

March 1, 2016

TO: Members of the MAG Management Committee

FROM: Darryl H. Crossman, Litchfield Park, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, March 9, 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
March 9, 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 February 10, 2016, Meeting Minutes

5A. Review and approval of the February 10, 2016, meeting minutes.

TRANSPORTATION ITEMS

*5B. Amendment to the On-Call Contract for Bottleneck Data Collection, Model Validation and Improvement

The fiscal year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes on-call consulting services for Bottleneck Data Collection, Model Validation and Improvement. In order to use the data collected in this On-Call for the development, calibration and validation of the sub-area corridor micro-simulation model for the I-17 corridor near-term improvement analysis, an amendment to the On-Call scope, budget, and schedule is required. The amendment will include additional tasks designed to develop, calibrate and validate MAG micro-simulation models and perform relevant data analyses. The additional funds needed for these applications of the bottleneck data and completion of the I-17 sub-area corridor micro-simulation model are \$85,000. A six-month schedule extension is required in order to complete the additional scope of work. (from the current contract expiration date of May 1, 2016 to the new contract expiration date of November 1, 2016). Please refer to the enclosed material.

*5C. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as Appropriate, 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 February 24, 2016. The FY 2016 Arterial Life Cycle Program was last modified on October 28, 2015. Since then, additional project changes and additions have been requested by member agencies. Changes to the Arterial Life Cycle Program (ALCP) within the current TIP window are included in Table A. Changes to the ALCP outside the current TIP

5B. Recommend approval of the amendment to the On-Call Contract for Bottleneck Data Collection, Model Validation and Improvement to include an addition to the scope of work, to increase the On-Call budget by \$85,000, and to extend the On-Call schedule by six months.

5C. Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

window are included in Table B. General highway project changes are included in Table C, and Federal Highway Administration sub-allocated funding for the second request of closeout are included in Table D and are addressed under a separate agenda item. Projects in Table E are contingent on a new finding of conformity in the Pinal County portion of the MAG planning region. A new finding of conformity for these projects is addressed under a separate agenda item. On February 25, 2016, the Transportation Review Committee recommended the project changes for approval. Please refer to the enclosed material.

*5D. Federal Fiscal Year 2016 Closeout Programming - Round Two - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan

At the January 28, 2016, MAG Transportation Review Committee (TRC) meeting, FY 2016 Closeout programming was initiated for Federal Highway Administration sub-allocated funding, which includes funds from the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP-MAG), Surface Transportation Program (STP-MAG), and Transportation Alternatives Program (TAP-MAG). It was determined that the MAG region is estimated to have federal funding available for the second round of Closeout programming for FY 2016 design work phase priorities for federally funded construction projects that are scheduled in FY 2018. The types of projects include Bicycle/Pedestrian, Intelligent Transportation Systems, Paving of Unpaved Roads, Highway Safety, and Pinal County Arterial projects. The process is guided by the Federal Fund Programming Guidelines and Procedures that were approved by the MAG Regional Council in June 2015. On February 25, 2016, the MAG TRC recommended approval of the priority listing for round two closeout projects and of the necessary amendments and administrative modifications. Please refer to the enclosed material.

5D. Recommend approval of the priority listing for round two closeout projects and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation.

ENVIRONMENTAL ITEMS

*5E. New Finding of Conformity for the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, As Amended

On January 29, 2014, the MAG Regional Council approved the Fiscal Year 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. Since that time, an amendment to the TIP and 2035 Regional Transportation Plan is required for new projects to be implemented in Pinal County. The project modifications impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis for the Pinal County PM-10 and PM-2.5 nonattainment areas was conducted. The results of the regional emissions analysis for the amendment meet the transportation conformity requirements for PM-10 and PM-2.5 for the Pinal County nonattainment areas. On February 5, 2016, a 30-day agency and public review period began on the conformity assessment and amendment. Comments are requested by March 23, 2016. Please refer to the enclosed material.

*5F. Conformity Consultation

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

5E. Recommend approval of the new Finding of Conformity for the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, as amended.

5F. Consultation.

ITEMS PROPOSED TO BE HEARD

6. MAG Freight Plan and FAST Act Freight Program Update

In December of 2015, MAG staff initiated the MAG Freight Plan that focuses on evaluating the area's transportation system to enhance the movement of goods, and improve access to and from major industrial clusters, all of which will increase economic development potential for the area. In addition to transportation infrastructure, regional land use decisions affect the growth in and around the existing industrial clusters. Just as commercial vehicles and passenger vehicles compete for limited space on the region's infrastructure, industrial developments must contend with commercial and residential projects. It is critical to plan the industrial clusters from a transportation, economic development and neighborhood cohesion perspective to make sure the industrial developments are compatible with the surrounding environment and are still able to attract new customers and continue to drive the local and regional economy. The study will identify critical urban freight corridors included in the guidance from the U.S. Department of Transportation based on the enacted Fixing America's Surface Transportation Act (FAST Act).

7. USDOT TIGER(Round 8) and FASTLANE Grants - FFY 2016

On February 23, 2016, the U.S. Department of Transportation issued a Notice of Funding Opportunity (NOFO) for the eighth round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. A total of \$500 million is available through a multimodal, merit-based, competitive grant program. Nationally, there is a set aside of \$100 million for rural areas, with the remaining \$400 million for projects in urban areas. Applications must be submitted by April 29, 2016. Additionally, on February 26, 2016, a NOFO was issued for the new Nationally Significant Freight and Highway Projects Fostering Advancements in Shipping and Transportation for the Long-term Achievement of

6. Information and discussion.

7. Information and discussion.

National Efficiencies (FASTLANE) grant to fund critical freight and highway projects across the country. Nationally, a total of \$800 million is available for FASTLANE, a merit-based, competitive grant program for federal fiscal year 2016, with 25 percent reserved for rural projects, and 10 percent for smaller projects. Applications must be submitted by April 14, 2016. MAG staff will discuss the previous approach to TIGER funding and how to proceed with supporting TIGER projects. Please refer to the enclosed material.

8. City of Phoenix Funding Agreement

The Arizona Department of Transportation (ADOT) has negotiated a construction agreement with Connect 202 Partners to construct and maintain the 22-mile South Mountain Freeway. Unlike other new freeway corridors, which involved multiple construction projects over a number of years, the South Mountain facility will be constructed at one time and is planned to be open to traffic by the end of 2019. Close coordination between ADOT and Phoenix is essential to acquire and clear the necessary rights-of-way and to construct the freeway on an accelerated basis. Due to significant staffing constraints in Phoenix and the large amount of work that needs to be done on the part of Phoenix, the city has requested funding support to hire a Plan Review Coordinator and a Civil Engineer III, who will be dedicated to the activities related to the development of the South Mountain Freeway. It is proposed that the City and MAG enter into a funding agreement through which funding from the South Mountain Freeway project budget can be provided to the City to fund these positions. The funding would not exceed \$350,000 per year for a period of two years, with an option to extend the agreement for two additional one-year periods if necessary.

9. Ozone Boundary Designations

On October 26, 2015, the Environmental Protection Agency (EPA) published a final rule to strengthen the federal eight-hour ozone standard

8. Information, discussion and possible action to recommend approval that MAG enter into a funding agreement to provide for two positions in Phoenix to coordinate activities related to the South Mountain Freeway for an amount not exceed \$350,000 per year for a period of two years, with an option to extend the agreement for two additional one-year periods if necessary.

9. Information and discussion.

from 0.075 to 0.070 parts per million. By October 1, 2016, states are required to submit designation recommendations for nonattainment/attainment to EPA. In order to meet this deadline, the Arizona Department of Environmental Quality will have draft recommendations for public review between May and June 2016. On February 23, 2016, the Arizona Department of Environmental Quality conducted two stakeholder meetings on the Ozone Boundary Designations and the preliminary data collected to date. Based upon the 2013-2015 air quality monitoring data, it appears that there are exceedances of the new standard in the counties of Maricopa, Pinal, Gila, and Yuma. By October 1, 2017, EPA anticipates finalizing the designations, classifications, and attainment dates based upon the ozone levels in the area (Marginal-Extreme).

10. 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 incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the first draft of the Fiscal Year (FY) 2017 "MAG Programs in Brief" and the FY 2017 MAG Unified Planning Work Program and Annual Budget represent the development of the budget document to date. The elements of the budget document are about 60 percent complete. Please refer to the enclosed material.

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.

10. Information and discussion.

11. Information, discussion, and possible action.

12. Information.

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

13. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
February 10, 2016
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|---|
| Jim Rumpeltes for Darryl H. Crossman,
Litchfield Park
Ed Zuercher, Phoenix, Vice Chair
* Bryant Powell, Apache Junction
Jessica Blazina for David Fitzhugh, Avondale
Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Peter Jankowski, Cave Creek
Marsha Reed, Chandler
Amber Wakeman for Dr. Spencer Isom,
El Mirage
Brent Billingsley, Florence
Alfonso Rodriguez for Phil Dorchester, Fort
McDowell Yavapai Nation
Grady Miller, Fountain Hills
* Ernest Rubi, Gila Bend
* Tina Notah, Gila River Indian Community
Patrick Banger, Gilbert
Brent Stoddard for Kevin Phelps, Glendale
Brian Dalke, Goodyear | * Rosemary Arellano, Guadalupe
Gregory Rose, City of Maricopa
Christopher Brady, Mesa
Kevin Burke, Paradise Valley
Carl Swenson, Peoria
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Bob Wingenroth, Surprise
Andrew Ching, Tempe
Reyes Medrano, Jr., Tolleson
Joshua Wright, Wickenburg
* Jeanne Blackman, Youngtown
Eric Gudino for John Halikowski,
ADOT
Joy Rich for Tom Manos, Maricopa County
John Farry for Scott Smith, Valley
Metro/RPTA |
|---|---|

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

1. Call to Order

The meeting of the MAG Management Committee was called to order by Acting Chair Chris Brady, Mesa, at 12:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Brian Dalke, Mr. Greg Stanley, and Mr. Bob Wingenroth joined the meeting via teleconference.

Acting Chair Brady noted that at each place were the following items: For agenda item #4, a printout of each city's international businesses; for agenda item #7, a survey for the Misdemeanor Domestic Violence Protocol Model; for agenda item #11 a legislative summary. Vice Chair Zuercher arrived at the meeting.

3. Call to the Audience

Vice Chair Zuercher recognized public comment from Ms. Dianne Barker, who stated that many big events, such as the Super Bowl, occurred in January. She stated that courage is getting back up after getting knocked down -- this is the American way. Ms. Barker encouraged getting out and walking in the fresh air while the weather is nice. She remarked that a mobile society is better. Ms. Barker stated that she favors education, but football brings in jobs. She suggested that each corridor should be looked at as multimodal. Ms. Barker stated that she sees a lot of bottlenecks on roadways. She indicated that she wants projects for each corridor to be considered competitively based on what works best. Ms. Barker stated that she supported regional planning. Vice Chair Zuercher thanked Ms. Barker.

Vice Chair Zuercher recognized public comment from Mr. Marvin Rochelle, who wished everyone a Happy Valentine's Day. He expressed his appreciation to all of the mayors and councils for approving paratransit. Mr. Rochelle stated that he has been working on implementing Dial-a-Ride since 2007; the effort was almost successful and then the economy crashed. Vice Chair Zuercher thanked Mr. Rochelle.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that work continues on the Tourism and Shopping Initiative (formerly the Border Crossing Card). He reported that a Resolution of Support for expanding the shopping and visitor zone to Mexican nationals was approved by the MAG Regional Council, six other regional planning organizations in Arizona, and the Intertribal Council of Arizona. Mr. Smith stated that hiring a consultant, the Honorable Jim Kolbe, to evaluate the program will be considered by the MAG Executive Committee on February 16, 2016. Mr. Smith stated that the *Financial Times*, an international daily newspaper, selected the article as an Editor's Choice story. Mr. Smith stated that the University of Arizona conducted a study and found an expanded shopping zone could represent a \$181 million impact statewide. He noted that currently, Mexican tourists with a border crossing card can travel only as far as Tucson.

Mr. Smith stated that a meeting of the Joint Planning Advisory Council called "The Sun Corridor - A Connected Economy" took place on January 8, 2016, at the Tucson Convention Center. He noted that the group discussed a unified plan, similar to the plan developed in Utah. Mr. Smith stated that speakers included Arizona State Senator Bob Worsley. He noted Mayor Christian Price's comments to take a small bite of the \$20 billion state transportation needs elephant by fixing Department of Public Safety (DPS) funding. Mr. Smith noted that MAG adding miles to the highway system has put additional demands on DPS. He added that funds from the Highway

Users Revenue Fund to DPS have totaled approximately \$90 million and the statutory limit is \$20 million per year.

Mr. Smith stated that nomination forms are now available on the MAG website for the 2016 Desert Peaks Awards. He noted that awards will be presented in six different categories. Mr. Smith stated that the entry deadline is March 11, 2016, and the awards will be presented on June 22, 2016, following the MAG Regional Council Annual Meeting.

Mr. Smith stated that Chair Darryl Crossman requested an update on ADOT's efforts to address wrong-way drivers on the highway system. He noted that ADOT is continuing to search for new technologies, while continuing to test systems that are currently installed.

Mr. Smith stated that MAG recently hosted a delegation from Abu Dhabi. He expressed appreciation for the assistance of Valley Metro and the cities of Chandler, Mesa, Phoenix, and Tempe on the visit. Mr. Smith stated that the delegation was interested in the differential between high speed rail and bus rapid transit. He noted that the delegation stated that their visit to the region was memorable, and he noted that Abu Dhabi has Foreign Direct Investment.

Mr. Smith stated that a topic of discussion at the last MAG Economic Development Committee meeting was Foreign Direct Investment. Mr. Smith stated that the MAG Information Services Division has developed a significant amount of information on Foreign Direct Investment. He noted that a list of each city's international businesses was at each place. Mr. Smith noted that Mr. Glenn Williamson, from the Canada Arizona Business Council, is an expert in this field. He reported that Mr. Williamson said that the list was the most important Foreign Direct Investment tool in the state of Arizona. Mr. Smith stated that the Foreign Direct Investment list has been provided to the Economic Development Committee. He stated that Ms. Carol Columbo, with the Transportation Trade Corridor Alliance, discussed strategies that could be conducted by mayors and the cities. Mr. Smith stated that these jobs are high paying, more recession-resistant jobs. He requested any corrections to the list be provided to MAG. He noted that Supervisor Andy Kunasek, who attended the Hannover Fair in Germany, spoke at the EDC meeting that Foreign Direct Investment is important. Mr. Smith noted that due to media scrutiny, international travel is difficult. He noted that a lot of resources are available in Arizona, such as Select USA and US Commercial Service. Chair Zuercher thanked Mr. Smith for the resource and his report.

5. Approval of Consent Agenda

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

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

No questions were noted.

Vice Chair Zuercher recognized public comment from Ms. Barker, who said that Valentine's Day is her favorite holiday. Ms. Barker stated that the minutes were accurate. She then addressed Mr. Rochelle's comments on Dial-a-Ride. Ms. Barker stated that there are more than 110,000 people over 65 years of age with disabilities who do not want to wait four hours to travel across the Valley by transit. Ms. Barker recalled the great fears in the 1980s for demand transit because it was so expensive. She stated that she favors a good Dial-a-Ride system, but not in the portion that will send us to bankruptcy. Ms. Barker stated that special fast buses could be instituted for cross-town travel. She noted that the bus drivers are trained in the Americans with Disabilities Act, and approximately 65 percent of those with disabilities are capable of taking transit. Ms. Barker stated that these bus routes could be extended to other times of the day besides commuter hours. She stated that she wanted to go on the record correcting her public comment at the January 27, 2016 Regional Council meeting. Ms. Barker stated that she said carbon monoxide, but meant to say carbon dioxide, a greenhouse gas. She said there are many pollutants that combine with that. Ms. Barker stated that numerous states are suing the Environmental Protection Agency. She said that MAG does not report on greenhouse gases, but needs to be involved. Ms. Barker stated that the cost of electricity here will increase if the use of coal is disallowed, and that will affect light rail. Chair Zuercher thanked Ms. Barker.

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

Mr. Carl Swenson moved, Mr. Kevin Burke seconded, and the motion passed unanimously.

5A. Approval of the January 6, 2016, Meeting Minutes

The MAG Management Committee, by consent, approved the January 6, 2016, meeting minutes.

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

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan. 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 general highway and transit project changes, which are shown in Table A. On January 28, 2016, the MAG Transportation Review Committee recommended approval of the project changes.

5C. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential

development activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notifications from July 1, 2015 to December 31, 2015. Eleven of the 107 notices received have an impact to the state highway system. The Red Letter list was included in the January 28, 2016, MAG Transportation Review Committee agenda.

5D. Sun Corridor Metropolitan Planning Organization Loan Request

The MAG Management Committee, by consent, recommended approval to enter into a loan agreement with the Sun Corridor Metropolitan Planning Organization in the amount of \$622,325 in Federal Fiscal Year (FFY) 2016 STP funds to be utilized in MAG FHWA funded FFY 2016 Closeout process, and for repayment by MAG to SCMPO in FFY 2017. Sun Corridor Metropolitan Planning Organization (SCMPO) has requested that MAG enter into a loan agreement to assist them with \$622,325 in Federal Fiscal Year (FFY) 2016 Federal Highway Administration Surface Transportation Program (STP) funds that they cannot utilize this year due to project delays, and SCMPO is requesting MAG repayment of the funds in FY 2017. The proposed loan would have no negative impacts to the MAG region and requires a minimal amount of accounting time to track. The FFY 2016 loan request from SCMPO with the MAG region for STP funding will adhere to repayment terms as prescribed in the Arizona Department of Transportation loan program. The main benefit to the region includes early advance federal funding for projects that are currently underway or that can begin design, and can meet federal and state rules and policies.

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

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To address new Federal Highway Administration procedures to minimize inactive obligations and to assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, we are requesting that street sweeper projects for be purchased and reimbursement requests be submitted to MAG within one year from the date of the MAG authorization letter.

5F. 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 projects for Glendale, Maricopa County and Phoenix, and new CMAQ-funded Bicycle and Pedestrian projects for FY 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.

5G. Social Services Block Grant Allocation Recommendations

The MAG Management Committee, by consent, recommended approval to forward the Social Services Block Grant (SSBG) allocation recommendations for FY 2017 to the Arizona Department of Economic Security. Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services and Community Initiatives Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG assist the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Each year, the MAG Human Services and Community Initiatives Committee conducts a service ranking exercise to help determine a prioritized listing of services to assist people in these four target groups. The service ranking exercise was conducted in December 2015 and the draft funding recommendations were released for public comment in January 2016. The draft allocations were recommended for approval by the MAG Human Services Technical Committee on January 14, 2016, and by the MAG Human Services and Community Initiatives Committee on January 21, 2016.

6. First Year Evaluation Results from the Co-Location of DPS Officers at the ADOT Traffic Operations Center

Mr. Sarath Joshua, MAG staff, reported on the effort to co-locate Department of Public Safety (DPS) troopers at the Arizona Department of Transportation (ADOT) Traffic Operations Center for improving coordination necessary for faster response and clearance of major traffic incidents on the freeway system. He stated that in the summer of 2014, this project was discussed extensively by the MAG Management Committee. He noted that in August 2014, the MAG Regional Council approved a three-year pilot program with an evaluation component.

Mr. Joshua stated that the program began in October 2014 and it was fully operational in January 2015. He noted that the crash data were gathered using the DPS electronic reporting system, TraCS, and evaluated over a period of nine months before co-location (January-September 2014) compared to the nine month period after co-location (January-September 2015). Mr. Joshua introduced Sgt. John Paul Cartier from DPS, one of the state troopers at the TOC.

Sgt. Cartier displayed the comparisons for freeway crashes without injuries and crashes with injuries for the January-September 2014 period and the January-September 2015 period after which DPS was located at the TOC. He stated that their response times, roadway clearance times, incident clearance times, and incident durations were compared. Sgt. Cartier noted that there were dramatic reductions in the times it takes to clear an incident from the roadway and mitigate a full incident.

Sgt. Cartier reported on fatal crash data for the January-September 2014 and January-September 2015 time periods. He indicated that you would expect to see a drop in the performance measures, but fatals tend to be less incidents. Sgt. Cartier stated that DPS typically responds to 22,000 to 23,000 collisions in the MAG region annually. He explained that they are not saving as much

time on a smaller number of incidents as they would on larger, less injury, or minor injury crashes. Sgt. Cartier stated that there has been a significant reduction in clearance times for fatal crashes.

Sgt. Cartier displayed the comparison for all types of crashes where the troopers have responded. He pointed out that the roadway clearance time has decreased by 54 minutes per incident and at 22,000 to 23,000 incidents, that is a lot of minutes. He noted that this also reduces the chances for secondary crashes to occur.

Vice Chair Zuercher asked Sgt. Cartier to explain the reason the response times increased while incident clearance times decreased.

Sgt. Cartier replied that it seems intuitive that the response times would also decrease, however, that is not necessarily true due to a number of factors. Perhaps due to the improved economy, there has been an increase in the average daily travel volume from 2014 to 2015, in some cases, 20,000-30,000 more vehicles per day on one mile of freeway. Sgt. Cartier noted that another factor is the troopers mitigated approximately 2,500 more crashes in 2015 than they did in 2014. Sgt. Cartier stated that when they verify an incident on a traffic camera, part of their job at the TOC is to reduce the response effort of the emergency responder. If the crash is a minor fender-bender, but reported as an unknown injury collision, they do not want responders responding as Code Three with emergency lights and sirens through heavy traffic, which adds risk to the motoring public, the first responders, and the departments involved.

Sgt. Cartier said that the evaluation showed the number of crashes was 11,243 in 2014 and 13,862 in 2015, an increase of 23 percent. He indicated that they have been able to mitigate more incidents with the same number of people as a result of the investment of resources by the Federal Highway Administration and MAG. Sgt. Cartier stated that they are able to reduce risk and improve traffic flow and congestion, which have economic and safety impacts.

Mr. Joshua noted that a press conference on the program's first year evaluation was held on January 19, 2016. He stated that a traffic simulation model at MAG was used to estimate the difference in traffic delay experienced by travelers between 2014 and 2015, using the same observed numbers provided by DPS. He noted that in 2015, traffic delay experienced by travelers, in comparison to 2014, was reduced by nearly 8.4 million vehicle hours, which is equivalent to \$165 million in savings. Mr. Joshua advised that this number does not include potential savings from reductions in secondary crashes.

Mr. Joshua stated that MAG and ADOT are jointly funding the project at nearly \$450,000 for the first year, and approximately \$425,000 per year for years two and three. He noted that despite a 23 percent increase in the number of freeway crashes, the average time taken to clear a crash site on freeways was reduced by 54 minutes, helping traffic move more quickly, preventing secondary collisions, and potentially saving lives. Mr. Joshua noted that the cost/benefit ratio for year one is 368:1.

Vice Chair Zuercher thanked Mr. Joshua and Sgt. Cartier for their reports. He asked if members had questions.

Mr. Dennis Smith asked Mr. Joshua to explain the how the dollar amount of \$168 million was determined. Mr. Joshua explained that the Texas Transportation Institute publishes an urban mobility scorecard published at Texas A & M University. The hourly value they calculate the amount of congestion in major metropolitan areas. Mr. Joshua stated that they used \$16.79 per hour for the calculation and arrived at the amount of \$168 million. He noted that \$16.79 is a 2011 figure and there is now a 2014 figure of \$17.67, which would calculate to \$174 million in savings.

Mr. Smith stated that the Management Committee had the most significant discussion at MAG of all of the committees. In addition, this discussion occurred at the same time as the HURF sweep discussion. Mr. Smith stated that several people questioned why MAG, instead of the state, would be funding DPS at the TOC. He noted that the state was not going to fund DPS at the TOC, so ADOT funded half and MAG funded half. Mr. Smith remarked that he could not recall another project at MAG with a cost/benefit ratio of 368:1. He noted that technology is changing so fast, the way we think about transportation might need to be changed. Mr. Smith stated that the Volpe Center indicated that a 20-year transportation plan might be a dinosaur and that we might want to look at a five-year capital program and planning scenario after that. Mr. Smith stated that this was a culture change in the Traffic Operations Center and reducing clearance times is a significant effort meaningful to the residents. He thanked the Management Committee for their support of this project.

Mr. Stephen Cleveland stated that this is a noteworthy opportunity to make known this is a beneficial accomplishment that needed to be communicated to freeway drivers who remark how long it takes for them to get to work. If not for this program, they could be on the freeway an additional 54 minutes.

Mr. Smith stated that a media press conference had been held and he asked Sgt. Cartier to speak on this project going national.

Sgt. Cartier stated that they have been able to showcase this project at some of the FHWA national traffic incident management events. He noted that he has visited TOCs in Nevada and Washington and their centers do not fulfill the same obligations as those occurring in the ADOT TOC. Sgt. Cartier stated that they continue to send out the MAG press release, protocols, procedures, etc. He indicated that MAG is a leader in this type of effort and he was not aware of any other jurisdiction in the U.S. with this type of project.

Mr. Cleveland suggested that information be provided to member agencies for use in their own local newsletters and other communications.

Ms. Kelly Taft, MAG Communications Manager, stated that an article on DPS in the TOC appears on the MAG website and in the current MAGAZine, which is currently being printed. She said that she could send the article to members for inclusion in their newsletters.

Mr. Cleveland stated that this is a project that should be applauded.

Vice Chair Zuercher agreed with Mr. Cleveland.

Mr. Gregory Rose referenced the response time. He asked if the response time is calculated from the time the call is dispatched or when the officers are on-scene. Mr. Rose also asked if traffic volume is one of the reasons for the increase in response time.

Sgt. Cartier stated that there are four main incidents that lead to an increase in response time. The first is traffic volume, which has increased. Sgt. Cartier noted that traffic on the region's freeway system can vary from 10,000 to 30,000 vehicles per day, depending on the segment. The second is the same number of responders responding to an increased call volume. The third is an increased call volume: approximately 2,500 additional collisions. The fourth is a deliberate slowdown at the TOC when emergency response is unnecessary.

Mr. Andrew Ching remarked that of the four factors mentioned by Sgt. Cartier, the only reason directly related to this program is the fourth element -- to make a decision in the TOC that could affect response times. He stated that traffic volume would have increased anyway, not as a result of this program and that the only decisions they have control over are the ones made in the TOC.

Sgt. Cartier replied yes, the proactive response efforts apply to incidents, such as activating tow trucks, initiating first responders and traffic control efforts. He indicated that centers nationally are not managing those efforts as proactively as they could, not leveraging their technology, and are acting in a reactive mode when the responders are on-scene and then making the decisions.

Mr. Ching asked if an analysis had been conducted on each of the four factors to determine the increase in response time -- how much was natural and how much was TOC decision making.

Sgt. Cartier stated that he did not know that particular factor.

Mr. Ching requested that the information be provided to the committee.

Mr. Joshua stated that they could examine the data collected by DPS to see if they could glean any information. He stated that certain metrics are used in traffic incident management and DPS is using the timelines for traffic events. Mr. Joshua stated that he was unsure that data could be correlated to traffic flow at a particular time, but they could take a look at it.

Mr. Ching stated that at the city and county levels they look at response times when considering resources, such as staff time and where they are directing these resources. He stated that three of the four factors seem to attribute an increase in response time to naturally occurring events. If three of four factors are determining longer response times naturally, a larger discussion on ADOT resources might be needed. Mr. Ching noted that ten minutes' increase year over year is significant.

Mr. Joshua stated that the first year data were collected by DPS. He noted that this pilot program would be conducted for two more years with an annual evaluation.

Vice Chair Zuercher remarked that this seems counter intuitive and response times are important. He added that he thought that further study on this would be beneficial.

Mr. Ching referenced the 368:1 cost/benefit analysis and the \$165 million in savings. He asked if the savings could be realized as a budget item, is there a way to use the numbers and offset the investment by MAG.

Vice Chair Zuercher commented that an analysis of that type is something that could be taken to a legislative committee.

Mr. Ching stated that he wanted there to be an understanding of how the numbers were derived. The savings is people's time and is a measurement of how investments are made over a period of time and how they realize a benefit. Mr. Ching stated that our investment is relatively small to realize \$165 million in savings and benefits. How do we derive that and make the case at the state that this is something the state, not MAG, should fund.

Mr. Smith stated that at the JPAC meeting in Tucson, the Utah representatives reported how they were successful in getting funding from the conservative Utah legislature. They went to the values of the Utah citizens and expressed time saved. Mr. Smith stated that this is a different approach in transportation. We might not get any money back in our budget, but time savings could be marketed to the citizens and they could be successful the next time they go for funding.

Mr. Patrick Banger expressed his appreciation to MAG for bringing back this item for an evaluation report. He applauded this effort. Mr. Banger stated that perhaps through appropriate channels, this could be used as an opportunity to support ADOT and DPS funding levels at the legislature. Mr. Banger noted that the concern for their funding levels being stretched thin is shared by many. MAG and ADOT needed to step in and fund this effort to prove its validity, but the state needs to take ownership at some point and take a look at their resources.

Vice Chair Zuercher expressed his appreciation for the great work. The committee applauded staff who worked on this project.

7. Approval of MAG Regional Misdemeanor Domestic Violence Protocol Model

Mr. Gregory Rose introduced Chief Steve Stahl, Police Chief of the City of Maricopa, who was present at the meeting to provide a report to the Management Committee on the MAG Regional Misdemeanor Domestic Violence Protocol Model. Mr. Rose stated that Chief Stahl has done an outstanding job at the City the past few years. He stated that Chief Stahl has a passion for all aspects of law enforcement, but a special sensitivity to the issue of domestic violence.

Ms. Amy Robinson, MAG staff, stated that the Misdemeanor Domestic Violence Protocol Model was developed to improve the way domestic violence offenders are arrested across the region. She stated that the Regional Misdemeanor Domestic Violence Protocol Model was first developed in 2011 after it was revealed that there were more than 100 ways that law enforcement agencies were responding to domestic violence calls. Ms. Robinson stated that the purpose of the Regional Misdemeanor Domestic Violence Protocol Model is to save lives, time, and resources.

Ms. Robinson stated that the model is updated each year through elected officials, prosecutors, domestic violence advocates, law enforcement officials, and member agency staff. She explained the revisions included corrections and best practices. Ms. Robinson stated that implementation of the Misdemeanor Domestic Violence Protocol Model is being tracked each year by a survey instrument, a copy of which was at each place. She noted that the survey done in 2014 indicated that all agencies but one had implemented at least some of the Misdemeanor Domestic Violence Protocol Model. Ms. Robinson stated that they would like to improve the response rate for the survey.

Chief Stahl continued the presentation. He first thanked Mr. Rose for the introduction. Chief Stahl remarked that he is very passionate about child abuse and domestic violence offenses. He stated that he came to the City of Maricopa from the City of Mesa, which has a full advocacy center. He noted that domestic violence is an increasing problem. Chief Stahl stated that implementing the Misdemeanor Domestic Violence Protocol Model will require a cultural shift by everyone: police officers, victim advocates, prosecutors, judges, and social services workers.

Chief Stahl stated that in addition to 66 sworn officers, the Maricopa Police Department has 120 volunteers, 12 of which are trained to do crisis response. Chief Stahl narrated a success story. In 2013, the Maricopa Police Department had minimal followup contact with victims of domestic violence. In 2014, their followup contact percentage increased 4,000 percent, either immediately, during the incident, or on the following day. Chief Stahl stated that they have improved on working with social services agencies to implement the Misdemeanor Domestic Violence Protocol Model. He noted that the Misdemeanor Domestic Violence Protocol Model has been vetted by numerous police departments, and he remarked that it adds only about seven minutes to a call.

Chief Stahl stated that if a victim scores high on a threat assessment, social services could be arranged with the victim immediately if they choose. He recounted that his officers responded to a call where there was little evidence of assault, but the threat assessment was high. Chief Stahl noted that there had been no previous reports of domestic violence at this address, however, the alleged victim accepted services for herself and her children, and since then, the police have not been called to this residence.

Chief Stahl expressed that they would appreciate member agencies' support for implementing the Misdemeanor Domestic Violence Protocol Model. He noted that technology changes rapidly, for example, body cameras. Chief Stahl noted that their first responders use body cameras and they have a policy on the use of body cameras in domestic violence situations. He noted that they will continue to refine the Model based on best practices.

Ms. Robinson stated that the results from the risk questions on the 2014 survey were incorporated into the Misdemeanor Domestic Violence Protocol Model. She asked the support of the Management Committee in recommending approval of the Misdemeanor Domestic Violence Protocol Model and she encouraged responding to the survey in order to gather data for to improve the Model.

Vice Chair Zuercher thanked Chief Stahl and Ms. Robinson for their presentation. He asked if there were questions.

Mr. Dennis Smith stated that there is partial implementation of the Misdemeanor Domestic Violence Protocol Model and the Misdemeanor Domestic Violence Protocol Model Survey. He noted that staff would be back in one year with the updated results, and he added that this would include each agency's report. Mr. Smith stated that if the results are not measured, nothing will happen. He commented that if each city does this differently, it could lead to unsuccessful prosecutions and deaths of victims.

Mr. Reyes Medrano moved to recommend approval of the MAG Regional Misdemeanor Domestic Violence Protocol Model. Mr. Gregory Rose seconded, and the motion passed unanimously.

8. Programming for Bicycle and Pedestrian Projects Utilizing the MAG Federal Congestion Mitigation and Air Quality Improvement Program, and Transportation Alternatives Program (Infrastructure) Funding for Programming Years: FY 2018, 2019, and 2020

Ms. Teri Kennedy, MAG staff, reported on the Call for Projects in August 2015 for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Transportation Alternatives Program (TAP) funds. She noted a clerical correction to the Surprise/Bullard Avenue project shown on Table B. The beginning point of the project should read Greenway Road, not Bell Road. The project work description should remove the reference to HAWK.

Ms. Kennedy stated that approximately \$23.6 million in CMAQ funding and \$12.9 million in TAP funding are available for bicycle and pedestrian projects for 2018, 2019, and 2020.

Ms. Kennedy stated that MAG staff addressed requests from MAG Transportation Review Committee and MAG Management Committee members to simplify the application process and modify the project evaluative criteria, in particular the presentation and committee rank score.

Ms. Kennedy stated that 37 applications were received from the August 2015 Call for Projects. These projects were evaluated by the MAG Bicycle and Pedestrian Committee, which recommended approval of 19 CMAQ funded projects and eight TAP funded projects. She stated that there were no carry forward funds and she added that ten projects in the amount of \$12.4 million were not funded.

Vice Chair Zuercher thanked Ms. Kennedy for her report. No questions from the Committee were noted.

Mr. Chris Brady moved to recommend approval of the priority list, including the aforementioned corrections to the Surprise project, of Congestion Mitigation and Air Quality Improvement Program and Transportation Alternative Program funded Bicycle and Pedestrian projects to be added to the FY 2014-2018 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate, and to add the lists of FY 2018, 2019, and 2020 projects to the

Draft FY 2017-2021 MAG Transportation Improvement Program. Mr. Patrick Banger seconded, and the motion passed unanimously.

9. Federal Fiscal Year 2016 Closeout Programming – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan

Ms. Kennedy then reported on programming of the Federal Fiscal Year 2016 Closeout. She noted that the five-year Fixing America's Surface Transportation Act (FAST Act) was signed on December 4, 2015. Ms. Kennedy stated that MAG issued the notice for closeout funds on December 10, 2015. Ms. Kennedy indicated that eligible projects included those in the categories of bicycle/pedestrian, Intelligent Transportation Systems, PM-10 paving, street sweepers, transportation safety, and Pinal County Arterials (Non Life Cycle). She added that eligible types of projects include advancements to FY 2016, increases on current work phases, and design for future federally funded construction/procurement projects.

Ms. Kennedy reported that MAG received requests for five project advancements (two with increases), seven project increases to current year project work phases, and 16 project design requests. She stated that available funding amounts in regard to Closeout are subject to change because the FAST Act information is being released incrementally.

Ms. Kennedy stated that the Obligation Authority increase this year was one percent. She indicated that the Closeout loan repayments can be addressed this year. Ms. Kennedy stated that there are available Arterial Life Cycle Program funds that could be utilized this year.

Ms. Kennedy stated two scenario options were developed and the Transportation Review Committee recommended approval of Option Two. She said that all current eligible requests in the amount of \$7.6 million can be met. Ms. Kennedy stated that this leaves a balance of approximately \$1.5 million, which will be addressed next month through the extended request (to February 11, 2016) for design work phases. She indicated a balance of approximately \$12.7 million obligation authority will be addressed via the Arterial Life Cycle Program through an announcement next month.

Vice Chair Zuercher thanked Ms. Kennedy for her report and asked if there were questions. None were noted.

Mr. Joshua Wright moved to recommend approval to proceed with Option Two and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation. Mr. Gregory Rose seconded, and the motion passed unanimously.

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

Ms. Becky Kimbrough, MAG staff, reported on the development of the MAG Unified Planning Work Program and Annual Budget for FY 2017. She noted this item was on the agenda for information and discussion.

Ms. Kimbrough stated that the MAG budget is presented incrementally each year from January through May. This month the final draft of the proposed dues and assessments, the budget process timeline and the newly proposed projects for the FY 2017 budget were being presented.

Ms. Kimbrough outlined the four attachments reflecting the draft budget materials that were included in the agenda materials. She indicated that Attachment A is the proposed dues and assessments. Ms. Kimbrough explained that the final CPI-U for the 2015 calendar year was received January 20. The CPI-U is 2.33 percent. Ms. Kimbrough noted that 2.34 percent was used in the January draft so the final draft of the dues and assessments have changed very little.

Ms. Kimbrough stated that Attachment B is the budget timeline which outlines the formal budget development process starting in January and ending in May each year. She announced that the annual Intermodal Planning Group meeting is scheduled for March 11, 2016, at MAG.

Ms. Kimbrough stated that Attachment C is the budget webinar invitation. The webinar is open to the public and members, who can attend through the web, by phone or in person. Ms. Kimbrough stated that the webinar is scheduled for February 18, 2016, at MAG.

Ms. Kimbrough reported that Attachment D is the description and the cost estimates for newly proposed projects for FY 2017. She explained that there are eight new proposed projects with a focus on updating existing plans, implementing best practices and updating database work. Nine of the projects and associates have been ongoing at MAG, such as the continuation of the Traffic Signal Optimization Program and the Pedestrian and Bicycle Facilities Design Assistance program which are run by MAG for the benefit of the members. Ms. Kimbrough stated that comments or questions regarding the proposed projects or the draft budget are welcome.

Vice Chair Zuercher thanked Ms. Kimbrough for her report and asked if there were questions.

Mr. Dennis Smith noted that the development of the Work Program is an incremental process and there was ample time if members have questions or would like to suggest a project. He added that input on the budget was welcome.

Ms. Joy Rich stated that the number for the Air Quality Associate seemed high compared to similar positions at Maricopa County. She asked if the amount could be broken down into salary, benefits, overhead, etc., so they could compare it to the market range.

Mr. Smith stated that the Air Quality Associate is Ms. Cathy Arthur, an exceptional, multi-talented person who understands all of the MAG models and does the troubleshooting. He stated that the Associate contracts include no benefits.

Ms. Kimbrough noted that an Associate is a 1099 position.

Ms. Rich asked for clarification that the amount was for an annual contract. Mr. Smith replied yes.

11. Legislative Update

Mr. Dennis Smith provided an update on legislative issues of interest. He noted that he was reporting on behalf of Mr. Nathan Pryor, MAG's Intergovernmental Programs Director, who was at a conference in Washington, D.C.

Mr. Smith first reported on House Bill (HB) 2157, Arizona State Retirement System (ASRS); political subdivision entities, sponsored by Representative Ugenti-Rita, would have made ineligible future employees of MAG, and other organizations such as the League of Arizona Cities and Towns, county associations, Arizona Municipal Water Users Association, from participating in the ASRS. Mr. Smith stated that MAG would need to create another retirement program for its new hires if this bill passes.

Mr. Smith stated that in 2014, MAG staff and member agencies worked with the other associations and defeated this bill. Mr. Smith stated that in 2015 the bill was not run, however, in 2016 the bill has been introduced again. He stated that we were close to defeating the bill, but it passed out of committee 5-4. Mr. Smith noted that more than 25 percent of MAG staff were members of ASRS before coming to work at MAG and many of them have indicated they would not have come to work at MAG without that portability.

Mr. Smith stated that HB 2157 is very detrimental to MAG and he requested the assistance of MAG member agencies in contacting their legislators and defeating this bill. He stated that it is difficult to defeat a bill in committee, and the Chair of the committee spoke to the bill sponsor. Mr. Smith stated that MAG demonstrated its public service accomplishments in the region to the committee, for example, the 181 miles center line freeway, the 9-1-1 system, and defending the region's interests with the Environmental Protection Agency. Mr. Smith commented that it makes no sense if MAG is not allowed to participate in the ASRS.

Mr. Smith stated that a joint letter to the Governor on alternatives to fund DPS, limit HURF sweeps, and repeal the Arizona Department of Administration assessment, was signed by the Chairs of the MAG and PAG Regional Councils.

Vice Chair Zuercher thanked Mr. Smith for his report. No questions from the Committee were noted.

12. Request for Future Agenda Items

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

No requests were noted.

13. Comments from the Committee

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

Vice Chair Zuercher congratulated the City of Tempe's Streetcar project being included in the President's budget for the upcoming year. He added that this is a huge accomplishment.

Adjournment

There being no further business, the meeting was adjourned at 1:20 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 1, 2016

SUBJECT:

Amendment to the On-Call Contract for Bottleneck Data Collection, Model Validation and Improvement

SUMMARY:

The fiscal year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes on-call consulting services for Bottleneck Data Collection, Model Validation and Improvement. In order to use the data collected in this On-Call for the development, calibration and validation of the sub-area corridor micro-simulation model for the Interstate 17 (I-17) corridor near-term improvement analysis, an amendment to the On-Call scope, budget, and schedule is required. The amendment will include additional tasks designed to develop, calibrate and validate MAG micro-simulation models and perform relevant data analyses. The additional funds needed for these applications of the bottleneck data and completion of the I-17 sub-area corridor micro-simulation model are \$85,000. A six-month schedule extension (from the current contract expiration date of May 1, 2016, to a new contract expiration date of November 1, 2016) is required in order to complete the additional scope of work.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: This amendment will facilitate the completion of the development, calibration and validation of the I-17 sub-area corridor micro-simulation model and perform additional bottleneck data analyses required for MAG planning purposes.

CONS: Delaying the amendment and corresponding scope elements could compromise the work on the I-17 corridor near-term improvement scenario analysis.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The contract amendment will provide MAG and its member agencies with required modeling tools for the I-17 corridor near-term improvement analysis and will provide important information for bottleneck evaluation and related infrastructure improvements.

POLICY: The contract amendment will allow MAG to make more informed decisions for the I-17 corridor near-term improvement and fully capitalize on the results on the bottleneck study data collection.

ACTION NEEDED:

Recommend approval of the amendment to the On-Call Contract for Bottleneck Data Collection, Model Validation and Improvement to include an addition to the scope of work, to increase the On-Call budget by \$85,000, and to extend the On-Call schedule by six months.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Wang Zhang, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 1, 2016

SUBJECT:

Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle 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, with the last modification approved by the MAG Regional Council on February 24, 2016. The FY 2016 Arterial Life Cycle Program was last modified on October 28, 2015. Since then, additional project changes and additions have been requested by member agencies.

The project changes in Table A include modifications to the Arterial Life Cycle Program (ALCP) within the TIP window; Table B details ALCP project changes outside the TIP window.

Highway project changes listed in Table C include general project change requests and two new design work phases for improving the Interstate 17 (I-17)/Pinnacle Peak Road and I-17/Happy Valley Road interchanges. During project development of the nine-mile capacity expansion for Interstate 17, improvements to both of these interchanges were tabled until appropriate studies could be completed to identify suitable geometries for accommodating the travel demand. ADOT initiated these studies in 2012 and as they are now complete, the design phase is being brought forward to complete the freeway expansion project between SR-101L/Agua Fria-Pima Freeways and SR-74/Carefree Highway and fulfill the recommendations from the MAG Regional Transportation Plan. Construction of the interchanges will be included in the Spring 2016 conformity modeling.

Federal Highway Administration sub-allocated funding for the second request of closeout is included in Table D. See separate agenda item, Federal Fiscal Year 2016 Closeout Programming - Round Two - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan.

All of the project work phases to be amended or added in tables A, B, C, and D may be categorized as exempt from conformity determinations and administrative modifications do not require a conformity determination.

Projects in Table E are contingent on a new finding of conformity in the Pinal County portion of the MAG planning region. See separate agenda item, New Finding of Conformity for the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, As Amended.

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, FY 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan and projects contingent on a new finding of conformity.

PRIOR COMMITTEE ACTIONS:

On February 25, 2016, the MAG Transportation Review Committee recommended approval of the project changes.

MEMBERS ATTENDING

Avondale: Paul Lopez for David Janover
 ADOT: Mike Kies
 Apache Junction: Giao Pham
 Buckeye: Scott Lowe
 * Cave Creek: Ian Cordwell
 Chandler: Dan Cook, Chair
 El Mirage: Jorge Gastelum
 * Florence: Jess Knudson
 * Fountain Hills: Randy Harrel
 * Gila Bend: Ernie Rubi
 Gila River Indian Community: Greg McDowell for Tim Oliver
 Gilbert: Leah Hubbard
 Glendale: Debbie Albert, Vice Chair
 Goodyear: Rebecca Zook

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

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Chris Hauser,
El Mirage
- * ITS Committee: Marshall Riegel,
Phoenix
- * FHWA: Ed Stillings

- * Bicycle/Pedestrian Committee:
Jim Hash, Mesa
- *Transportation Safety Committee:
Dana Alvidrez, Chandler

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

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

Table A. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2016 Arterial Life Cycle Program¹

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TRACS	Notes:	RTP ID
TIP #	Agency	Project Location																	
ELM16-101DRB	El Mirage	El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Avenue to Grand	Design roadway widening	2016	Jun-13	--	--	--	RARF	(64,822)	-	64,822	-	2016	RARF	64,822	:	Amend: Project has been completed. Decrease project reimbursement amount by \$676,506.31 to match actuals. Transfer savings to ACI-ELM-20-03-E.	ACI-ELM-20-03-C
ELM16-102RRB	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	0.5	4	4	RARF	(676,506)	-	676,506	-	2016	RARF	676,506	:	Amend: New TIP listing. Increase project right-of-way phase reimbursement by \$676,506.31 from ACI-ELM-20-03-C savings.	ACI-ELM-20-03-E
GLB16-103DRB	Gilbert	Germann Rd: Val Vista Dr to Higley	Design Roadway Widening	2016	Sep-15	2.0	2	6	RARF	(257,292)	-	257,292	-	2016	RARF	257,292	:	Amend: Delete TIP listing. Project has been completed, no design phase reimbursement needed in 2016. Transfer savings balance to AII-GUD-40-03.	ACI-GER-20-03-B
GLB16-103RRB	Gilbert	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2016	Sep-15	2.0	2	6	RARF	(24,300)	-	24,300	-	2016	RARF	24,300	:	Amend: Decrease project right-of-way phase reimbursement to match actuals. Project completed; transfer savings balance to AII-GUD-40-03.	ACI-GER-20-03-B
GLB16-103CRB	Gilbert	Germann Rd: Val Vista Dr to Higley	Construct Roadway Widening	2016	Sep-15	2.0	2	6	RARF	(2,741,951)	-	2,741,951	-	2016	RARF	2,741,951	:	Amend: Decrease project construction phase reimbursement to match actuals. Project completed; transfer savings balance to AII-GUD-40-03.	ACI-GER-20-03-B
GLB17-103CRB	Gilbert	Germann Rd: Val Vista Dr to Higley	Construct Roadway Widening	2017	Sep-15	2.0	2	6	RARF	(1,431,016)	-	1,431,016	-	2017	RARF	1,431,016	:	Amend: Delete TIP listing. Project has been completed; transfer \$249,841.16 to AII-GUD-40-03. Transfer remaining portion to project savings phase.	ACI-GER-20-03-B
GLB17-103SAV	Gilbert	Germann Rd: Val Vista Dr to Higley	Project Savings for Roadway Widening	2017	Sep-15	2.0	2	6	RARF	(1,181,175)	-	1,181,175	-	2017	RARF	1,181,175	:	Amend: New TIP listing. Project has been completed; transfer portion of construction phase reimbursement to project savings phase.	ACI-GER-20-03-B
GLB16-109CZ	Gilbert	Guadalupe Rd at Gilbert Rd	Construct Intersection Improvement	2015	Jun-15	0.5	4	6	Local	7,417,018	-	-	7,417,018	--	--	--	:	Amend: Increase project construction phase costs to match actuals.	AII-GUD-40-03
GLB16-109CRB	Gilbert	Guadalupe Rd at Gilbert Rd	Construct Intersection Improvement	2016	Jun-15	0.5	4	6	RARF	(2,486,982)	-	2,486,982	-	2016	RARF	2,486,982	:	Amend: New TIP listing. Add 2016 project construction phase reimbursement from ACI-GER-20-03-B savings.	AII-GUD-40-03
GLB17-109CRB	Gilbert	Guadalupe Rd at Gilbert Rd	Construct Intersection Improvement	2016	Jun-15	0.5	4	6	RARF	(249,841)	-	249,841	-	2016	RARF	249,841	:	Amend: New TIP listing. Add 2017 project construction phase reimbursement from ACI-GER-20-03-B savings. Advance to FY 2016; defer a portion of AII-ELT-30-03 to maintain fiscal balance.	AII-GUD-40-03
GLB16-108RWZ	Gilbert	Elliot Rd at Cooper Dr	Acquisition of right-of-way for Intersection Improvement	2016	Jun-17	0.5	4	6	RARF	(310,159)	-	310,159	-	2016	RARF	310,159	:	Amend: Defer \$249,841.16 from FY2016 to FY2017.	AII-ELT-30-03

Table A. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2016 Arterial Life Cycle Program¹

2/17/2016

ALCP - IN TIP																			
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TRACS	Notes:	RTP ID
GLB16-108RWZ	Gilbert	Elliot Rd at Cooper Dr	Acquisition of right-of-way for Intersection Improvement	2017	Jun-17	0.5	4	6	RARF	(529,841)	-	529,841	-	2017	RARF	529,841		Amend: Defer \$249,841.16 from FY2016 to FY2017.	AII-ELT-30-03
MMA19-113CZ	Maricopa County	Northern Parkway: Dysart to 111th	Construct Roadway Widening	2017	Jun-17	2.5	2	4	Local	29,600,000	-	-	29,600,000	--	--	--	SZ046	Amend: Defer construction phase from 2016 to 2017.	ACI-NOR-10-03-B
MMA15-113CX	Maricopa County	Northern Parkway: Dysart to 111th	Construct Roadway Widening	2017	Jun-17	2.5	2	4	STP-MAG	(10,003,035)	10,003,035	-	-	2017	STP	10,003,035	SZ046	Amend: Defer construction phase from 2016 to 2017.	ACI-NOR-10-03-B
MMA14-112DZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Design intersection improvement	2017	Jun-18	0.5	4	6	Local	1,902,438	-	-	1,902,438	--	--	--	SZ091	Amend: Defer design phase from 2016 to 2017.	ACI-NOR-10-03-D
MMA16-112DZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Design intersection improvement	2017	Jun-18	0.5	4	6	STP-MAG	(1,100,660)	1,100,660	-	-	2017	STP	1,100,660	SZ091	Amend: Defer design phase from 2016 to 2017.	ACI-NOR-10-03-D
MMA15-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design Overpass	2017	Jun-18	0	0	4	Local	3,784,855	-	-	3,784,855	--	--	--	SZ092	Amend: Defer design phase from 2016 to 2017.	ACI-NOR-10-03-E
MMA16-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design Overpass	2017	Jun-18	0	0	4	STP-MAG	(200,000)	200,000	-	-	2017	STP	200,000	SZ092	Amend: Defer design phase from 2016 to 2017.	ACI-NOR-10-03-E

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

Table B. ALCP Project Changes to the Fiscal Year 2016 ALCP (Non-TIP Changes)¹

2/17/2016

ALCP - OUT OF TIP																				
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TRACS	Notes:	RTP ID	
	Gilbert	Germann Rd: Val Vista Dr to Higley	Project Savings for Roadway Widening	2021	Sep-15	2	2	6	RARF	-	-	5,351,660	5,351,660	2021	RARF	5,351,660	:	No change. Project listed for display purposes only.	ACI-GER-20-03-B	
	Gilbert	Germann Rd: Val Vista Dr to Higley	Project Savings for Roadway Widening	2023	Sep-15	2	2	6	RARF	-	-	3,128,356	3,128,356	2023	RARF	3,128,356	:	No change. Project listed for display purposes only.	ACI-GER-20-03-B	

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

**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 #18**

Sort: Section, Agency, Location, Work Year

TIP Amendment #18																	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	2016	DOT16-430	12367	10 (Maricopa): Broadway Rd - Baseline Rd, EB (Near-Term Improvement Strategy)	R/W acquisition for CD Roads	2	10	10	----	RFHP	----	Freeway	RARF-HURF	2016	-	9,433,000	-	9,433,000	Amendment: Decrease project cost by \$5,787,000. The new project cost is based on R/W Group's updated estimate.				
ADOT	Highway	2016	DOT17-429	45455	10 (Maricopa): University Dr TI Underpass, Str #2004	Construct Bridge Rehabilitation	1	10	10	----	5-year	----	Freeway	NHPP	2016	377,200	-	22,800	400,000	Amendment: Advance project to FY 2016 from FY 2017. Increase project cost by \$50,000.				
ADOT	Highway	2016	DOT16-465	NEW	15th Avenue and UPRR crossing (741-459D), north of Grant, Phoenix, AZ	Civil improvements by City of Phoenix	0	2	2	----	5-year	SR243	Safety	STP-RGC	2016	222,000	-	-	222,000	Amend: Add new rail safety project.	✓			
ADOT	Highway	2016	DOT16-466	NEW	15th Avenue and BNSF crossing (025-451A), north of Grant, Phoenix, AZ	Civil improvements by City of Phoenix	0	2	2	----	5-year	SR244	Safety	STP-RGC	2016	95,000	-	-	95,000	Amend: Add new rail safety project.	✓			
ADOT	Highway	2016	DOT16-467	NEW	27th Ave and Thomas at BNSF crossings (025-430G & 025-617C)	Design	0	0	0	----	5-year	SR245	Safety	STP-RGC	2016	131,000	-	2,000	133,000	Amend: Add new rail safety project.	✓			
ADOT	Highway	2016	DOT16-468	NEW	Elliot & Kyrene at UPRR (741-575S) Tempe, AZ	Design	0	0	0	----	5-year	T0042	Safety	STP-RGC	2016	52,000	-	1,000	53,000	Amend: Add new rail safety project.	✓			
ADOT	Highway	2016	DOT16-463	13227	86 locations on I-10, I-17, US-60, and SR-51	Install loop detectors	0	0	0	----	RFHP	----	Freeway	CMAQ	2016	1,244,760	-	75,240	1,320,000	Amend: Change Work description to "Install loop detectors". Change location to provide additional project detail.				
ADOT	Highway	2016	DOT16-463C2	13227	86 locations on I-10, I-17, US-60, and SR-51	Install loop detectors	0	0	0	----	RFHP	----	Freeway	NHPP	2016	810,980	-	49,020	860,000	Amendment: Add \$810,980 of NHPP as part of DOT16-463. Increase total project cost by \$860,000.				
ADOT	Highway	2016	DOT16-478	NEW	17: Happy Valley Rd to Pinnacle Peak Rd	Design additional general purpose lanes and traffic interchange at Pinnacle Peak Road	1	8	10	----	RFHP	----	Freeway	NHPP	2016	1,873,741	-	113,259	1,987,000	Amendment: Add a new traffic interchange design project in fiscal year 2016 for \$1,987,000.	✓			
ADOT	Highway	2016	DOT16-479	NEW	17: Happy Valley Rd TI	Design traffic interchange	0.2	8	8	----	RFHP	----	Freeway	NHPP	2016	1,669,110	-	100,890	1,770,000	Amendment: Add a new traffic interchange design project in fiscal year 2016 for \$1,770,000.	✓			
ADOT	Highway	2016	DOT15-426A	17408	88: Apache Junction - SR188	Document Highway Easement	45	2	2	----	5-year	----	Street	NHPP	2016	62,238	-	3,762	66,000	Amend: Add additional workphase with \$66,000 in total funding.	✓			

**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 #18**

Sort: Section, Agency, Location, Work Year

TIP Amendment #18																		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	2018	CHN16-402	20041	Western Canal Crossing Improvement at UPRR	Construct multiuse path and crossing	0	0	0	----	None	----	Bike/Ped	CMAQ	2018	355,275	-	21,475	376,750	Amend: Defer project from 2016 to 2018.	✓			
Gila River Indian Community	Highway	2018	GRC18-401	NEW	Elliot Road	Double chip seal an existing dirt road	0.5	2	2	----	No	----	Air Quality	FLHP-IRR	2018	230,000	-	-	230,000	Amend: Add project to the TIP.	✓			
Peoria	Highway	2018	PEO17-401	7451	City of Peoria, DCSB Building, TMC 9875 N. 85th Avenue	TMC Equipment Upgrade	0	0	0	----	None	----	ITS	CMAQ	2018	482,345	-	29,156	511,501	Amend: Defer project from 2017 to 2018.	✓			

Notes

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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.

Projects Listings for Closeout Round Two

Agency	Section	Work Year	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	AQ Area	In Program	TRACS/Grant ID	MAG Mode	Funding	Apportionment Year	Federal	Regional	Local	Total	Note
Pinal County	Highway	2016	PNL17-405D	4151	Midway Rd, 0.5 mi South of SR 84 to Cornman Rd	PE and final design for roadway paving.	2.5	2	2	Maricopa	None	-----	Air Quality	CMAQ	2016	\$ 264,040	\$ -	\$ 15,960	\$ 280,000	Amend: Add federally funded work phase for Design via Round Two Closeout. Application ID: PNL-18-PAV-001.
Peoria	Highway	2016	PEO17-440D2	NEW	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening, bike lanes, and sidewalk construction.	1.2	2	2	Maricopa	None	-----	Bike/Ped	CMAQ	2016	\$ 28,350	\$ -	\$ 1,650	\$ 30,000	Amend: Agency requests ADOT review fees to be added to Design funds for FFY2016. Was included for round one closeout, missed review fee in calc. Total for Design work phase w/b \$150,500. Application ID: PEO-18-BPB-001
Surprise	Highway	2016	SUR18-440D	NEW	Bullard Avenue: Greenway Road to Peoria Avenue	Design 5-foot cycle track & pedestrian improvements.	4	2	2	Maricopa	None	-----	Bike/Ped	CMAQ	2016	\$ 179,170	\$ -	\$ 10,830	\$ 190,000	Amend Add Federally funded work phase for Design via Round Two Closeout. Application ID: SUR-19-BPB-001.
Avondale	Highway	2016	AVN18-460D	NEW	Dysart Rd: Van Buren Rd to north of 10	Design fiber backbone to connect two existing backbone runs on Dysart Rd fiber.	0.5	6	6	Maricopa	None	-----	ITS	CMAQ	2016	\$ 134,378	\$ -	\$ 8,123	\$ 142,500	Amend: Add Federally funded work phase for Design via Round Two Closeout. Application ID: AVN 18 ITS 01.
Phoenix	Highway	2016	PHC18-414D	NEW	McDowell Rd at 41st Ave, 19th Ave at Pima St, Deer Valley Rd at 33rd Ave, Van Buren St at 36th St, McDowell Rd at 67th Ave, 15th Ave at Whitton Ave & Highland Ave, & Lower Buckeye Rd at 72nd Ave, P1. Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, & Buckeye Road at 16th Avenue, P2. Buckeye Rd at 16th Ave, Thomas Rd at Dayton St, 16th St north of Indian School Rd, 16th St at Palm Ln, Greenway Rd at 38th St, & Osborn Rd at 13th Ave. P3.	Design eight HAWK signals, P1. Design four HAWK signals, P2. Design six HAWK signals and crossings, P3.	0	0	0	Maricopa	None	-----	Bike/Ped	TAP-MAG	2016	\$ 255,150	\$ -	\$ 14,850	\$ 270,000	Amend: combine Design work phase listings for PHX17-448, PHX17-449, PHX18-414 into PHX18-414D. Work year is now FY2016. Design Closeout round two. Application ID: PHX-19-BPB-006, PHX-18-BPB-005, and PHX-20-BPB-007.
Apache Junction	Highway	2016	APJ18-403D	30485	Southern Avenue: Delaware Dr to Ironwood Dr	Design Roadway Widening and Improvements.	0.5	2	4	Pinal	None	--	Street	STP-MAG	2016	\$ 210,735	\$ -	\$ 12,265	\$ 223,000	Amend: Add Federally Funded Work phase for Design via Round Two Closeout. Application ID: APJ
Pinal County	Highway	2017	PNL17-406D	24676	Stanfield Road, Talla Rd to Miller Rd	PE and final design for roadway paving.	3.5	2	2	Pinal	None	-----	Air Quality	CMAQ	2017	\$ 358,340	-	\$ 21,660	\$ 380,000	Amend: Add Federally Funded Work phase for Design via Round Two Closeout. Application ID: PNL-19-PAV-002.
Phoenix	Highway	2017	PHX17-447	New	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Design sidewalk, curb and gutter, ADA ramps and lighting.	0	0	0	Maricopa	None	-----	Bike/Ped	CMAQ	2017	\$ 275,120	-	\$ 16,630	\$ 291,750	Amend: Add Federally Funded Work phase for Design via Round Two Closeout. Application ID: PHX-20-BPB-008.

Total Round Two Closeout

\$ 1,705,283

**TABLE E: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #18**

Sort: Section, Agency, Location, Work Year

TIP Amendment #18																		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	2016	DOT15-408	42481	79: At SR 79B	Construct Roundabout	0.3	2	2	----	5-year	----	Safety	HSIP-AZ	2016	2,100,000	-	-	2,100,000	Amend: Defer project from 2015 to 2016.	✓			
Gila River Indian Community	Highway	2017	GRC17-401	NEW	Field Road: Nelson Road to Wetcamp Road	Double chip seal an existing dirt road	1	2	2	----	No	----	Air Quality	FLHP-IRR	2017	480,000	-	-	480,000	Amend: Add project to the TIP.	✓			
Gila River Indian Community	Highway	2016	GRC16-401	NEW	Imperial Road: Sesame Road to the Canal	Double chip seal an existing dirt road	2	2	2	----	No	----	Air Quality	FLHP-IRR	2016	1,000,000	-	-	1,000,000	Amend: Add project to the TIP.	✓			
Gila River Indian Community	Highway	2017	GRC17-402	NEW	Maize Road: Sesame Road to Moffet Road	Double chip seal an existing dirt road	1.8	2	2	----	No	----	Air Quality	FLHP-IRR	2017	1,000,000	-	-	1,000,000	Amend: Add project to the TIP.	✓			
Gila River Indian Community	Highway	2017	GRC17-403	NEW	Orchard Road: Casa Blanca Road to Wetcamp Road	Double chip seal an existing dirt road	2	2	2	----	No	----	Air Quality	FLHP-IRR	2017	1,000,000	-	-	1,000,000	Amend: Add project to the TIP.	✓			
Gila River Indian Community	Highway	2014	GRC14-401	NEW	Ruins Road and Wetcamp Road	Double chip seal an existing dirt road	4.7	2	2	----	No	----	Air Quality	FLHP-IRR	2014	1,710,000	-	-	1,710,000	Amend: Add project to the TIP.	✓			
Maricopa (City)	Highway	2015	MAR15-404	28264	Garvey Avenue from the Edison Road Extension to SR238	Design New Roadway	0.8	0	2	----	None	----	Street	Local	2015	-	-	337,500	337,500	Amend: Correct location description	✓			
Maricopa (City)	Highway	2016	MAR15-405	28264	Garvey Avenue from the Edison Road Extension to SR238	Construct New Roadway	0.8	0	2	----	None	----	Street	Local	2016	-	-	2,250,000	2,250,000	Amend: Correct location description	✓			
Maricopa (City)	Highway	2019	MAR15-403	5965	White and Parker Rd: South of Honeycutt to Cowpath Rd	Construct Roadway Widening	1	2	4	----	None	----	Street	Local	2019	-	-	2,000,000	2,000,000	Amend: Defer project from 2018 to 2019.	✓			
Maricopa (City)	Highway	2018	MAR14-406	5965	White and Parker Rd: South of Honeycutt to Cowpath Rd	Design Roadway Widening	1	2	4	----	None	----	Street	Local	2018	-	-	500,000	500,000	Amend: Defer project from 2014 to 2018.	✓			
Pinal County	Highway	2016	PNL16-403	NEW	Gantzel Rd, Omega Dr To Hunt Hwy	Construct Roadway Widening	0.8	0	4	----	No	----	Street	Local	2016	-	-	1,900,000	1,900,000	Amend: Add project to the TIP.	✓			
Pinal County	Highway	2016	PNL16-404	NEW	Hunt Hwy, Gary Rd To Bella Vista	Construction	1.3	2	4	----	No	----	Street	Local	2016	-	-	5,200,000	5,200,000	Amend: Add project to the TIP.	✓			

Notes

**TABLE E: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #18**

Sort: Section, Agency, Location, Work Year

TIP Amendment #18																	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

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5. Changes are in red font. Deletions are shown 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.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 1, 2016

SUBJECT:

Federal Fiscal Year 2016 Closeout Programming - Round Two - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan

SUMMARY:

At the January Transportation Review Committee (TRC) meeting, FY 2016 Closeout Programming of Federal Highway Administration sub-allocated funding began. These funds included Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Highway Safety Improvement Program (HSIP-MAG), Surface Transportation Program (STP-MAG), and Transportation Alternatives Program (TAP-MAG). It was determined that the MAG region is estimated to have federal funding available for the second round of Closeout programming for FY 2016 design work phase priorities for federally funded construction projects that are scheduled in FY 2018. The types of projects include Bicycle/Pedestrian, Intelligent Transportation Systems, Paving of Unpaved Roads, Highway Safety, and Pinal County Arterial projects. The request for eligible design work phases was extended to February 11, 2016. The process is guided by the Federal Fund Programming Guidelines and Procedures that were approved by the MAG Regional Council in June 2015.

The extended closeout will address the approximate \$1.5 million for design work phases in FY 2016, and the Arterial Life Cycle Program (ALCP) will address the remaining Obligation Authority (OA) currently estimated at \$12.7 million. Six eligible design work phase requests were received totaling \$1,064,915, which would leave approximately \$436,389 that could be added to the \$12.7 million and addressed through the ALCP; see Round Two All Requests attachment. The six projects are noted in the Round Two Priority Listing attachment as Agency Request Code 'D2'. Funding of these work elements meets the intent of the extended time to request design work phase funding and will be called "Base option."

Five other requests for design work phases were received totaling \$1,165,858 for work year 2019. Project requests in this category are noted in the Round Two All Requests Detail attachment as Agency Request Code 'D3', and noted in the attachment "RoundTwoPivot" as Base Option. As an evaluation recommendation from last year's closeout process at the TRC, the Air Quality (AQ) cost effectiveness of a project for reducing pollutants, and the model committee's overall rank of the project was included in the packet as information, if requests exceed available funding.

All five FY 2019 construction projects that requested FY2016 design funding were evaluated for air quality benefits and received a cost effectiveness dollar amount based on cost of the project divided by metric ton of pollutants that the project is expected to reduce (lower amounts of cost per metric ton are better). At the February 25, 2016, Transportation Review Committee meeting, the committee

recommended programming the remaining \$436,389 (approximate) using the AQ cost effectiveness (Noted in the Round Two All Requests attachment as the Base + AQ Option.)

TIP listings associated with Round Two Closeout are included in Table D listed as a separate agenda item, Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of the related TIP amendment and administrative modification will allow the projects to proceed in a timely manner and will protect sub-allocated regional funding.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Closeout process of evaluating projects is included in the Federal Fund Programming Guidelines. Projects that wish to utilize transportation federal funds need to be shown in the current approved TIP in the year that they will commence and may need to undergo an air quality conformity analysis or consultation. Projects that are using FFY 2016 federal funding need to initiate their project with ADOT Local Governments Section prior to June 1, 2016 or funding is at risk, and could be lost for the project.

POLICY: There is no annual guarantee that additional funding will be available for Closeout. Currently, ADOT has released the updated suballocation of funding that was authorized under the FAST Act for FFY 2016. Slight modifications to obligation authority, programs, and final voucher estimates may occur. Federal funding amounts are subject to change. This amendment and administrative modification request is in accordance with MAG guidelines. The TIP is required to be fiscally constrained. Based on projected final voucher revenues, and the reasonable expectation that all projects programmed in FFY 2016 can make authorization, the scenarios proposed for the region can be met.

ACTION NEEDED:

Recommend approval of the priority listing for round two closeout projects and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation.

PRIOR COMMITTEE ACTIONS:

On February 25, 2016, the Transportation Review Committee recommended approval of the priority listing noted as Base +AQ Option for round two FHWA closeout projects, and of the associated changes to the FY2014-2018 TIP, and 2035 Regional Transportation Plan.

MEMBERS ATTENDING

Avondale: Paul Lopez for David Janover
ADOT: Mike Kies
Apache Junction: Giao Pham
Buckeye: Scott Lowe

* Cave Creek: Ian Cordwell
Chandler: Dan Cook, Chair
El Mirage: Jorge Gastelum
* Florence: Jess Knudson

- * Fountain Hills: Randy Harrel
- * Gila Bend: Ernie Rubi
- Gila River Indian Community: Greg McDowell for Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Rebecca Zook
- Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: Jennifer Toth
- Mesa: Jeff Martin for Scott Butler

- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Jenny Grote for Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- # Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- # Tempe: Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- # Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Chris Hauser, El Mirage
- * ITS Committee: Marshall Riegel, Phoenix
- * FHWA: Ed Stillings

- * Bicycle/Pedestrian Committee: Jim Hash, Mesa
- *Transportation Safety Committee: Dana Alvidrez, Chandler

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Eric Anderson, Transportation Director, or Teri Kennedy, Transportation Improvement Program Manager, (602) 254-6300.

Agency	Work Year	TIP ID	MAG ID	Location	Work	AQ Area	MAG Mode	Note	Closeout Fund Type	Closeout Agency Request Code	FY2016 Federal Closeout Request	Total Project (workphase) Cost	CloseOut Amount Recommended	Closeout Notes	Cost Effectiveness for Construction (AQ: \$/metric ton)	Rank / # of apps.
Peoria	2016	PEO17-440D2	NEW	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening, bike lanes, and sidewalk construction	Maricopa	Bike/Ped	Application ID: PEO-18-BPB-001	CMAQ	D2	\$ 28,350	\$ 30,000	\$ 28,350	Agency requests ADOT review fees to be added to Design funds for FFY2016. Was included for round one closeout, missed review fee in calc. Total for Design work phase w/b \$150,500.	\$ 45,073	"10/37"
Surprise	2016	SUR18-440D	NEW	Bullard Avenue: Greenway Road to Peoria Avenue	Design 5-foot cycle track & pedestrian improvements.	Maricopa	Bike/Ped	Application ID: SUR-19-BPB-001	CMAQ	D2	\$ 179,170	\$ 190,000	\$ 179,170	Agency requests federal funds for Design. ADOT review fee of \$30,000. Application ID: SUR-19-BPB-001	\$ 1,304,995	"13/37"
Avondale	2016	AVN18-460D	NEW	Dysart Rd: Van Buren Rd to north of I-10	Design I fiber backbone to connect two existing backbone runs on Dysart Rd fiber	Maricopa	ITS	Application ID: AVN 18 ITS 01.	CMAQ	D2	\$ 134,378	\$ 142,500	\$ 134,378	Request Design funds for \$112,500 design and \$30,000 ADOT review fees. Application ID: AVN 18 ITS 01.	\$ 5,455,548	"7/21"
Phoenix	2016	PHX18-414D	NEW	McDowell Rd at 41st Ave, 19th Ave at Pima St, Deer Valley Rd at 33rd Ave, Van Buren St at 36th St, McDowell Rd at 67th Ave, 15th Ave at Whitton Ave and Highland Ave, and Lower Buckeye Rd at 72nd Ave, P1. Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, and Buckeye Road at 16th Avenue, P2. Buckeye Rd at 16th Ave, Thomas Rd at Dayton St, 16th St north of Indian School Rd, 16th St at Palm Ln, Greenway Rd at 38th St, and Osborn Rd at 13th Ave. P3.	Design eight HAWK signals, P1. Design four HAWK signals, P2. Design six HAWK signals and crossings, P3.	Maricopa	Bike/Ped	Amend: combine work phase listings for PHX17-448, PHX17-449, PHX18-414 into PHX18-414D. Work year is now FY2016. Design Closeout round two. Application ID: PHX-19-BPB-006, PHX-18-BPB-005, and PHX-20-BPB-007.	TAP-MAG	D2	255,150	270,000	\$ 255,150	Requested \$264,747 federal closeout funding. Total application design cost for combined design is \$260,000, plus a single ADOT review fee of \$10,000. Agency requests to combine 2018, 2019, 2020 construction projects into single design.		"≧10/37" Average of three construction work phases
Pinal County	2017	PNL17-405D	4151	Midway Rd, 0.5 mi South of SR 84 to Cornman Rd	PE and final design for roadway paving	Maricopa	Air Quality	ID: PNL-18-PAV-001.	CMAQ	D2	\$ 257,133	\$ 280,000	\$ 257,133	Local Agency requesting \$257,133 Federal Funding for design and to advance design from FFY 2017 to 2016; Construction is in FY2018. Application Design costs \$250,000, plus 30,000 ADOT review fee. Application ID: PNL-18-PAV-001.	\$ 637	"7/16"
Apache Junction	2016	APJ18-403	30485	Southern Avenue: Delaware Dr to Ironwood Dr	Design Roadway Widening and Improvements	Pinal	Street	Application ID: APJ	STP-MAG	D2	\$ 210,735	\$ 223,000	\$ 210,735	Agency requests Design funds for FFY2016 Closeout. Application design cost of \$193,000, plus \$30,000 ADOT review fee.	NA	"2/2"
Pinal County	2017	PNL17-406D	24676	Stanfield Road, Talla Rd to Miller Rd	PE and final design for roadway paving	Pinal	Air Quality	Application ID: PNL-19-PAV-002	CMAQ	D3	\$ 348,670	\$ 380,000	\$ 348,670	Local Agency requesting \$348,670 Federal Funding for design and to advance design from FFY 2017 to 2016. Application ID: PNL-19-PAV-002	\$ 332	"3/16"
Phoenix	2017	PHX17-447		Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Design sidewalk, curb and gutter, ADA ramps and lighting	Maricopa	Bike/Ped	Application ID: PHX-20-BPB-008	CMAQ	D3	\$ 275,704	\$ 291,750	\$ 275,704	Requested \$265,690 of federal closeout, construction is FY2020. Total application design cost is 337,295 plus \$10,000 ADOT review fee. Advance design to FY2016 if awarded.	\$ 39,128	"3/16"
Phoenix	2017	PHX17-451		Roeser Road: 32nd Street to 550 Ft. East of 36th Street (@ the San Francisco Canal)	Design pedestrian improvements on south side and stripe bicycle lanes on both sides.	Maricopa	Bike/Ped	Application ID: PHX-19-BPB-001	CMAQ	D3	\$ 106,785	\$ 113,000	\$ -	Requested \$130,134 federal closeout, construction is FY2019. Total application design cost is \$103,000 plus \$10,000 Design review fee. Application ID: PHX-19-BPB-001. Advance Design to FY2016 if awarded.	\$ 137,678	"5/37"
Phoenix	2017	PHX19-760D		Phoenix (Citywide)	Design: Central Core ARID - Phases 1 & 2	Maricopa	ITS	Application ID: PHX-19-ITS-2	CMAQ	D3	\$ 212,625	\$ 225,000	\$ -	Agency requested \$298,224 federal closeout funding. Total of two application design costs are \$215,000 plus single ADOT review fee of \$10,000. Application ID: PHX-19-ITS-2	\$ 1,211,640	"16/21"
Phoenix	2017	PHX17-452		Van Buren St: 7th Street to 24th Street	Design Bicycle Lanes and Pedestrian Improvements	Maricopa	Bike/Ped	Application ID: PHX-20-BPB-004	TAP-MAG	D3	\$ 222,075	\$ 235,000	\$ -	Requested \$298,224 federal closeout. Application ID: PHX-20-BPB-004. Advance Design to FY2016 if awarded. Total application design cost is \$225,000 plus \$10,000 ADOT review fee.	\$ 2,392,970	"11/37"
											\$ 2,230,773	\$ 2,380,250	\$ 1,689,288			

Round Two Eligible 2016 Design requests
 Round Two Requests for consideration; construction is programmed in FY2019.

Total of all requests received

Agency, TIP, Mode, Location	Sum of FY2016 Federal Request
Apache Junction	\$ 210,735
APJ18-403	\$ 210,735
Street	\$ 210,735
Southern Avenue: Delaware Dr to Ironwood Dr	\$ 210,735
Avondale	\$ 134,378
AVN18-460D	\$ 134,378
ITS	\$ 134,378
Dysart Rd: Van Buren Rd to north of I-10	\$ 134,378
Peoria	\$ 28,350
PEO17-440D2	\$ 28,350
Bike/Ped	\$ 28,350
83rd Avenue: Happy Valley Road to Jomax Road	\$ 28,350
Phoenix	\$ 1,072,339
PHC18-414D	\$ 255,150
Bike/Ped	\$ 255,150
McDowell Rd at 41st Ave, 19th Ave at Pima St, Deer Valley Rd at 33rd Ave, Van Buren St at 36th St, McDowell Rd at 67th Ave, 15th Ave at Whitton Ave and Highland Ave, and Lower Buckeye Rd at 72nd Ave, P1. Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, and Buckeye Road at 16th Avenue, P2. Buckeye Rd at 16th Ave, Thomas Rd at Dayton St, 16th St north of Indian School Rd, 16th St at Palm Ln, Greenway Rd at 38th St, and Osborn Rd at 13th Ave. P3.	\$ 255,150
PHX17-447	\$ 275,704
Bike/Ped	\$ 275,704
Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	\$ 275,704
PHX17-451	\$ 106,785
Bike/Ped	\$ 106,785
Roeser Road: 32nd Street to 550 Ft. East of 36th Street (@ the San Francisco Canal)	\$ 106,785
PHX17-452	\$ 222,075
Bike/Ped	\$ 222,075
Van Buren St: 7th Street to 24th Street	\$ 222,075
PHX19-760D	\$ 212,625
ITS	\$ 212,625
Phoenix (Citywide)	\$ 212,625
Pinal County	\$ 605,802
PNL17-405D	\$ 257,133
Air Quality	\$ 257,133
Midway Rd, 0.5 mi South of SR 84 to Cornman Rd	\$ 257,133
PNL17-406D	\$ 348,670
Air Quality	\$ 348,670
Stanfield Road, Talla Rd to Miller Rd	\$ 348,670
Surprise	\$ 179,170
SUR18-440	\$ 179,170
Bike/Ped	\$ 179,170
Bullard Avenue: Greenway Road to Peoria Avenue	\$ 179,170
Grand Total	\$ 2,230,773

Total of all FY2016 Design Requests Received on FY2018 Construction Projects

Agency Request Code D2	
Agency, TIP, Mode, Location	Sum of FY2016 Federal Request
Apache Junction	\$ 210,735
APJ18-403	\$ 210,735
Street	\$ 210,735
Southern Avenue: Delaware Dr to Ironwood Dr	\$ 210,735
Avondale	\$ 134,378
AVN18-460D	\$ 134,378
ITS	\$ 134,378
Dysart Rd: Van Buren Rd to north of I-10	\$ 134,378
Peoria	\$ 28,350
PEO17-440D2	\$ 28,350
Bike/Ped	\$ 28,350
83rd Avenue: Happy Valley Road to Jomax Road	\$ 28,350
Phoenix	\$ 255,150
PHC18-414D	\$ 255,150
Bike/Ped	\$ 255,150
McDowell Rd at 41st Ave, 19th Ave at Pima St, Deer Valley Rd at 33rd Ave, Van Buren St at 36th St, McDowell Rd at 67th Ave, 15th Ave at Whitton Ave and Highland Ave, and Lower Buckeye Rd at 72nd Ave, P1. Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, and Buckeye Road at 16th Avenue, P2. Buckeye Rd at 16th Ave, Thomas Rd at Dayton St, 16th St north of Indian School Rd, 16th St at Palm Ln, Greenway Rd at 38th St, and Osborn Rd at 13th Ave. P3.	\$ 255,150
Pinal County	\$ 257,133
PNL17-405D	\$ 257,133
Air Quality	\$ 257,133
Midway Rd, 0.5 mi South of SR 84 to Cornman Rd	\$ 257,133
Surprise	\$ 179,170
SUR18-440	\$ 179,170
Bike/Ped	\$ 179,170
Bullard Avenue: Greenway Road to Peoria Avenue	\$ 179,170
Grand Total	\$ 1,064,915

Total of all FY2016 Design Requests Received on FY2019 Construction Projects

Agency Request Code D3	
Agency, TIP, Mode, Location	Sum of FY2016 Federal Request
Phoenix	\$ 817,189
PHX17-447	\$ 275,704
Bike/Ped	\$ 275,704
Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	\$ 275,704
PHX17-451	\$ 106,785
Bike/Ped	\$ 106,785
Roeser Road: 32nd Street to 550 Ft. East of 36th Street (@ the San Francisco Canal)	\$ 106,785
PHX17-452	\$ 222,075
Bike/Ped	\$ 222,075
Van Buren St: 7th Street to 24th Street	\$ 222,075
PHX19-760D	\$ 212,625
ITS	\$ 212,625
Phoenix (Citywide)	\$ 212,625
Pinal County	\$ 348,670
PNL17-406D	\$ 348,670
Air Quality	\$ 348,670
Stanfield Road, Talla Rd to Miller Rd	\$ 348,670
Grand Total	\$ 1,165,858

Estimated Total Available	\$ 1,501,304
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Base Option	Estimated Total Available	\$ 1,501,304
	All FY2018 Construction projects Requesting FY2016 FF for Design	\$ 1,064,915
	Balance	\$ 436,389

Base + AQ Option	Option based on AQ Score	
	Estimated Total Available	\$ 1,501,304
	All FY2018 Construction projects Requesting FY2016 FF for Design	\$ 1,064,915
	Also fund top two Cost Effective projects Pinal-Stanfield, and Phoenix-Mountain View	\$ 624,373
	Balance	\$ (187,985)

Base + Committee Rank Option	Option based on Committee Rank Ratio	
	Estimated Total Available	\$ 1,501,304
	All FY2018 Construction projects Requesting FY2016 FF for Design	\$ 1,064,915
	Also fund top two highest ranking projects Pinal-Stanfield, and Phoenix-Roser Road	\$ 455,455
	Balance	\$ (19,066)

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 1, 2016

SUBJECT:

New Finding of Conformity for the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, As Amended

SUMMARY:

On January 29, 2014, the MAG Regional Council approved the Fiscal Year 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. Since that time, an amendment to the TIP and 2035 Regional Transportation Plan is required for new projects to be implemented in Pinal County. The project modifications impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis for the Pinal County PM-10 and PM-2.5 nonattainment and areas was conducted. The results of the regional emissions analysis for the amendment meet the transportation conformity requirements for PM-10 and PM-2.5 for the Pinal County nonattainment areas. Approval of the new conformity finding by the Regional Council is required prior to MAG approval of the amendment to the TIP and 2035 Regional Transportation Plan.

PUBLIC INPUT:

On February 5, 2016, a 30-day agency and public review period began on the conformity assessment and proposed amendment to the TIP and 2035 Regional Transportation Plan.

PROS & CONS:

PROS: Approval of the conformity finding is required prior to approval of a major amendment to a TIP or Regional Transportation Plan by a metropolitan planning organization. The purpose of conformity is to ensure that transportation actions will not cause or contribute to violations of federal air quality standards.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Implementation of the TIP and 2035 Regional Transportation Plan will not cause or contribute to new violations of ambient air quality standards, increase the frequency or severity of any existing violations, or delay timely attainment of any standard or required emission reduction.

POLICY: The amendment to the TIP and 2035 Regional Transportation Plan may not be adopted until the conformity finding is approved. The conformity assessment is being prepared in accordance with federal and state regulations. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Recommend approval of the new Finding of Conformity for the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan, as amended.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

February 5, 2016

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

The Maricopa Association of Governments is distributing for consultation a conformity assessment for a proposed amendment to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 MAG Regional Transportation Plan. The proposed amendment to the TIP and 2035 MAG Regional Transportation Plan is required for new projects to be implemented in Pinal County. The proposed amendment requires a new conformity determination on the TIP and 2035 MAG Regional Transportation Plan. The project modifications impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis for the Pinal County nonattainment areas was conducted. Comments are requested by March 7, 2016.

The results of the regional emissions analysis for the proposed amendment meet the transportation conformity requirements for PM-10 and PM-2.5 for the Pinal County nonattainment areas (see Attachment A). A description of the projects is provided in Attachment B. The proposed amendment and the corresponding regional emissions analysis are being provided for review and comment through the MAG Conformity Consultation Process. It is anticipated that the amendment, as well as the corresponding new conformity determination on the TIP and 2035 MAG Regional Transportation Plan, will be on the agenda for the March 9, 2016 MAG Management Committee meeting and the March 23, 2016 MAG Regional Council meeting.

If you have any questions or comments, please contact me at (602) 254-6300.

Attachments

cc: Marina Mejia, Arizona Department of Environmental Quality
Dallas Hammit, P.E., Arizona Department of Transportation

ATTACHMENT A

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

MAG is conducting consultation on an amendment to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 MAG Regional Transportation Plan (RTP). The proposed amendment to the TIP and 2035 MAG Regional Transportation Plan is required for new projects to be implemented in Pinal County. The conformity assessment indicates that the proposed amendment to the TIP and RTP satisfies the criteria specified in the federal transportation conformity rule for a conformity determination. A finding of conformity is therefore supported.

The federal conformity regulations at 40 CFR Parts 51 and 93 specify the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are: (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by the U.S. Environmental Protection Agency (EPA) for transportation conformity purposes, or an interim emissions test; (2) the latest planning assumptions and emissions models specified for use in air quality implementation plans must be employed; (3) the TIP and Regional Transportation Plan must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation.

The latest conformity determination the TIP and 2035 MAG Regional Transportation Plan for the Pinal County nonattainment areas was made by the Federal Highway Administration and Federal Transit Administration on July 9, 2015. The results of the regional emissions analysis for the Pinal County nonattainment areas are described below and in Table I.

Pinal County Nonattainment Areas Regional Emissions Analysis

For the Pinal County nonattainment areas, there are no adequate or approved motor vehicle emissions budgets for conformity. Therefore, the conformity interim emissions tests were applied. In selecting analysis years, the transportation conformity rule indicates that the years must be no more than ten years apart, the first year must be no more than five years beyond the year in which the conformity determination is being made, and the last year must be aligned with the transportation plan. The baseline and action tests were conducted for PM-10 for the West Pinal PM-10 Nonattainment Area and for PM-2.5 and NO_x for the West Central Pinal PM-2.5 Nonattainment Area for the analysis years of 2020, 2030, 2035 and 2040. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the federal transportation conformity rule.

The Maricopa Association of Governments and the Sun Corridor Metropolitan Planning Organization have coordinated on this amendment for inputs to the transportation model and for consultation on the conformity analysis. Both the MAG Metropolitan Planning Area Boundary and the Sun Corridor Metropolitan Planning Area Boundary include portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5

Nonattainment Area. Both nonattainment areas are covered by the boundaries of the two metropolitan planning organizations. Consequently, transportation conformity is required to be demonstrated for both nonattainment areas by both metropolitan planning organizations.

For PM-10, the projected emissions for the action scenario are not greater than the projected emissions for the baseline scenario for each of the years analyzed: 2020, 2030, 2035 and 2040. Since the PM-10 emissions predicted for the action scenarios are not greater than the PM-10 emissions predicted for the baseline scenarios, the conformity interim emission test is satisfied. It is also reasonable to expect the action emissions would not exceed the baseline emissions for the time periods between the analysis years.

For PM-2.5, the projected emissions for the action scenario are not greater than the projected emissions for the baseline scenario for each of the years analyzed: 2020, 2030, 2035 and 2040. Since the PM-2.5 emissions predicted for the action scenarios are not greater than the PM-2.5 emissions predicted for the baseline scenarios, the conformity interim emission test is satisfied. It is also reasonable to expect the action emissions would not exceed the baseline emissions for the time periods between the analysis years.

For NO_x, the projected emissions for the action scenario are not greater than the projected emissions for the baseline scenario for each of the years analyzed: 2020, 2030, 2035 and 2040. Since the NO_x emissions predicted for the action scenarios are not greater than the NO_x emissions predicted for the baseline scenarios, the conformity interim emission test is satisfied. It is also reasonable to expect the action emissions would not exceed the baseline emissions for the time periods between the analysis years.

Latest Planning Assumptions and Emissions Models

In accordance with federal conformity requirements, the latest planning assumptions and emissions models specified for use in air quality implementation plans were employed for this conformity determination. The latest planning assumptions used for this conformity determination are consistent with the January 2014 MAG Conformity Analysis for the FY 2014-2018 Transportation Improvement Program and the 2035 Regional Transportation Plan and the January 2014 Sun Corridor Metropolitan Planning Organization 2014 Conformity Analysis, with the following exceptions:

1. On October 7, 2014, EPA published a notice of availability of the MOVES2014 mobile source emissions model which began a two-year grace period that ends on October 7, 2016, after which MOVES2014 is required to be used for transportation conformity. EPA released a revised version, MOVES2014a, on November 4, 2015. The November 2015 version of MOVES2014a is used for this regional emissions analysis. MAG has also developed a MOVESLink2014 model that coordinates the TransCAD traffic assignment output with the MOVES2014a model.
2. The most recently available vehicle registration data was used in this conformity analysis. July 2015 vehicle registration data was obtained from the Arizona Department of Transportation (ADOT) for both Maricopa County and Pinal County.
3. MOVES2014a "Regulatory Class" output was used with the July 2015 vehicle registration data to estimate VMT distributions by weight-based vehicle class for each conformity traffic assignment. These vehicle weights were used to calculate the paved road PM-10 emissions in the Pinal PM-10 Nonattainment Area for the action and

baseline scenarios in 2020, 2030 and 2040. The 2035 paved road emissions estimates were interpolated using the 2030 and 2040 values.

4. The latest projects included in the MAG FY 2014-2018 TIP and 2035 RTP, as well as projects in the new Sun Corridor MPO FY 2016-2025 TIP and RTP 2040, were coded in the 2020, 2030, and 2040 traffic assignments used to estimate the action scenario emissions. The 2035 action scenario emissions were interpolated using the 2030 and 2040 values.

The traffic network coded in the 2020, 2030 and 2040 traffic assignments used to estimate baseline emissions for the Pinal PM-10 and PM-2.5 nonattainment areas includes regionally significant highways open to traffic, as well as transit service in operation, by December 31, 2015. In accordance with Section 93.119(h) of EPA conformity regulations, the baseline network also includes all regionally significant projects in the Pinal PM-10 Nonattainment Area, regardless of funding source, which are currently under construction or undergoing right-of-way acquisition; are programmed in FY 2015 of the previously conforming MAG FY 2014-2018 TIP; or have completed the National Environmental Policy Act (NEPA) process. The 2035 baseline emissions estimates were interpolated using the 2030 and 2040 values.

Emission reduction credit for projects in the MAG FY 2014-2018 TIP and the 2035 Regional Transportation Plan that pave unpaved roads in the Pinal PM-10 Nonattainment Area has been assumed in this conformity analysis for the 2020, 2030, 2035 and 2040 action scenarios. In addition, emission reductions for paving projects in the Sun Corridor MPO TIP and Regional Transportation Plan 2040 are applied to the 2020, 2030, 2035 and 2040 action scenarios.

All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on January 5, 2016. A summary of the latest planning assumptions, including population, employment, and vehicle registrations data used in the regional emissions analysis, is provided in Table 2.

Timely Implementation of Transportation Control Measures

The November 24, 1993 transportation conformity rule preamble indicates that "EPA believes that for conformity determinations on TIP amendments, the demonstration of timely implementation of TCMs should focus on the changes to the TIP which impact TCM implementation. A new status report on implementation of TCMs is not necessarily required for TIP amendments; the status report from the previous conformity determination may be relied on if by its nature the TIP amendment does not affect TCM implementation." Therefore, for this amendment to the TIP and 2035 MAG Regional Transportation Plan, the 2014 MAG Conformity Analysis is relied on for reporting the timely implementation of transportation control measures since the amendment does not affect TCM implementation.

In accordance with Section 93.113, the TIP and 2035 Regional Transportation Plan with the proposed amendment continue to provide for the timely completion or implementation of the TCMs in the applicable air quality implementation plans, and no schedule difficulties have been identified. In addition, nothing in the TIP and RTP interferes with the implementation of any transportation control measures in the applicable air quality implementation plans, and priority is given to TCMs.

Consultation

In compliance with federal and state rules, MAG is required to provide reasonable opportunity for consultation with state air and transportation agencies, local agencies, U.S. Department of Transportation, Environmental Protection Agency, and other interested parties. For this amendment, a 30-day consultation period is being provided on the conformity assessment contained in this memorandum. Consultation is concluded by notifying the agencies and other interested parties of any approval action taken by the MAG Regional Council and any comments received during the period of consultation.

TABLE I
 CONFORMITY INTERIM EMISSION (ACTION/BASELINE) TEST RESULTS
 (KILOGRAMS/DAY)
 PINAL COUNTY PM NONATTAINMENT AREAS

	PM-10 Nonattainment Area	PM-2.5 Nonattainment Area	
Pollutant	PM-10	PM-2.5	NOx
2020			
- Action	81,805	25	1,028
- Baseline	83,646	26	1,077
2030			
- Action	82,591	19	815
- Baseline	84,486	21	1,028
2035			
- Action	83,257	23	891
- Baseline	85,108	26	1,269
2040			
- Action	84,043	26	967
- Baseline	85,730	30	1,510

TABLE 2. LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under the Governor's Executive Order 2011-04, official County projections are updated every 3 to 4 years. These official projections are used by all agencies for planning purposes. Following the release of the 2010 U.S. Census data, the Arizona Department of Administration (ADOA) prepared a new set of Maricopa County projections in December 2012. MAG developed a set of employment projections for Maricopa County that are consistent with the ADOA population projections and also prepared subcounty population and employment projections. The MAG Regional Council approved the subcounty socioeconomic projections in June 2013. In addition, Central Arizona Governments (CAG) approved the Pinal County subcounty socioeconomic projections, based on the ADOA Pinal County projections, in June 2013.	AZ-SMART (UrbanSim/OPUS)	Under the Governor's Executive Order 2011-04, official county socioeconomic projections will be developed by the Arizona Department of Administration (ADOA). It is anticipated that ADOA will complete the county level projections in 2015 and MAG will prepare subcounty socioeconomic projections for adoption by the MAG Regional Council within six months after receipt of the ADOA county level projections.
Traffic Counts	The highway models were validated in 2013 for the 2011 base year, using approximately 3,300 traffic counts collected in 2011.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	The passenger travel demand models were calibrated in 2012-2013 using data from the 2008-2009 home interview survey, 2009 Transearch data, 2010-2011 regional transit on-board survey, 2011 Truck GPS data, and 2012 Airport and ASU surveys. The recalibration effort included a complete update of the regional travel demand model based on the relevant data sets listed above. Trip generation and trip distribution were recalibrated based on the 2008-2009 National Household Travel Survey Arizona Add-On sample and 2006 - 2009 American Community Survey and Public Use Microdata Sample data sets. Mode choice was recalibrated based on the 2010 on-board survey. The truck model was recalibrated based on the new 2009 Transearch data and 2011 Truck GPS data from ATRI. Special generator sub-models were recalibrated based on 2012 regional airports and ASU travel surveys. The external travel model was recalibrated in 2011 based on the 2008 external travel study. Volume-delay functions were recalibrated in 2012-2013 based on the 2011 commercial speed data. The overall base year for the recalibrated and validated model is 2011.	TransCAD	MAG has completed a major update, development and recalibration of the regional transportation model in FY 2013. The FY 2014 Unified Planning Work Program (UPWP) includes funding for the initiation of the next series of travel surveys in calendar years 2014-2016. These surveys will form a foundation for the next round of model development and updates. Various commercial data sources will be used to maintain and incrementally update the models in between the major recalibration updates.
Speeds	The highway models were validated using 49 million traffic speed records purchased from NOKIA for calendar year 2011.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models. MAG has also purchased commercial speed data for future estimation and model calibration purposes.
Vehicle Registrations	July 2015 vehicle registrations were provided by ADOT.	MOVES2014a	When newer data become available from ADOT.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

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

Sort: Section, Agency, Location, Work Year

Agency	Section	Work Year	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	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2016 2015	DOT15-408	42481	SR-79 at SR-79B	Construct Roundabout	0.3	2	2	-----	No	-----	Safety	HSIP-AZ	2016	2,100,000	-	-	2,100,000	Amend: Defer project from FY 2015 to FY 2016
Gila River Indian Community	Highway	2017			Field Road: Nelson Road to Wetcamp Road	Double chip seal an existing dirt road	1	2	2	-----	No	-----	Air Quality	FLHP-IRR	2017	480,000	-	-	480,000	Amend: Add project to the TIP
Gila River Indian Community	Highway	2016			Imperial Road: Sesame Road to the Canal	Double chip seal an existing dirt road	2	2	2	-----	No	-----	Air Quality	FLHP-IRR	2016	1,000,000	-	-	1,000,000	Amend: Add project to the TIP
Gila River Indian Community	Highway	2017			Maize Road: Sesame Road to Moffet Road	Double chip seal an existing dirt road	1.8	2	2	-----	No	-----	Air Quality	FLHP-IRR	2017	1,000,000	-	-	1,000,000	Amend: Add project to the TIP
Gila River Indian Community	Highway	2017			Orchard Road: Casa Blanca Road to Wetcamp Road	Double chip seal an existing dirt road	2	2	2	-----	No	-----	Air Quality	FLHP-IRR	2017	1,000,000	-	-	1,000,000	Amend: Add project to the TIP
Gila River Indian Community	Highway	2014			Ruins Road and Wetcamp Road	Double chip seal an existing dirt road	4.7	2	2	-----	No	-----	Air Quality	FLHP-IRR	2014	1,710,000	-	-	1,710,000	Amend: Add project to the TIP
City of Maricopa	Highway	2015	MAR15-404	28264	Garvey Avenue from the Edison Road Extension to SR238 Garvey Avenue Extension to	Design New Roadway	0.8	0	2	-----	No	-----	Street	Local	2015	-	-	337,500	337,500	Amend: Correct location description
City of Maricopa	Highway	2016	MAR15-405	28264	Garvey Avenue from the Edison Road Extension to SR238 Garvey Avenue Extension to	Construct New Roadway	0.8	0	2	-----	No	-----	Street	Local	2016	-	-	2,250,000	2,250,000	Amend: Correct location description
City of Maricopa	Highway	2016			Smith-Enke: Chase to White & Parker	Roadway Widening	0.5	3	4	-----	No	-----	Street	Local	2016		-	750,000	750,000	Amend: Add project to the TIP
City of Maricopa	Highway	2018	MAR15-403	5965	White and Parker Rd: South of Honeycutt to Cowpath Rd	Construct Roadway Widening	1	2	4	-----	No	-----	Street	Local	2018	0	-----	2,000,000	2,000,000	Amend: Remove work phase from the TIP; the construction work phase will begin in FY 2019
City of Maricopa	Highway	2018 2014	MAR14-406	5965	White and Parker Rd: South of Honeycutt to Cowpath Rd	Design Roadway Widening	1	2	4	-----	No	-----	Street	Local	2018 2014	-	-	500,000	500,000	Amend: Defer from from FY 2014 to FY 2018
Pinal County	Highway	2016			Gantzel Rd, Omega Dr To Hunt Hwy	Construct Roadway Widening	0.8	0	4	-----	No	-----	Street	Local	2016	-	-	1,900,000	1,900,000	Amend: Add project to the TIP
Pinal County	Highway	2016			Hunt Hwy, Gary Rd To Bella Vista	Construction	1.3	2	4	-----	No	-----	Street	Local	2016	-	-	5,200,000	5,200,000	Amend: Add project to the TIP

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 shown in strike through font.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 1, 2016

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by March 18, 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.

March 1, 2016

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
Scott Smith, Valley Metro/RPTA
Philip McNeely, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Michael Sundblom, Pinal County Air Quality Control District
Irene Higgs, Sun Corridor Metropolitan Planning Organization
Jerry Wamsley, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects. Comments on the conformity assessment are requested by March 18, 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: Marina Mejia, 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 and 2035 Regional Transportation Plan

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
ELM16-101DRB	El Mirage	El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Avenue to Grand	Design roadway widening	2016	RARF	(64,822)	-	64,822	-	2016	RARF	64,822	Amend: Project has been completed. Decrease project reimbursement amount by \$676,506.31 to match actuals. Transfer savings to ACI-ELM-20-03-E.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM20-102RRB	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	RARF	(676,506)	-	676,506	-	2016	RARF	676,506	Amend: New TIP listing. Increase project right-of-way phase reimbursement by \$676,506.31 from ACI-ELM-20-03-C savings.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB16-103DRB	Gilbert	Germann Rd: Val Vista Dr to Higley	Design Roadway Widening	2016	RARF	(257,292)	-	257,292	-	2016	RARF	257,292	Amend: Delete TIP listing. Project has been completed, no design phase reimbursement needed in 2016. Transfer savings balance to All-GUD-40-03.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB16-103RRB	Gilbert	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2016	RARF	(24,300)	-	24,300	-	2016	RARF	24,300	Amend: Decrease project right-of-way phase reimbursement to match actuals. Project completed; transfer savings balance to All-GUD-40-03.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB16-103CRB	Gilbert	Germann Rd: Val Vista Dr to Higley	Construct Roadway Widening	2016	RARF	(2,741,951)	-	2,741,951	-	2016	RARF	2,741,951	Amend: Decrease project construction phase reimbursement to match actuals. Project completed; transfer savings balance to All-GUD-40-03.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB17-103CRB	Gilbert	Germann Rd: Val Vista Dr to Higley	Construct Roadway Widening	2017	RARF	(1,431,016)	-	1,431,016	-	2017	RARF	1,431,016	Amend: Delete TIP listing. Project has been completed; transfer \$249,841.16 to All-GUD-40-03. Transfer remaining portion to project savings phase.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB17-103SAV	Gilbert	Germann Rd: Val Vista Dr to Higley	Project Savings for Roadway Widening	2017	RARF	-	-	1,181,175	1,181,175	2017	RARF	1,181,175	Amend: New TIP listing. Project has been completed; transfer portion of construction phase reimbursement to project savings phase.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
GLB16-109CZ	Gilbert	Guadalupe Rd at Gilbert Rd	Construct Intersection Improvement	2015	Local	7,417,018	-	-	7,417,018	--	--	--	Amend: Increase project construction phase costs to match actuals.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB16-109CRB	Gilbert	Guadalupe Rd at Gilbert Rd	Construct Intersection Improvement	2016	RARF	(2,486,982)	-	2,486,982	-	2016	RARF	2,486,982	Amend: New TIP listing. Add 2016 project construction phase reimbursement from ACI-GER-20-03-B savings.	Minor project revision is needed to add new TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB17-109CRB	Gilbert	Guadalupe Rd at Gilbert Rd	Construct Intersection Improvement	2016	RARF	(249,841)	-	249,841	-	2016	RARF	249,841	Amend: New TIP listing. Add 2017 project construction phase reimbursement from ACI-GER-20-03-B savings. Advance to FY 2016; defer a portion of All-ELT-30-03 to maintain fiscal balance.	Minor project revision is needed to add new TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB16-108RRB	Gilbert	Elliot Rd at Cooper Dr	Acquisition of right-of-way for Intersection Improvement	2016	RARF	(310,159)	-	310,159	-	2016	RARF	310,159	Amend: Defer \$249,841.16 from FY2016 to FY2017.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB17-108RRB	Gilbert	Elliot Rd at Cooper Dr	Acquisition of right-of-way for Intersection Improvement	2017	RARF	(529,841)	-	529,841	-	2017	RARF	529,841	Amend: Defer \$249,841.16 from FY2016 to FY2017.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA19-113CZ	Maricopa County	Northern Parkway: Dysart to 111th	Construct Roadway Widening	2017	Local	29,600,000	-	-	29,600,000	--	--	--	Amend: Defer construction phase from 2016 to 2017.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA15-113CX	Maricopa County	Northern Parkway: Dysart to 111th	Construct Roadway Widening	2017	STP-MAG	(10,003,035)	10,003,035	-	-	2017	STP	10,003,035	Amend: Defer construction phase from 2016 to 2017.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA14-112DZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Design intersection improvement	2017	Local	1,902,438	-	-	1,902,438	--	--	--	Amend: Defer design phase from 2016 to 2017.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
MMA16-112DZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Design intersection improvement	2017	STP-MAG	(1,100,660)	1,100,660	-	-	2017	STP	1,100,660	Amend: Defer design phase from 2016 to 2017.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA15-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design Overpass	2017	Local	3,784,855	-	-	3,784,855	--	--	--	Amend: Defer design phase from 2016 to 2017.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA20-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design Overpass	2017	STP-MAG	(200,000)	200,000	-	-	2017	STP	200,000	Amend: Defer design phase from 2016 to 2017.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO16-101DRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Design Roadway Widening	2016	RARF	(841,609)	-	841,609	-	2016	RARF	841,609	Amend: New TIP listing. Add 2016 project design phase reimbursement from project construction and right-of-way phase to match actuals.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO16-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for Roadway Widening	2016	RARF	(350)	-	350	-	2016	RARF	350	Amend: Decrease 2016 project right-of-way phase reimbursement to match actuals.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO14-101CZ	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct Roadway Widening	2014	Local	15,747,675	-	-	15,747,675	--	--	--	Amend: Increase project construction phase costs to match actuals.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO16-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct Roadway Widening	2016	RARF	(1,408,041)	-	1,408,041	-	2016	RARF	1,408,041	Amend: Increase 2016 project construction phase reimbursement to match actuals.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
	Gilbert	Germann Rd: Val Vista Dr to Higley	Project Savings for Roadway Widening	2021	RARF	-	-	5,351,660	5,351,660	2021	RARF	5,351,660	No change. Project listed for display purposes only.	No change.
	Gilbert	Germann Rd: Val Vista Dr to Higley	Project Savings for Roadway Widening	2023	RARF	-	-	3,128,356	3,128,356	2023	RARF	3,128,356	No change. Project listed for display purposes only.	No change.
PEO10-807	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Pre-Design Roadway Widening	2010	Local	1,050,445	-	-	1,050,445	--	--	--	Amend: Create separate listings for work and reimbursement.	Minor project revision is needed to add TIP listings. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO12-101PDRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Pre-Design Roadway Widening	2012	RARF	(735,311)	-	735,311	-	2012	RARF	735,311	Amend: New listing. Create separate listings for work and reimbursement.	Minor project revision is needed to add new TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO13-101DZ	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Design Roadway Widening	2012	Local	2,998,875	-	-	2,998,875	--	--	--	Amend: Increase project design phase costs to match actuals.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO10-101DZ	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Design Roadway Widening	2011	RARF	(217,253)	-	217,253	-	2012	RARF	217,253	Amend: Delete listing. All FY2012 reimbursement shown in TIP ID PEO12-101DZ.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO12-101DZ	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Design Roadway Widening	2012	RARF	(1,257,604)	-	1,257,604	-	2012	RARF	1,257,604	Amend: Increase project design phase reimbursement to match actuals.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO10-101RWZ	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for Roadway Widening	2012	Local	2,409,832	-	-	2,409,832	--	--	--	Amend: Decrease project right-of-way phase costs to match actuals.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO11-101RWZ	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for Roadway Widening	2012	RARF	(651,760)	-	651,760	-	2012	RARF	651,760	Amend: Decrease 2012 project right-of-way phase reimbursement to match actuals.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO21-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for Roadway Widening	2021	RARF	(928,331)	-	928,331	-	2021	RARF	928,331	Amend: New listing. Add project right-of-way reimbursement phase in 2021 from project construction phase reimbursement.	Minor project revision is needed to add new TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO25-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for Roadway Widening	2025	RARF	(106,441)	-	106,441	-	2025	RARF	106,441	Amend: New listing. Add project right-of-way reimbursement phase in 2025 from project construction phase reimbursement.	Minor project revision is needed to add new TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
PEO21-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct Roadway Widening	2021	RARF	(928,331)	-	928,331	-	2021	RARF	928,331	Amend: Delete TIP listing. Transfer 2021 reimbursement to project right-of-way phase.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO25-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct Roadway Widening	2025	RARF	(6,520,156)	-	6,520,156	-	2025	RARF	6,520,156	Amend: Decrease 2025 project construction phase reimbursement. Transfer portion to project right-of-way phase.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO26-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct Roadway Widening	2026	RARF	(3,095,175)	-	3,095,175	-	2026	RARF	3,095,175	Amend: Increase 2026 project construction phase reimbursement from project savings line item.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO14-101SAV	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Project Savings for Roadway Widening	2026	RARF	-	-	1,895,430	-	2026	RARF	1,895,430	Amend: Decrease 2026 project savings phase and transfer balance to project construction phase.	Minor project revision is needed to adjust the 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
ADOT	2016	DOT16-430	10 (Maricopa): Broadway Rd - Baseline Rd, EB (Near-Term Improvement Strategy)	R/W acquisition for CD Roads	2	10	10	RARF-HURF	-	9,433,000	-	9,433,000	Amendment: Decrease project cost by \$5,787,000. The new project cost is based on R/W Group's updated estimate.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT17-429	10 (Maricopa): University Dr TI Underpass, Str #2004	Construct Bridge Rehabilitation	1	10	10	NHPP	377,200	-	22,800	400,000	Amendment: Advance project to FY 2016 from FY 2017. Increase project cost by \$50,000.	Minor project revision is needed to advance project and adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-465	15th Avenue and UPRR crossing (741-459D), north of Grant, Phoenix, AZ	Civil improvements by City of Phoenix	0	2	2	STP-RGC	222,000	-	-	222,000	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-466	15th Avenue and BNSF crossing (025-451A), north of Grant, Phoenix, AZ	Civil improvements by City of Phoenix	0	2	2	STP-RGC	95,000	-	-	95,000	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-467	27th Ave and Thomas at BNSF crossings (025-430G & 025-617C)	Design	0	0	0	STP-RGC	131,000	-	2,000	133,000	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-468	Elliot & Kyrene at UPRR (741-575S) Tempe, AZ	Design	0	0	0	STP-RGC	52,000	-	1,000	53,000	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-463	86 locations on I-10, I-17, US-60, and SR-51	Install loop detectors	0	0	0	CMAQ	1,244,760	-	75,240	1,320,000	Amend: Change Work description to "Install loop detectors". Change location to provide additional project detail.	Minor project revision is needed to change work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-463C2	86 locations on I-10, I-17, US-60, and SR-51	Install loop detectors	0	0	0	NHPP	810,980	-	49,020	860,000	Amendment: Add \$810,980 of NHPP as part of DOT16-463. Increase total project cost by \$860,000.	Minor project revision is needed to adjust the 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
ADOT	2016	DOT16-478	17: Happy Valley Rd to Pinnacle Peak Rd	Design additional general purpose lanes and traffic interchange at Pinnacle Peak Road	1	8	10	NHPP	1,873,741	-	113,259	1,987,000	Amendment: Add a new traffic interchange design project in fiscal year 2016 for \$1,987,000.	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.
ADOT	2016	DOT16-479	17: Happy Valley Rd TI	Design traffic interchange	0.2	8	8	NHPP	1,669,110	-	100,890	1,770,000	Amendment: Add a new traffic interchange design project in fiscal year 2016 for \$1,770,000.	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.
ADOT	2016	DOT15-426A	88: Apache Junction - SR188	Document Highway Easement	45	2	2	NHPP	62,238	-	3,762	66,000	Amend: Add additional workphase with \$66,000 in total funding.	The new project is considered to be exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Chandler	2018	CHN16-402	Western Canal Crossing Improvement at UPRR	Construct multiuse path and crossing	0	0	0	CMAQ	355,275	-	21,475	376,750	Amend: Defer project from 2016 to 2018.	Minor project revision is needed to defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gila River Indian Community	2018	GRC18-401	Elliot Road	Double chip seal an existing dirt road	0.5	2	2	FLHP-IRR	230,000	-	-	230,000	Amend: Add project to 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.
Peoria	2018	PEO17-401	City of Peoria, DCSB Building, TMC 9875 N. 85th Avenue	TMC Equipment Upgrade	0	0	0	CMAQ	482,345	-	29,156	511,501	Amend: Defer project from 2017 to 2018.	Minor project revision is needed to defer 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	Note	Conformity Assessment
Pinal County	2016	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	CMAQ	\$ 264,040	\$ -	\$ 15,960	\$ 280,000	Amend: Add federally funded work phase for Design via Round Two Closeout. Application ID: PNL-18-PAV-001.	The 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.
Peoria	2016	PEO17-440D2	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening, bike lanes, and sidewalk construction.	1.2	2	2	CMAQ	\$ 28,350	\$ -	\$ 1,650	\$ 30,000	Amend: Agency requests ADOT review fees to be added to Design funds for FFY2016. Was included for round one closeout, missed review fee in calc. Total for Design work phase w/b \$150,500. Application ID: PEO-18-BPB-001	The 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	2016	SUR18-440D	Bullard Avenue: Greenway Road to Peoria Avenue	Design 5-foot cycle track & pedestrian improvements.	4	2	2	CMAQ	\$ 179,170	\$ -	\$ 10,830	\$ 190,000	Amend Add Federally funded work phase for Design via Round Two Closeout. Application ID: SUR-19-BPB-001.	The project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2016	AVN18-460D	Dysart Rd: Van Buren Rd to north of I-10	Design I fiber backbone to connect two existing backbone runs on Dysart Rd fiber.	0.5	6	6	CMAQ	\$ 134,378	\$ -	\$ 8,123	\$ 142,500	Amend: Add Federally funded work phase for Design via Round Two Closeout. Application ID: AVN 18 ITS 01.	The project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHC18-414D	McDowell Rd at 41st Ave, 19th Ave at Pima St, Deer Valley Rd at 33rd Ave, Van Buren St at 36th St, McDowell Rd at 67th Ave, 15th Ave at Whitton Ave & Highland Ave, & Lower Buckeye Rd at 72nd Ave, P1. Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, & Buckeye Road at 16th Avenue, P2. Buckeye Rd at 16th Ave, Thomas Rd at Dayton St, 16th St north of Indian School Rd, 16th St at Palm Ln, Greenway Rd at 38th St, & Osborn Rd at 13th Ave. P3.	Design eight HAWK signals, P1. Design four HAWK signals, P2. Design six HAWK signals and crossings, P3.	0	0	0	TAP-MAG	\$ 255,150	\$ -	\$ 14,850	\$ 270,000	Amend: combine Design work phase listings for PHX17-448, PHX17-449, PHX18-414 into PHX18-414D. Work year is now FY2016. Design Closeout round two. Application ID: PHX-19-BPB-006, PHX-18-BPB-005, and PHX-20-BPB-007.	The 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.
Apache Junction	2016	APJ18-403D	Southern Avenue: Delaware Dr to Ironwood Dr	Design Roadway Widening and Improvements.	0.5	2	4	STP-MAG	\$ 210,735	\$ -	\$ 12,265	\$ 223,000	Amend: Add Federally Funded Work phase for Design via Round Two Closeout. Application ID: APJ	The 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.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Pinal County	2017	PNL17-406D	Stanfield Road, Talla Rd to Miller Rd	PE and final design for roadway paving.	3.5	2	2	CMAQ	\$ 358,340	-	\$ 21,660	\$ 380,000	Amend: Add Federally Funded Work phase for Design via Round Two Closeout. Application ID: PNL-19-PAV-002.	The 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	PHX17-447	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Design sidewalk, curb and gutter, ADA ramps and lighting.	0	0	0	CMAQ	\$ 275,120	-	\$ 16,630	\$ 291,750	Amend: Add Federally Funded Work phase for Design via Round Two Closeout. Application ID: PHX-20-BPB-008.	The 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.



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
 Phone (602) 254-6300 ▲ FAX (602) 254-6490
 E-mail: mag@azmag.gov ▲ Web site: www.azmag.gov

February 29, 2016

TO: Members of the MAG Management Committee
 Members of the MAG Transportation Review Committee

FROM: Audra Koester Thomas, MAG Transit Planning Project Manager

SUBJECT: USDOT TIGER (Round 8) and FASTLANE Grants - FFY 2016

On February 23, 2016, the U.S. Department of Transportation issued a Notice of Funding Opportunity (NOFO) for the eighth round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. A total of \$500 million is available through a competitive merit-based grant program. Nationally, there is a set aside for \$100 million for rural areas. Applications must be submitted by April 29, 2016.

On February 26, 2016, a NOFO was issued for the new Nationally Significant Freight and Highways Projects Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant to fund critical freight and highway projects across the country. A total of \$800 million is available through a competitive merit-based program for federal fiscal year 2016 with 25 percent reserved for rural projects and 10 percent for smaller projects. Applications must be submitted by April 14, 2016.

Both grants emphasize project readiness enabling construction to begin quickly: FASTLANE projects must be positioned to begin construction within 18 months and TIGER projects must have pre-construction and environmental approvals complete so that funds can be obligated within approximately 36 months.

In 2015, MAG requested member agencies submit non-transit project suggestions for consideration and to coordinate with Valley Metro's analysis of potential transit-focused projects. Regional Council approved submission of the I-10/I-17 SPINE Corridor Improvements (Active Traffic Management and direct transit ramp improvements) as a regional, urban-focused application and support for ADOT's SR-347 Grade Separated Overpass in the City of Maricopa for a rural-focused project. The SR-347 Overpass project was a selected TIGER recipient in 2015.

For more information on TIGER, visit: www.transportation.gov/TIGER

- NOFO: www.transportation.gov/tiger/tiger-nofo
- Webinar series (starting March 1, 2016): www.transportation.gov/tiger/outreach

A Voluntary Association of Local Governments in the Maricopa Region

For more information on FASTLANE, visit: www.transportation.gov/FASTLANEgrants

- NOFO: www.transportation.gov/fastlanegrants/fastlane-nofo
- Webinar series (starting March 3, 2016): www.transportation.gov/fastlanegrants/webinar-series

These NOFOs will be included on the March Management Committee agenda for discussion.

Please contact Audra Koester Thomas, Transit Planning Project Manager, at (602) 254-6300 or akthomas@azmag.gov, if you have any questions.

c: MAG Intergovernmental Representatives

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 1, 2016

SUBJECT:

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

SUMMARY:

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget by federal and state planning partners is scheduled for March 11, 2016. This presentation is an overview of MAG's early FY 2017 proposed projects for the FY 2017 Work Program.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2017 were first presented at the February 10, 2016, Management Committee meeting and the February 24, 2016, Regional Council meeting. Project descriptions are included along with all of the newly proposed projects in the Draft FY 2017 MAG Unified Planning Work Program and Annual Budget.

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, "MAG Programs in Brief," a summary budget document, is produced that allows our members to quickly decipher the financial implications of the MAG budget. The summary document includes the list of new projects with summary narrative.

Information for this presentation of the draft budget documents is included for your early review and input. Enclosed for your information are the following documents:

- Draft of the FY 2017 "MAG Programs in Brief." The draft document presents the newly proposed projects.
- Draft FY 2017 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

The information is considered draft and is subject to change as the budget continues through the review process.

The draft of the FY 2017 MAG Unified Planning Work Program and Annual Budget includes narratives by division and associated program costs, draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, dues and assessments, consultant pages for new and carryforward consultants, and the draft of the updated agreement among the transit operators.

The draft budget also has information on the MAG region as a Transportation Management Area and as a Metropolitan Planning Organization. MAG is required (by federal regulations 23 CFR 450.314)

to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2016. This will provide for an incremental review of key budget proposed projects in February and a review of the more complete draft budget and work program in March of 2016.

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:

This item was on the February 24, 2016, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- Mayor W.J. "Jim" Lane, Scottsdale, Chair
- Mayor Greg Stanton, Phoenix, Vice Chair
- Vice Mayor Robin Barker, Apache Junction
- # Mayor Kenneth Weise, Avondale
- Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- # Councilmember Dick Esser, Cave Creek
- Mayor Jay Tibshraeny, Chandler
- * Mayor Lana Mook, El Mirage
- # Mayor Tom Rankin, Florence
- * President Bernadine Burnette, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- * Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- # Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- * Mayor Georgia Lord, Goodyear
- # Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Mayor Christian Price, City of Maricopa
- Supervisor Denny Barney, Maricopa County
- # Mayor John Giles, Mesa
- # Councilmember Mark Stanton for Mayor Michael Collins, Paradise Valley
- * Mayor Cathy Carlat, Peoria
- * Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- * Mayor Sharon Wolcott, Surprise

- * Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Mayor Michael LeVault, Youngtown

- # Mr. Roc Arnett, Citizens Transportation Oversight Committee
- * Mr. Joseph La Rue, State Transportation Board
- Vice Mayor Jack Sellers, State Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the February 16, 2016, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor W.J. "Jim" Lane, Scottsdale, Chair
- Mayor Greg Stanton, Phoenix, Vice Chair
- Mayor Jackie Meck, Buckeye, Treasurer

- Mayor Gail Barney, Queen Creek
- Mayor Michael LeVault, Youngtown
- Mayor Mark Mitchell, Tempe
- * Mayor Lana Mook, El Mirage

* Not present

Participated by video or telephone conference call

This item was on the February 10, 2016, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Jim Rumpeltes for Darryl H. Crossman, Litchfield Park
- Ed Zuercher, Phoenix, Vice Chair
- * Bryant Powell, Apache Junction
- Jessica Blazina for David Fitzhugh, Avondale
- Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Marsha Reed, Chandler
- Amber Wakeman for Dr. Spencer Isom, El Mirage
- # Brent Billingsley, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Grady Miller, Fountain Hills
- * Ernest Rubi, Gila Bend
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Kevin Phelps, Glendale

- # Brian Dalke, Goodyear
- * Rosemary Arellano, Guadalupe
- Gregory Rose, City of Maricopa
- Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Carl Swenson, Peoria
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- # Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- * Jeanne Blackman, Youngtown
- Eric Gudino for John Halikowski, ADOT
- Joy Rich for Tom Manos, Maricopa Co.
- John Farry for Scott Smith, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

This item was on the January 27, 2016, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

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

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

This item was on the January 11, 2016, MAG Regional Council Executive Committee agenda for information and discussion:

MEMBERS ATTENDING

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

* Not present
Participated by video or telephone conference call

This item was on the January 6, 2016, MAG Management Committee for information and discussion.

MEMBERS ATTENDING

- Jim Rumpeltes for Darryl H. Crossman, Litchfield Park
- Ed Zuercher, Phoenix, Vice Chair
- Bryant Powell, Apache Junction
- David Fitzhugh, Avondale
- # Stephen Cleveland, Buckeye
- # Gary Neiss, Carefree
- * Peter Jankowski, Cave Creek
- Marsha Reed, Chandler
- Dr. Spencer Isom, El Mirage
- Brent Billingsley, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Grady Miller, Fountain Hills

- # Ernest Rubi, Gila Bend
- * Tina Notah, Gila River Indian Community
Marc Skocypec for Patrick Banger,
Gilbert
- # Jenna Goad for Dick Bowers, Glendale
Brian Dalke, Goodyear
- # Rosemary Arellano, Guadalupe
- # Gregory Rose, City of Maricopa
Christopher Brady, Mesa
Kevin Burke, Paradise Valley
Carl Swenson, Peoria
- # Louis Andersen for Greg Stanley, Pinal
County
John Kross, Queen Creek

- * Bryan Meyers, Salt River Pima-Maricopa
Indian Community
- * Fritz Behring, Scottsdale
Rick Buss for Bob Wingenroth, Surprise
Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
Joshua Wright, Wickenburg
- * Jeanne Blackman, Youngtown
Sintra Hoffman for John Halikowski,
ADOT
Joy Rich for Tom Manos, Maricopa Co.
John Farry for Eric Anderson, Valley
Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

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