations proceed in the project development process, more detailed project cost estimates will need to be developed.

Potential roadway operations and maintenance costs for the corridor were estimated utilizing the maintenance cost per lane mile tool previously developed for MAG as part of the *Roadway Operations and Maintenance Cost Study* (2012). This study developed typical annual operating and maintenance cost factors to recognize the full cost of providing roadway services during the planning process. Cost estimates were developed for application at a regional level for arterial roadways and freeways. The cost model was used based upon a 23.83 miles of urban six-lane facility; a 20% allowance for complexities at the major intersections was added. The estimated annual operations and maintenance cost, including the allowance, was inflated to 2015 dollars using the Bureau of Labor Statistics Consumer Price Index Inflation Calculator. This yielded an estimated operations and maintenance cost of \$2.5 million annually.

4.0 Access Management Principles

An access management program is a coordinated set of plans, regulations, capital improvements, and other actions necessary to achieve identified objectives. Principal among these objectives is achievement of safe and efficient traffic flow while preserving reasonable access to properties fronting the roadway as well as intersecting roadways. A program to create reasonable access management is by its very nature regulatory in practice and effect. This Technical Memorandum 6 and its appendices serve as the Access Management Plan for US-60/Grand Avenue.

An access management workshop series was conducted with the Planning Partners March 4 and 5, 2014. The presentation is included as **Appendix TM6-4**. This workshop reviewed techniques and results of access management, as well as how these techniques could be applied to US-60/Grand Avenue. The workshop included an interactive discussion in which participants marked up roll plots and investigated different concepts along the corridor. Finally, the workshops addressed techniques and strategies that should be successful on US-60/Grand Avenue and presented a corridor zoning overlay as a method to manage access on US-60/Grand Avenue.

4.1 Access Management Benefits and Considerations

Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system. Access management provides a cost effective approach to improve roadway safety and reduce congestion. Failure to manage access creates adverse social, economic, and environmental impacts. Successful access management results include:

- Reduced vehicular crashes and collisions involving pedestrians and cyclists.
- Reduced travel delays, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads.
- Reduced cut-through traffic in residential areas due to overburdened arterials.
- Reduced unsightly commercial strip development.

Access management helps preserve long-term property values and the economic viability of abutting development. According to the Urban Land Institute's Shopping Center Development Handbook, "poorly designed entrances and exits not only present a traffic hazard but also cause congestion that can create a negative image of the center." In contrast, well-designed circulation systems promote efficient travel and can improve the aesthetics of a corridor. Motorists are more likely to travel a corridor that is aesthetically pleasing, has efficient traffic movement, and is safer to drive. This results in increased economic vitality for the area. Other access management benefits to commercial corridors include:

- More attractive corridors increase property values and enhance economic opportunity.
- The need for roadway widening is reduced, which minimizes construction blocking or restricting access.
- Service roads allow customers to enter and exit businesses more safely.

- Pedestrian and bicycle access is dramatically enhanced.

Conflict points are the points at which a roadway user can cross, merge, diverge, etc. with another roadway user. Drivers make more mistakes and are more likely to have collisions when they are presented with complex driving situations created by numerous conflicts. Simplifying the driving task results in fewer collisions, improves safety, and reduces congestion. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles. There are 48 additional conflict points at intersections when considering pedestrian-vehicle and bicycle-vehicle conflicts.

Inadequate access management can result in traffic operation and safety problems, such as blocked movements into and out of driveways, conflicting and confusing turns at intersections, and insufficient distance for vehicle maneuvers. Research suggests that:

Proper spacing, design, and location of driveways can improve average travel speeds by up to 5 to 10 mph.

Transportation Research Board, Access Management Manual, 2003

- Crash rates increase as the number of driveways per mile increases.
- Crash rates are lower on roadways with a non-traversable median than roads with two-way left turn lanes or no medians.
- U-Turn movements are generally safer than direct left turns and result in fewer accidents resulting in injuries or fatalities.
- Drivers making U-turns experience less delay than drivers making a direct left turn under high volume conditions.
- Medians improve pedestrian safety because they provide a refuge as pedestrians cross the road.

Approximately 72% of the crashes at a driveway within the physical area of an intersection involve a left-turning vehicle. Of these left-turn crashes, 47% are attributed to the egress (exiting) movement conflicting with the near-side through movement, approximately 39% are attributed to the ingress (entering) movement, and 14% are attributed to the egress movement merging with the far-side through movement. This indicates that reducing or eliminating left turns to or from driveways where possible, enhances safety. (“Access Management”, Issue Briefs No. 13, FHWA, 2009.)

Numerous studies over the past 40 years have shown accident rates rise with greater frequency of driveways and intersections. Accident rates on a roadway will increase by approximately 4% for every additional access point over 10 access points, per mile (Transportation Research Board, NCHRP Report 420, Impacts of Access Management Techniques, 1999.)

“Corridors with completed access management projects performed better in terms of retail sales than the surrounding communities.”

Transportation Research Board. Access Management Manual. 2003

Access management helps to preserve long-term property values and the economic viability of abutting development. Properly designed entrances shared by multiple businesses allow for more on-site parking, more customer options to access the site, and improved landscaping or other site amenities.

Frontage roads allow customers to enter and exit businesses conveniently and safely, away from the faster moving traffic on the main roadway.

4.2. Access Management Techniques

The following sections identify access management techniques that were presented to the Planning Partners during the Access Management workshops held on March 4 and 5, 2014. These methodologies represent a sample of potential practices.

4.2.1. Roadway Median

Reducing the number of permitted left-turns reduces potential conflicts within a corridor. The generalized typical section along US-60/Grand Avenue includes three lanes for each direction of travel and a varying width median, generally maintaining the existing configuration. The recommended median limits the location and frequency of left-turns, and provides a space for left-turning vehicles. This increases roadway capacity and improves operations. Further, crash rates of six-lane roadways with a nontraversable median have been shown to be 25% less than six-lane roadways with a two-way left-turn lane (Transportation Research Board, Access Management Manual, 2014).

4.2.2. Signal Spacing

Reducing the number of traffic signals and equalizing the spacing between them allows for timing plans that facilitate traffic flow during peak and off-peak demand. Studies have shown that “a four-lane divided arterial with one-half mile signal spacing and a high level of access control has the same ability to carry traffic as six lanes with one-quarter mile spacing and a low level of access control,” (Transportation Research Board, Access Management Manual, 2014). The access management plan for the US-60/Grand Avenue corridor calls for a reduced number of traffic signals and overall fewer left-turns. Fewer left-turns results in fewer traffic signal phases, which decreases the duration of signal cycles and improves progression through the corridor.

4.2.3. Driveway Geometrics

Driveway design geometrics impact progression through a corridor. The design of access points must consider the type of vehicle that will utilize the driveway. For example, large trucks have a large turning radius and need more room to turn. Similarly, they require greater storage lengths to queue. The time of day (peak travel time vs. off peak) and number of large vehicles should be considered when selecting a driveway type. Recommended driveway curb radii should range from 20-50 feet based on site use on a higher-speed roadway (Transportation Research Board, Access Management Manual, 2014).

4.2.4. Turn Bays

Turn bays provide a protected area for turning vehicles, which in turn improves traffic operations and safety of the through lanes. “Left-turn bays have been shown to reduce crashes at unsignalized median openings by 50% to 75% and at signalized locations by roughly 20% to 50%,” (Transportation Research Board, Access Management Manual, 2014).

5.0 Access Management in the US-60/Grand Avenue Corridor

5.1. Existing Access Management Plans within the US-60/Grand Avenue Corridor

Existing access management practices vary within the corridor and are described in Technical Memorandum 4. A brief summary follows:

- MAG provides five general guidelines for justifying implementation of an access management program. MAG ascribes to ten principles of access management outlined by the Transportation Research Board Committee on Access Management, which published an Access Management Manual in 2014.
- Surprise does not have a formal AMP; however, the City prepared an *Access Control Plan for Bell Road* in 2007, and can apply the techniques developed for Bell Road to other roadways in Surprise. Access control is an integral element of the “Build a Better Bell” initiative of the City. In addition, the Surprise Transportation Plan (2005) indicates subsequent actions by the Surprise Transportation Commission, which prepared the plan, which will include review of regional AMPs. The plan also cites access management as an important method for increasing the carrying capacity of roadways.
- Peoria has published “Access Management Guidelines” (2011);
- Glendale has engaged in implementing access control techniques for US-60/Grand Avenue, including extending raised medians, reducing the number of access points, adding new perimeter walls, and adding right-turn lanes.

5.2. Disposition of Access Points

In Technical Memorandum 1, each access point along US-60/Grand Avenue was documented and categorized into one of the following three access types:

1. RIRO – Only two traffic movements, right-in and right-out, are permitted with a side street or driveway. Intersections are typically controlled by either STOP or YIELD signs on the side street; driveways typically are not signed. RIRO access points along US-60/Grand Avenue commonly provide access to private properties.
2. Three-Quarter Intersections – Three-quarter intersections provide RIRO and left-in access only and are generally controlled by either STOP or YIELD signs.
3. Full Access Intersection – Full access intersections generally allow all traffic movements on all approaches. These intersections are either STOP controlled on both side street approaches or traffic signal controlled.

Existing access points along the corridor were evaluated for potential consolidation or closure based upon the following criteria:

- Driveway within 500 feet of traffic signal;
- More than two driveways per parcel;
- More than three driveways per business;
- Parcel with side street access / cross access available;

- Unused driveways; and
- Change in intersection configuration (at grade to grade separated).

At the study initiation, a corridor inventory identified 462 access points within the US-60/Grand Avenue COMPASS corridor. Of those, 271 access points are recommended for closure, leaving 191 access points along the corridor. The Recommendations Map Book in **Appendix TM6-1** illustrates and tabulates the proposed closures and access changes.

5.3. Exceptions

The following requests were made as an exception to the above criteria (Access ID per the Recommendations Map Book):

- Access ID S38 – Per a request from the City of Surprise, this RIRO driveway should remain open to permit circulation on the Walmart site as intended.
- Access ID S47 and S49 – Per a request from the City of Surprise, these access points are to remain as they currently exist per prior agreement with the City, MAG, and ADOT.

6.0 Implementation

This US-60/Grand Avenue COMPASS project provides: 1) Focus for the agencies along the corridor and 2) Direction for future projects. In order to protect the Vision for the corridor, the following general steps should be taken:

Revise the Partnering Charter to Extend through Implementation – A Partnering Charter was signed on February 22, 2012, by the political leadership of the communities within the US-60/Grand Avenue COMPASS corridor. A Vision statement was developed, and a guiding principal from the visioning process was to collaboratively revise the Partnering Charter to create and adopt an implementation partnering agreement that defines how the US-60/Grand Avenue corridor is developed, including a corridor-based funding strategy. Each agency will be impacted by decisions by other agencies along the corridor; in order to ensure success, these agencies should take a uniform approach.

Adopt the Zoning Overlay District Model Ordinance – Agencies along the corridor should adopt the model ordinance for the zoning overlay district, included in **Appendix TM6-5**. The ordinance was designed to promote development, public safety and maintain a high level of access management along US-60/Grand Avenue that:

- Will enhance City growth by preserving the mobility of this community asset;
- Will encourage creative solutions in the utilization of land to accomplish a more efficient, aesthetic, safe and desirable development;
- Improves the overall transportation efficiency of the corridor;
- Will increase the safety of the traveling public;
- Maintains vehicle speeds at acceptable levels for regional mobility;
- Improves the location and design of all vehicular access connections;
- Promotes shared parking and connectivity between existing and future developments;
- Improves the overall streetscape and livability of the corridor;
- Encourages and promotes alternative modes of transportation, including pedestrian, biking and public transit;
- Provides safe and functional access between US-60/Grand Avenue and the surrounding area;
- Ensures that all property is provided reasonable and suitable access to the public street system;
- Supports orderly economic development and redevelopment of the surrounding area; and
- Supports the continuing development of a coordinated state and local road network.

Incorporate Recommendations into Existing and Future Studies and Planning Documents –

The study area traverses six municipalities and unincorporated Maricopa County; in order to maintain consistency throughout the corridor, each agency needs to adopt the recommendations

of this study. In turn, any proposed changes to the corridor need to follow the guidance provided herein.

Complete ADOT Scoping Phase (Design Concept Report) – The recommended roadway concepts, which are illustrated in the Recommendations Map Book presented in **Appendix TM6-1**, should be carried forward as Design Concept Alternatives in ADOT’s project development process. **The geometric recommendations are conceptual in nature; the formal ADOT Scoping Phase will need to be completed, including required typical local, state, and federal agencies approvals.** Use of the information contained herein for right-of-way acquisition and similar activities is not recommended until the appropriate time during ADOT’s project development process. Potential additional Design Concept Alternatives that may surface through ADOT’s process should be consistent with the operational and access goals of this study.

Prior to the final design of any improvements, additional investigation and analyses should be conducted, including necessary environmental/NEPA evaluations, geotechnical investigations, and others. Special consideration will be needed for potential environmental impacts, especially environmental justice, natural resources, contaminated sites, and underground storage tanks.

The Partnering Charter identified the desire for a unified approach to aesthetic treatments within the corridor. This should be addressed during the ADOT Scoping Phase.

Coordinate Transit Operations – Existing multimodal facilities and services are limited in the study area. Future additional transit services are being planned; potential connections and linkages between routes and modes should be considered.

Complete ITS/Traffic Management Plan – MAG has initiated a Traffic Management and Operations Plan for the US-60/Grand Avenue corridor that would identify: 1) The infrastructure improvements necessary to create the ITS traffic management infrastructure across multiple jurisdiction within the corridor; and 2) overall Concept of Operations which describes in detail how this ITS infrastructure is to be utilized and roles and responsibilities of jurisdictions within the corridor. The anticipated ITS infrastructure would typically include enhancements to existing traffic signal systems (new controllers, sensors, strategically placed CCTV cameras, Dynamic Message Signs), with communications to a central TMC from which the entire corridor is managed.

Project Funding – Funds for implementing the study recommendations have not yet been identified. Agencies will need to develop a collaborative approach to funding. Potential sources have been identified and are outlined in Section 6.3.

At the completion of this study, the Planning Partners submitted comments regarding various aspects of the study recommendations. Most comments were resolved or identified throughout this document; however, several remain and should be addressed during the next stages of implementation. Comments and responses are included as **Appendix TM6-6**.

Specific examples of comments include:

- The potential for the BNSF Railway to lower the railroad track grade between the Agua Fria River and New River.
- The elimination of the eastbound US-60/Grand Avenue right-turn lane at Cotton Crossing.
- The potential for elevated bus stops at some locations.
- The potential for enhanced bus routing in the Thomas Road area (Routes 27 and 29).

6.1. Adoption

A model ordinance for the US-60/Grand Avenue Corridor Zoning Overlay District was developed for access management implementation and is included as **Appendix TM6-5**. The Zoning Overlay District will provide clear guidance for property owners along the corridor and will provide an enforcement mechanism for municipalities. The purpose of this overlay district is to enhance the safety, function, and capacity of the US-60/Grand Avenue corridor. The zoning overlay includes provisions for the following:

- Development standards;
- Consistency with plans and studies;
- Non-conforming access;
- Coordination with affected road authorities;
- General considerations;
- Standards for all street and driveway connections;
- Private access;
- Subdivision standards;
- Site design standards;
- Conditions of approval; and
- Bicycle, pedestrian, and transit facilities.

6.2. Permitting and Design of Future Access Points

Access to US-60/Grand Avenue should be in conformance with the Recommendations Map Book (**Appendix TM6-1**) and the provisions of the US-60/Grand Avenue Zoning Overlay District. Per the model ordinance for the Zoning Overlay District,

“No new or existing tract of land within the US-60/Grand Avenue Zoning Overlay District shall be provided direct access to US-60/Grand Avenue when adequate alternative access can be provided by way of a secondary, primary, collector or marginal access street or through joint access with a neighboring property already provided with access. All individual uses shall be accessed from an internal circulation system designed to serve the development of which they are a part. Potentially negative impacts on the quality and character of surrounding properties or neighborhoods shall be satisfactorily mitigated by the landowner/developer.”

The Zoning Overlay District provides design guidance for access along US-60/Grand Avenue, while the Recommendations Map Book provides a disposition of access for all points along the corridor and

illustrates access management techniques within the right-of-way and planned roadway geometric improvements.

6.3. Potential Funding Sources

Potential funding sources for the conceptual improvements identified in this plan are outlined in the following subsections. These represent a starting point and should not preclude the use of other funding mechanisms, should they become available, such as a potential future extension of Maricopa County Transportation Sales Tax (Proposition 400).

6.3.1. Federal Funds

Community Development Block Grant (CDBG) (funded through United States Department of Housing and Urban Development (HUD)) – CDBG funds are dispersed with a prioritization to benefit low- and moderate-income persons. The objective of CDBG funding is to provide improved community facilities and services, which may include eliminating imminent threats to health and wellness or eliminating slums or blight. Relevant to this Study, eligible activities include construction or reconstruction of streets and other public facilities.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program (funded through MAP-21)

– CMAQ provides a flexible funding source to State and local governments for transportation projects and programs to help reduce congestion and improve air quality for nonattainment and maintenance areas. Eligible activities include, but are not limited to: projects that improve traffic flow, such as improving signalization, constructing high-occupancy vehicle (HOV) lanes, improving intersections, and adding turning lanes. Other approved activities include projects to improve incident and emergency response or improve mobility. Funds may be used for projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand. There is some expanded authority to use funds for transit operations. Funds may not be used for projects that increase the number of single occupant vehicles in the network.

Energy Efficiency and Conservation Block Grant (EECBG) Program (funded by U.S. Department of Energy (DOE))

– This program, modeled after the CDBG program, funds energy efficiency and conservation projects and programs. A few of the targets identified for eligible projects include reduction of fossil fuel emissions and total energy use, improving energy efficiency in the transportation, building, and other appropriate sectors, and creating and retaining jobs. Eligible activities include, but are not limited to: development of an energy efficiency and conservation strategy, building energy audits and retrofits, transportation programs to conserve energy and support renewable fuel infrastructure, and installation of energy efficient traffic signals and street lighting.

Highway Safety Improvement Program (HSIP) (funded through MAP-21) – HSIP provides funding to improve safety on public roads and to reduce accident related injuries and deaths.

Surface Transportation Program (STP) (funded through MAP-21) – STP provides funding to states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit

capital projects, including intercity bus terminals. Eligible activities are numerous and include: intersections with high accident rates or levels of congestion; construction and operational improvements for a minor collector in the same corridor and in proximity to an National Highway System (NHS) route (if the improvement is more cost-effective than an NHS improvement and will enhance NHS level of service and regional traffic flow), and TAP projects. In general, STP projects may not be on local or rural minor collectors; however, there are a number of exceptions to this requirement.

Transportation Alternatives Program (TAP) (funded through MAP-21) – TAP combines funding from several previous programs, including Transportation Enhancements, Recreational Trails, Safe Routes to School, and other discretionary programs. TAP funds may be used for planning, design, and construction of surface transportation features. This includes, among other things, infrastructure to provide safe routes to non-drivers, such as children, older adults, and individuals with disabilities to access daily needs.

Transportation Infrastructure Finance and Innovation Act (TIFIA) – TIFIA was established in 1998 and provides secured (direct) loans, loan guarantees, and/or standby lines of credit for eligible surface transportation projects, including highway and rail projects, of regional or national significance. TIFIA helps large scale projects progress that might otherwise be delayed or deferred due to size, complexity, or uncertainty regarding revenue timing. Eligible transit projects include the design and construction of stations, transit-related infrastructure, purchase of transit vehicles, and intercity bus vehicles and facilities. In order to qualify, projects must cost at least \$50 million, the project must have a dedicated revenue source to repay the loan, senior debt obligations must have an investment grade rating, and Federal funding cannot exceed 33% of eligible costs or the amount of senior debt if the TIFIA loan does not have an investment grade rating.

Transportation Investments Generating Economic Recovery (TIGER) (funded through Consolidated Appropriations Act) – Competitive grant program funding infrastructure projects that promote economic competitiveness, improve energy efficiency, reduce greenhouse gas emissions and improve safety, quality-of-life and working environments in communities. No planning grants will be awarded this year; all funding will be for project implementation.

6.3.2. Federal Transit Administration

Section 5307 – Urbanized Area Formula Grants (funded through MAP-21) – Urbanized Area Formula Grants can be used for capital projects, planning, and Job Access and Reverse Commute (JARC) projects. The JARC program was added to this section with the passage of MAP-21. JARC projects focus on providing services to low-income individuals to access jobs. These grants can also be used for operating costs with certain restrictions.

Section 5309 – Fixed Guideway Capital Investment Grants (funded through MAP-21) – As applicable to this study, Fixed Guideway Capital Investment Grants may be used for new fixed guideway capital projects, fixed guideway BRT projects, or small start projects. New fixed guideway capital projects represent the minimum operable segment or extension to an existing fixed guideway or BRT system. Corridor-based bus rapid transit projects are small start projects that utilize buses in a defined corridor

that emulate the services provided by rail fixed guideway public transportation systems, including but not limited to defined stations, traffic signal priority for public transportation vehicles, and other features that support a long-term corridor investment. Small start projects are new fixed guideway capital projects or corridor-based bus rapid transit projects that receive less than \$75 million in Federal assistance with a total estimated cost less than \$250 million.

Section 5310 – Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (funded through MAP-21) – These formula grants have many of the same requirements as Section 5307 formula grants, but include additional requirements to improve transportation alternatives for seniors and individuals with disabilities. They are intended to fund projects that meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. Examples include public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990; public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit; and alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

Transit-Oriented Development Planning Pilot (funded through MAP-21) – The Transit-Oriented Development Planning Pilot is a discretionary program that provides planning grants on a competitive basis for efforts that support TOD associated with new fixed-guideway and core capacity improvement projects. Planning efforts should address economic development, ridership, and other goals established during the project development and engineering processes; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; identify infrastructure needs associated with the eligible project; and include private-sector participation.

6.3.3. State Funds

Arizona Gaming Sources (Proposition 202) – Proposition (Prop) 202 allowed new gaming compacts between the State and tribes. An important provision of Prop 202 was the sharing of gaming revenues with the State. Prop 202 allows an Indian tribe to distribute twelve percent (12%) of its total annual contribution to cities, towns, or counties for government services that, among other things, benefit the general public, including public safety, or promotion of commerce and economic development.

Greater Arizona Development Authority – Managed by WIFA, GADA's goals are to lower the costs of financing and help accelerate project development for public facilities owned, operated and maintained by a political subdivision, special district or Indian tribe. To accomplish this, GADA is authorized under statute to offer both financial and technical assistance programs. Grants are typically used for early stage project development; loans typically are used for technical assistance in the final phases of project development. Due to funding limitations, no loan or grant opportunities are currently available.

Highway Extension and Expansion Loan Program - This program provides the State and communities with a financing mechanism to stretch limited transportation dollars for eligible highway projects in

Arizona and bridge the gap between needs and available revenues. The minimum loan amount is \$250,000; grants are not available. HELP loans are not currently available due to budget limitations.

Highway User Revenue Fund – The Highway User Revenue Fund (HURF) provides funding to cities, towns, counties, and to the State Highway Fund for highway construction, improvements, and other related expenses.

State Assistance for Regional Public Transportation Activities – ADOT has the authority to cooperate with counties and other governmental authorities, including regional planning agencies, to plan and coordinate regional public transportation services in and adjoining a vehicle emissions control area. This planning and coordination may be for the purpose of extending public transportation services across jurisdictional boundaries or into poorly served or unserved portions of urbanized areas and their suburban communities. ADOT may make grants to governmental authorities to improve existing transit services and for the implementation of intermodal transportation projects, pedestrian related projects and bicycle related projects. Support is also available to increase carpooling and vanpooling.

6.3.4. Local Funds

Maricopa County Transportation Sales Tax (Proposition 400) – Maricopa County voters approved Proposition 400, a 20-year extension of the half-cent sales tax for transportation projects in November 2004. Funds are divided between the Regional Area Road Fund (RARF) and a public transportation fund. ADOT administers the RARF, while the Maricopa County Regional Public Transportation Authority administers the public transportation funds. The RARF may be used for freeways and routes on the state highway system, including projects included in the Regional Transportation Plan for Maricopa County. Funds may also be used for major arterial streets and intersection improvements. The public transportation funds are to be used for a light rail system.

MAG Design Assistance Program – The MAG Design Assistance Program was initiated in 1996 to encourage the development of pedestrian facilities according to the MAG Pedestrian Policies and Design Guidelines. The intent of the program has been to stimulate integration of facilities into the planning and design of all types of infrastructure and development. In 2006, MAG initiated the Bicycle Facilities Design program encouraging MAG members and private sector professionals involved in transportation and land use design to utilize the AASHTO Guide for the Development of Bicycle Facilities. Both bicycle and pedestrian projects consider the needs of seniors according to the Federal Highway Administration: Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians.

In 2011, the Design Assistance Program combined pedestrian and bicycle facilities into one program and included shared-use facilities. The program was also redefined to clarify that projects through this program can proceed only up to the Preliminary Engineering/Scoping Phase.

MCDOT TAB Special Project Funds – The Maricopa County Board of Supervisors approved the implementation of the TAB SPF. This fund provides budget for projects that are not readily handled by the MCDOT annual TIP. Projects must provide a specific benefit to the County and must be on a county highway.

City of Glendale - Glendale Onboard (GO) Transportation Program – Voters approved a half cent sales tax for transportation improvements throughout the City in November 2001. The tax funds street, transit, bicycle, and safety education programs in Glendale.

City of Peoria - Proposition 300 – Peoria voters approved Proposition 300, which increased the city sales tax for transportation purposes on September 13, 2005. Transportation sales tax revenues are deposited into a separate fund from which expenditures are made for various transportation purposes. The city earmarks in its forecasts each year \$1 million for pavement maintenance, \$1.6 million for transit operations, and \$500,000 for operational support. Any unspent monies in these three areas are allocated to street capital projects, along with the balance of revenues collected.

City of Phoenix – Transit 2000 – City of Phoenix voters passed a 4/10ths of a cent sales tax to fund Transit 2000 in March 2000, which extends for 20 years. Approximately 66 percent of the funds are apportioned to capital projects and operation of local bus, RAPID, Dial-a-Ride, and neighborhood circulators. The remaining 33 percent supports light rail construction and operations in the City of Phoenix.

Development Impact Fees – Development impact fees are one time fees typically assessed at the time building permits are issued and are intended to financially support infrastructure costs associated with new development. The fees are paid by the developer, and are typically in turn passed to the homebuyer or commercial property owner.

Developer Contributions – Funds that are provided by a developer through a development agreement.

General Funds – General funds are non-dedicated funds that may be used for any lawful purpose.

Improvement Districts – Improvement districts are authorized by the State legislature for the construction of a wide range of public works facilities. Improvement districts are initiated by property owners who combine resources with a county and/or town to finance improvements. The property owners are then assessed over multiple years to repay their share of the cost of the improvement.

Revenue Bonds – Counties and municipalities can issue bonds against their revenues to accelerate project construction. This can reduce the impacts of funding capital improvement projects and distributes the costs over the life of the project.

County excise tax – The County may create a sales tax with a term of no more than twenty years to fund street and highway projects.

6.3.5. Other

BNSF Railway – The BNSF Railway typically contributes funds to projects where at-grade railroad crossings are eliminated. Input from the Planning Partners suggested that, due to the scope of the recommendations made by this study, the BNSF Railway would potentially be a substantial funding partner.

Public-Private Partnerships – Public private partnerships are allowed under Title 28 of the Arizona Revised Statutes and enable a public agency and a private-sector entity to enter into an agreement allowing the private-sector partner to have an increased level of participation in a public project. This may include funding, design, construction, operation, and/or management and will extend as agreed upon by the two entities.

Toll Road – A toll road allows a private party to construct a roadway and collect a toll for a period of up to twenty years. At the end of that time, the roadway reverts to public ownership. Toll roads cannot be constructed within one mile of one another and cannot interfere with existing roadway operations. Further, the route cannot conflict with an existing or proposed state highway or state route or with an existing or planned County highway.

6.3.6. Funding Mechanisms Used Elsewhere:

Alternative funding strategies are used in other regions of the country, which could be used in Arizona if appropriate legislation was passed. Examples of these include:

Fuel Revenue Indexing – Numerous states have restructured their gas tax to generally grow over time in order to generate additional transportation funds. Potential approaches include indexing gas tax to inflation rates (construction cost or general inflation), gas prices, or a combination of them both.

Regional Mobility Authority – RMAs, popular in Texas, are political subdivisions formed by cities and/or counties to finance, acquire, design, construct, operate, maintain, expand, or extend transportation projects, including highway, rail, ferry, parking projects, and others. RMAs have the authority to generate revenue through tolls, fares, or other fees related through transportation projects, as well as the sale or lease of a transportation project of property adjoining a transportation project.

Tax Increment Financing/Tax Increment Reinvestment Zone (TIF/TIRZ) – TIFs are intended to provide funding for underdeveloped or blighted lands that would otherwise remain unimproved. A tax district is established around the proposed area of improvement, and once improvements are complete, increased property values are attributed to said improvement. The property tax revenue collected on properties within the tax district when the improvement is complete continues to be funneled through existing channels; the incremental property tax increase due to increased property value is collected into a separate fund used to repay the cost of improvements.

Transportation Reinvestment Zone (TRZ) – TRZs are similar to TIF/TIRZ, but require the tax increment funding collected be used for transportation projects. TRZs in Texas are focused on improvements using pass-through financing.

7.0 Conclusion

The goals of the Partnering Charter and US-60/Grand Avenue COMPASS Vision can be achieved through continued collaboration of the agencies along the corridor and implementation of the recommendations outlined herein. Specifically, this includes the pairing of the Recommendations Map Book with the US-60/Grand Avenue Zoning Overlay District Model Ordinance.

This study investigated and determined a wide variety features for the US-60/Grand Avenue, including:

- The vision and character of the corridor;
- Corridor operating principles;
- Approach to access management;
- Potential and advancement of HCT (commuter rail);
- Environmental overview;
- Uniform signing guidelines;
- Potential funding sources; and
- Implementation plan.

Throughout the study, stakeholders and the public were engaged for guidance and input. This input was combined with technical analysis to help form study recommendations. Continuing this engagement will be critical to the success of future efforts.

**Proposed Revisions to the 2007 Exceptional Events Rule and Notice of Availability for
Related Draft Guidance**

FACT SHEET

ACTIONS

- On November 10, 2015, the U.S. Environmental Protection Agency (EPA) proposed revisions to the 2007 Exceptional Events Rule, and announced the availability for public comment of a draft guidance document, which applies the proposed rule revisions to wildfire events that could influence monitored ozone concentrations.

Proposed Revisions to the 2007 Exceptional Events Rule

- The proposed revisions to the Exceptional Events Rule address issues raised by stakeholders since promulgation of the rule and are intended to provide clarity and increase the administrative efficiency of the Exceptional Events Rule criteria and process. Exceptional events include natural events such as wildfires, stratospheric ozone intrusions and volcanic and seismic activities.
- Highlights of the proposal include:
 - More clearly defining the scope of the Exceptional Events Rule to apply only to certain types of regulatory actions,
 - Revising the rule language to more closely align with the language in the CAA,
 - Relying on SIP controls to satisfy the “not reasonably controllable or preventable” criterion provided the EPA has approved the SIP within the last 5 years,
 - Clarifying the analyses, content and organization for exceptional events demonstrations,
 - Requiring an initial notification by the state to the EPA of a potential exceptional event request,
 - Removing the specific deadlines that apply in situations other than initial area designations following promulgation of a new or revised NAAQS; and
 - Clarifying fire-related definitions and demonstration components.
- The EPA intends to finalize these rule revisions before October 1, 2016, which is the date by which states, and any tribes that wish to do so, are required to submit their initial designation recommendations for the 2015 National Ambient Air Quality Standards (NAAQS) for ozone.

Notice of Availability of Draft Exceptional Events Guidance

- The EPA is announcing the availability for public comment of the *Draft Guidance on the Preparation of Exceptional Events Demonstrations for Wildfire Events that May Influence Ozone Concentrations*. The EPA anticipates finalizing this guidance when we promulgate revisions to the Exceptional Events Rule.

- The *Draft Guidance on the Preparation of Exceptional Events Demonstrations for Wildfire Events that May Influence Ozone Concentrations* includes example analyses, conclusion statements, and technical tools that air agencies can use to provide evidence that a wildfire event influenced a monitored ozone concentration(s). In particular, this guidance identifies event characteristics (e.g., season of occurrence, fire emissions, the fire's distance from the ozone monitor and how high ozone levels reached during the fire) that could enable a state air agency to submit a simpler and less resource-consuming demonstration package. The draft guidance reflects and implements the proposed changes to the Exceptional Events Rule.

Notice of Public Hearing

- The EPA will hold a public hearing to solicit and incorporate input from stakeholders and the public. The public hearing will provide interested parties the opportunity to present data, views or arguments concerning the proposed revisions to the 2007 Exceptional Events Rule.
- The public hearing will be held on Tuesday, December 8, 2015, in room 3175 in the Arizona Department of Environmental Quality main office building located at 1110 W. Washington Street, Phoenix, Arizona 85007. The public hearing will convene at 10 a.m. and continue until the earlier of 6:00 p.m. or 1 hour after the last registered speaker has spoken.

BACKGROUND

- On March 22, 2007, the EPA promulgated the "Treatment of Data Influenced by Exceptional Events; Final Rule" (72 FR 13560) pursuant to the 2005 amendment of Clean Air Act (CAA) Section 319. This rule is known as the Exceptional Events Rule.
- The Exceptional Events Rule contains definitions, procedural requirements, requirements for air agency demonstrations and criteria for EPA approval for the exclusion of air quality data from regulatory decisions.
- Interpreting and implementing the 2007 Exceptional Events Rule has been challenging both for the air agencies developing exceptional events demonstrations and for the EPA regional offices reviewing and acting on these demonstrations. As a result of our experiences and stakeholder requests related to implementing the 2007 Exceptional Events Rule, the EPA developed and released Interim Exceptional Events Implementation Guidance documents in May of 2013, available on EPA's Exceptional Events website at <http://www2.epa.gov/air-quality-analysis/treatment-data-influenced-exceptional-events>.
- When EPA released the Interim Exceptional Events Implementation Guidance, we acknowledged the need to consider additional changes that could only be accomplished through a notice-and-comment rulemaking. This proposed action reflects these changes.
- During the preparation of this proposed action, the EPA held conference calls with air agencies to discuss recent implementation experiences and to better understand currently employed exceptional events implementation processes and practices. As a result of these

discussions, the EPA developed a list of best practices for communication and collaboration between the EPA and air agencies. When implemented, these best practices, also available on EPA's Exceptional Events website, and other steps being taken by EPA will optimize resources and save time during the demonstration development and review process.

FOR MORE INFORMATION

- To download a copy of this proposed rule, go to the EPA's Exceptional Events website at <http://www2.epa.gov/air-quality-analysis/treatment-data-influenced-exceptional-events>.
- Today's Proposed Rule and other associated information are available either electronically at <http://www.regulations.gov>, the EPA's electronic public docket and comment system, or in hardcopy at the EPA Docket Center's Public Reading Room. (Docket ID No. EPA-HQ-OAR-2013-0572)
- The draft guidance document and other associated information are available either electronically at <http://www.regulations.gov>, the EPA's electronic public docket and comment system, or in hardcopy at the EPA Docket Center's Public Reading Room. (Docket ID No. EPA-HQ-OAR-2015-0229)
- The Public Reading Room is located in the EPA Headquarters, Room Number 3334 in the William Jefferson Clinton West Building, located at 1301 Constitution Avenue, NW, Washington, D.C. Hours of operation are 8:30 a.m. to 4:30 p.m. eastern standard time, Monday through Friday, excluding Federal holidays.
- Visitors are required to show photographic identification, pass through a metal detector, and sign the EPA visitor log. All visitor materials will be processed through an X-ray machine as well. Visitors will be provided a badge that must be visible at all times.

HOW TO COMMENT

- EPA will accept written comments on the proposed rule and/or draft guidance between the date of publication in the *Federal Register* and January 19, 2016.
- Comments on the proposed rule (identified by Docket ID Number EPA-HQ-OAR-2013-0572) and/or comments on the draft guidance (identified by Docket ID Number EPA-HQ-OAR-2015-0229), may be submitted by one of the following methods:
 - Go to www.regulations.gov and follow the on-line instructions for submitting comments.
 - Mail your comments to:
 - U.S. Environmental Protection Agency
 - EPA Docket Center
 - [Enter Docket ID Number EPA-HQ-OAR-2013-0572 or EPA-HQ-OAR-2015-0229]
 - Mail Code 2821T

1200 Pennsylvania Avenue, NW
Washington, DC 20460

- Deliver your comments in person or via courier to the address below. Such deliveries are only accepted during the Docket's normal hours of operation, and special arrangements should be made for deliveries of boxed information.

EPA Docket Center
WJC West Building, Room 334
1301 Constitution Avenue, NW
Washington, DC 20004

For additional submission methods, the full EPA public comment policy, information about CBI or multimedia submissions and general guidance on making effective comments, please visit <http://www2.epa.gov/dockets/commenting-epa-dockets>.

JEFF FLAKE

ARIZONA

SR-413 RUSSELL SENATE OFFICE BUILDING
(202) 224-4521

COMMITTEE ON FOREIGN RELATIONS

COMMITTEE ON
ENERGY AND NATURAL RESOURCES

COMMITTEE ON THE JUDICIARY

COMMITTEE ON AGING

United States Senate

WASHINGTON, DC 20510-0305

November 19, 2015

STATE OFFICES:

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PHOENIX, AZ 85016
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Gina McCarthy
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Administrator McCarthy,

I am writing to request a 30-day extension of the public comment period for the proposed rule revisions entitled "Treatment of Data Influenced by Exceptional Events" (Docket No. EPA-HQ-OAR-2013-0572), commonly referred to as the Exceptional Events Rule, and the associated draft guidance document referred to as "Draft Guidance on the Preparation of Exceptional Events Demonstrations for Wildfire Events that May Influence Ozone Concentrations" (Docket No. EPA-HQ-OAR-2015-0229).

I am pleased that EPA has acknowledged the need to revisit the original rule promulgated in 2007 by addressing substantive concerns and administrative inefficiencies. EPA's emphasis on returning to the statutory requirements for designating an exceptional event is encouraging, as is the focus on "less burdensome measures" to reduce the amount of resources necessary to quantify that an exceptional event occurred.

Likewise, it is welcome news that EPA is hosting its public hearing in Phoenix, Arizona, where many stakeholders have been impacted by EPA's rigid application of the 2007 rule to Arizona's uniquely arid climate. I share the view of those stakeholders that EPA must instead find a reasonable approach that enables efficient and consistent administration of the Exceptional Events Rule. It is my hope that this effort will lead to that result.

In order to ensure the best product, I respectfully request that EPA extend its public comment period for 30-days. While I recognize that the agency intends to move expeditiously to complete the revision before states and tribes are required to submit recommendations for the 2015 ozone National Ambient Air Quality Standards, I believe a modest extension could help better inform the final revisions. As it stands, the current schedule requires interested parties to digest the 200-plus page proposal and develop comments during the busy holiday season. The prudent course is to extend the deadline.

Thank you for your consideration of this request. As always I ask that it be handled in strict accordance with all agency rules, regulations, and ethical guidelines.

Sincerely,



JEFF FLAKE
United States Senator

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 29, 2015

SUBJECT:

Discussion of the Development of the FY 2017 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's proposed member Dues and Assessments and the MAG budget development timeline. The draft MAG Dues and Assessments are presented using the prior fiscal year average Consumer Price Index-Urban Consumers (CPI-U) of 2.34 percent. The calendar year 2015 CPI-U average is not yet available, but will be released in early 2016. At that time, the draft MAG Dues and Assessments will be updated and the adjusted draft MAG Dues and Assessments will be presented. We anticipate little change to the CPI-U as the result of incorporating the final CPI-U number.

The minimum amount of \$350 for MAG Dues and Assessments covers administrative costs associated with MAG membership. This minimum amount of \$350 affects two members. The MAG draft Dues and Assessments for FY 2017 are presented in Attachment A.

This overview of MAG's draft Dues and Assessments for FY 2017 (Attachment A) provides an opportunity for early input into the development of the FY 2017 Work Program and Budget. The draft Dues and Assessments documents are footnoted for your information.

- ◆ The population numbers used in the draft Dues and Assessments calculation are updated using the most recently approved population estimates for 2015 as indicated on the draft Dues and Assessments for FY 2017 in Attachment A.
- ◆ The information in the footnotes to the draft Dues and Assessments, (b), (c), (d), (e), (f), (g) and (h) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and each county's portion of the population calculation, respectively.
- ◆ The average CPI-U for calendar year 2015 is not yet available to calculate the final draft MAG Dues and Assessments. As soon as this number becomes available, it will be used to update the draft Dues and Assessments and will be presented. Changes for individual members are due to population shifts and the application of minimum dues and assessments. The application of a minimum dues and assessments amount of \$350 affects two members and is discussed in footnote (d).

- ◆ The Homeless Prevention Assessment is only charged to those cities that are Community Development Block Grant recipients with populations over 50,000 and to Maricopa County and Pinal County.

A draft budget timeline is included for your review as Attachment B. The Webinar presentation of the draft budget is tentatively scheduled for Thursday, February 18, 2016, at 1:00 p.m. in the MAG Cottonwood Room. An invitation to the MAG Fiscal Year (FY) 2017 Budget Webinar will be included in the February agenda material.

PUBLIC INPUT:

No public comments have been received.

PROS & CONS:

PROS: MAG is providing the draft budget timeline and information on draft estimates for Fiscal Year 2017 Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The draft MAG Dues and Assessments for FY 2017 have been prepared using the methodology that was approved by the MAG Regional Council.

POLICY: In accordance with the MAG Fund Balance Policy, should the unassigned fund balance of the General Fund ever drop below the minimum 15 percent range, MAG Regional Council can consider reducing expenditures to eliminate any structural deficit, or the MAG Regional Council can increase revenues or pursue other funding sources, or some combination of the two options. Should the unassigned fund balance of the General Fund ever exceed the maximum 25 percent range, the MAG Regional Council will consider such fund balance surpluses for use as a reduction to member dues and assessments and/or one-time expenditures that are nonrecurring in nature and which will not require additional future expense outlays for maintenance, additional staffing or other recurring expenditures.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

**Maricopa Association of Governments
for Fiscal Year 2017**

ATTACHMENT A

December 2015 Draft Dues And Assessments

Jurisdiction	FY 2016 Budget (a) Population Totals	MAG Member Dues	Solid Waste Planning Assessment	Water Quality (j) Planning Assessment	9-1-1 (b) Planning Assessment	Human Services Planning Assessment	Homeless(c) Prevention Assessment	Total (d) FY 2017 Estimated Dues and Assessments	Total FY 2016 Dues & Assessments
Apache Junction (f)	38,437	\$2,000	\$98	\$1,216	\$2,208	\$711		\$6,233	\$6,171
Avondale	78,885	\$4,105	\$202	\$2,495	\$4,532	\$1,460	\$1,347	\$14,141	\$14,149
Buckeye	61,173	\$3,183	\$157	\$1,935	\$3,514	\$1,132		\$9,921	\$9,641
Carefree	3,525	\$183	\$9	\$111	\$203	\$65		\$571	\$567
Cave Creek	5,429	\$282	\$14	\$172	\$312	\$100		\$880	\$877
Chandler	255,073	\$13,273	\$654	\$8,068	\$14,654	\$4,722	\$4,356	\$45,727	\$45,197
El Mirage	33,339	\$1,735	\$85	\$1,055	\$1,915	\$617		\$5,407	\$5,386
Florence (i)	26,410	\$1,374	\$68			\$489		\$1,931	\$1,981
Fort McDowell Yavapai Nation (d) (h)	999	\$240	\$3	\$32	\$57	\$18		\$350	\$350
Fountain Hills	23,346	\$1,215	\$60	\$738	\$1,341	\$432		\$3,786	\$3,786
Gila Bend (d)	1,977	\$131	\$5	\$63	\$114	\$37		\$350	\$350
Gila River Indian Community (i)	11,899	\$619	\$30	\$376	\$684	\$220		\$1,929	\$1,945
Gilbert	242,857	\$12,637	\$622	\$7,682	\$13,952	\$4,495	\$4,147	\$43,535	\$42,674
Glendale	234,766	\$12,216	\$602	\$7,426	\$13,488	\$4,346	\$4,009	\$42,087	\$42,162
Goodyear	77,776	\$4,047	\$199	\$2,460	\$4,468	\$1,440		\$12,614	\$12,255
Guadalupe	6,135	\$319	\$16	\$194	\$352	\$114		\$995	\$998
Litchfield Park	6,019	\$313	\$15	\$190	\$346	\$111		\$975	\$966
Maricopa (i)	48,374	\$2,517	\$124	\$2,779	\$895	\$895		\$6,315	\$6,166
Maricopa County (e)	283,153	\$14,734	\$726	\$8,956	\$16,268	\$5,241	\$4,836	\$50,761	\$50,814
Mesa	460,950	\$23,985	\$1,181	\$14,580	\$26,482	\$8,532	\$7,872	\$82,632	\$82,551
Paradise Valley	13,673	\$711	\$35	\$432	\$786	\$253		\$2,217	\$2,207
Peoria (g)	167,547	\$8,718	\$429	\$5,300	\$9,626	\$3,101	\$2,861	\$30,035	\$29,688
Phoenix	1,527,509	\$79,484	\$3,914	\$48,316	\$88,278	\$28,278	\$26,088	\$186,080	\$185,346
Pinal County (c) (i)	138,150	\$7,189	\$354		\$7,937	\$2,557	\$2,359	\$20,396	\$19,959
Queen Creek (f)	33,967	\$1,767	\$87	\$1,074	\$1,951	\$629		\$5,508	\$5,209
Salt River Pima-Maricopa (h)	6,641	\$346	\$17	\$210	\$382	\$123		\$1,078	\$1,075
Scottsdale	231,204	\$12,031	\$592	\$7,313	\$13,283	\$4,280	\$3,948	\$41,447	\$40,898
Surprise	125,621	\$6,537	\$322	\$3,973	\$7,217	\$2,325	\$2,145	\$22,519	\$22,432
Tempe	172,021	\$8,951	\$441	\$5,441	\$9,883	\$3,184	\$2,938	\$30,838	\$30,719
Tolleson	6,837	\$356	\$18	\$216	\$393	\$127		\$1,110	\$1,111
Wickenburg (g)	6,661	\$347	\$17	\$211	\$383	\$123		\$1,081	\$1,082
Youngtown	6,467	\$337	\$17	\$205	\$372	\$120		\$1,051	\$1,052
TOTALS	4,336,820	\$225,882	\$11,113	\$130,440	\$159,882	\$80,277	\$66,906	\$674,500	\$669,764

FY 2016 Total Costs		\$220,510	\$10,859	\$127,458	\$156,229	\$78,443	\$65,377
Based on Population		\$5,372	\$254	\$2,982	\$3,653	\$1,834	\$1,529
Per Capita Cost		\$0.05208	\$0.00256	\$0.03008	\$0.03687	\$0.01851	\$0.01543

Each year, the MAG annual Dues and Assessments are apportioned according to per capita populations and the CPI-U from the prior calendar year is applied to the Dues and Assessments. The final calendar year CPI-U change for 2015 will be determined and applied in early 2016 when this number becomes available. The average prior fiscal year CPI-U change of 2.34 % has been applied to the draft MAG Dues and Assessments as an estimate until the CPI-U calendar year becomes available. Changes in population account for the individual member differences between the FY 2016 and FY 2017 Dues and Assessments totals.

- (a) MAG July 1, 2015 Approved Population within one percent of the approved Maricopa County control total are used. These population updates are needed by the State Economic Estimates Commission by December 15th of each year and in order to project the final estimates.
- (b) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix that performs 9-1-1 operations and the Town of Florence that is not part of the Maricopa Region 9-1-1 system.
- (c) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County and Pinal County.
- (d) Total Dues and Assessments minimum at \$350 per member results in an overall increase for these members and a slight adjustment for the other members.
- (e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding the Fort McDowell Yavapai Nation and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- (f) Maricopa and Pinal County portions.
- (g) Maricopa and Yavapai County portions.
- (h) Maricopa County portion only.
- (i) The Pinal County portion of the dues and assessments includes unincorporated areas in Pinal County in the the MAG Metropolitan Planning Organization Area planning boundaries; also included is the entire population of the Gila River Indian Community as well as the Town of Florence and the City of Maricopa.
- (j) The Water Quality Planning Assessment is applied to the members that have their Water Quality Planning performed by the Maricopa Region.

Maricopa Association of Governments
 Fiscal Year 2017
 DRAFT December 15, 2015
Work Program and Annual Budget Proposed Timeline

01/05/16	Tuesday	Intergovernmental Meeting
01/06/16	Wednesday	Management Committee Meeting-dues/assessments; timeline
01/11/16	Monday	Regional Council Executive Committee Meeting-dues/assessments; timeline
01/27/16	Wednesday	Regional Council-dues/assessments; timeline
02/04/16	Thursday	Intergovernmental Meeting
02/10/16	Wednesday	Management Committee Meeting- present new projects; presentation of summary budget documents
02/16/16	Tuesday	Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents
02/18/16	Thursday	Budget Workshop-webinar 1:00 p.m.Cottonwood Room, 2nd Floor, MAG Building
02/24/16	Wednesday	Regional Council Meeting- present new projects; presentation of summary budget documents
03/03/16	Thursday	Intergovernmental Meeting
03/09/16	Wednesday	Management Committee Meeting- information and review of draft budget documents
03/14/16	Monday	Regional Council Executive Committee Meeting- information and review of draft budget documents
03/23/16	Wednesday	Regional Council Meeting- information and review of draft budget documents
April	TBD	IPG meeting with FHWA, FTA, ADOT and others
04/07/16	Thursday	Intergovernmental Meeting
04/13/16	Wednesday	Management Committee Meeting- information and review of draft budget documents
04/18/16	Monday	Regional Council Executive Committee Meeting- information and review of draft budget documents
04/27/16	Wednesday	Regional Council Meeting- information and review of draft budget documents
April		Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)
05/05/16	Thursday	Intergovernmental Meeting
05/11/16	Wednesday	Management Committee meeting - present draft Budget for recommendation of approval
05/16/16	Monday	Regional Council Executive Committee meeting - present draft Budget for recommendation of approval
05/25/16	Wednesday	Regional Council meeting - present draft Budget for approval