

September 17, 2013

TO: Members of the MAG Regional Council

FROM: Mayor Scott Smith, City of Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 11:30 a.m.  
Wednesday, September 25, 2013  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

The next MAG Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. Supporting information is enclosed for your review. The meeting will include a working lunch.

Please park in the garage underneath the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority 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. Assisted listening devices are available from MAG staff at the meeting. If you have any questions, please call the MAG Office.

c: MAG Management Committee

**MAG REGIONAL COUNCIL  
TENTATIVE AGENDA  
September 25, 2013**

COMMITTEE ACTION REQUESTED

<p>1. <u>Call to Order</u></p>		
<p>2. <u>Pledge of Allegiance</u></p>		
<p>3. <u>Call to the Audience</u></p> <p>An opportunity will be provided to members of the public to address the Regional Council <u>ON ITEMS THAT ARE NOT ON THE AGENDA THAT ARE WITHIN THE JURISDICTION OF MAG</u>, or on items on the agenda for discussion but not for action. 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 Regional Council 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.</p>	<p>3. Information.</p>	
<p>4. <u>Executive Director's Report</u></p> <p>The MAG Executive Director will provide a report to the Regional Council on activities of general interest.</p>	<p>4. Information.</p>	
<p>5. <u>Approval of Consent Agenda</u></p> <p>Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).</p>	<p>5. Approval of the Consent Agenda.</p>	

**ITEMS PROPOSED FOR CONSENT\***

**MINUTES**

<p>*5A. <u>Approval of the August 21, 2013, Meeting Minutes</u></p>		<p>5A. Review and approval of the August 21, 2013, meeting minutes.</p>
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## TRANSPORTATION ITEMS

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

Since Fiscal Year (FY) 2010, MAG has been receiving an annual suballocation of federal Highway Safety Improvement Program (HSIP) funds from the Arizona Department of Transportation (ADOT) to be programmed for qualifying road safety improvements. A total of 21 projects that were approved by MAG for FY 2012 and 2014 are currently being implemented. Many of the projects originally planned for FY 2014 were advanced due to funds being available in earlier years due to lower bid costs and some projects being disqualified by Federal Highway Administration (FHWA). At the recommendation of ADOT, four fiscal years are being programmed to help expedite project implementation. On July 1, 2013, MAG issued a call for road safety improvement projects to be programmed in fiscal years 2014-2017. A total of six project applications were received by MAG. The Transportation Safety Committee reviewed all applications at a meeting held on August 20, 2013. All proposed projects were determined to be qualified and the committee recommended projects for each fiscal year and funding amounts. The listing of selected projects was recommended for approval on August 29, 2013, by the Transportation Review Committee and on September 11, 2013, by the MAG Management Committee. This recommendation does not fully utilize available HSIP funds. The Transportation Safety Committee will be exploring the possibility of a second call for projects and utilizing a portion remaining funds for future projects to address regional road safety priorities to be identified in the Strategic Transportation Safety Plan that is currently being developed by MAG. Please refer to the enclosed material.

\*5C. Revised Recommendations for the FY 2013 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program Grant, and 5307 Suballocation for Job Access and Reverse Commute

5B. Approval of the listing of selected projects for FY 2014-2017 Highway Safety Improvement Program funds.

5C. Approval of the revised priority rankings for the FY 2013 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, and Section 5307, Job Access and Reverse Commute (JARC) suballocation, and amendments and

The Federal Transit Administration (FTA) provides Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program grants, for capital assistance awards to agencies and public bodies that provide transportation services for older adults and people who have a disability, and Section 5307, Job Access and Reverse Commute (JARC) suballocation, for capital, planning and operating expense awards to agencies and public bodies that provide transportation services to low-income persons seeking to obtain and maintain employment. MAG prepares the priority listings of applications for these two programs, which are approved through the MAG committee process, and forwarded to the City of Phoenix Public Transit Department for submission to the Federal Transit Administration. Approximately \$2.4 million is apportioned for the Phoenix/Mesa Urbanized Area (UZA) for funding this year's Section 5310 projects. Approximately \$1.8 million is sub-allocated for funding this year's Section 5307 JARC projects. On August 8, 2013, the MAG Human Services Technical Committee recommended the program of projects for Section 5310 funds. On August 8, 2013, the MAG Transit Committee recommended the program of projects for Section 5307 JARC suballocation of funds. Since the MAG committees took action, one of the projects withdrawn from the original listing by its project sponsor requested to be included in the priority ranking. The revised priority rankings were recommended for approval on September 11, 2013, by the MAG Management Committee and on September 12, 2013, by the MAG Human Services Technical Committee. Please refer to the enclosed material.

\*5D. Transportation Alternatives Program: Draft Goals, Objectives, and Competitive Process

Prior to 2013, there were three distinct types of federal formula funds apportioned to the state, which were programmed in collaboration with MPOs and COGs: Transportation Enhancements (TEA), Safe Routes to School (SRTS), and Recreational Trails Program. In July 2012, the

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

5D. Approval of the draft goals, objectives, and process for the Transportation Alternatives (TA) program and modification of the MAG Federal Fund Programming Guidelines and Procedures, October 26, 2011.

federal government passed the new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), which consolidated these three programs into one federal formula funding category: Transportation Alternatives Program (TA). The funding is now directly allocated to MAG, which is different from previous years. The MAG region receives about \$4.4 million per year for this program. Working with member agencies via a survey and a stakeholder meeting, MAG staff drafted goals and objectives and outlined a competitive process to program the TA funds for FY 2015, 2016, and 2017. If approved, the TA process would be incorporated into the MAG Federal Fund Programming Guidelines and Procedures approved October 26, 2011, by the MAG Regional Council. The Transportation Review Committee recommended approval that the draft goals, objectives, and process for the Transportation Alternatives (TA) program and modification of the MAG Federal Fund Programming Guidelines and Procedures on August 29, 2013 and on September 11, 2013, by the MAG Management Committee. This item is on the September 18, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

#### AIR QUALITY ITEMS

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

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

- 5E. Consultation.

September 20, 2013. Please refer to the enclosed material.

### GENERAL ITEMS

\*5F. Social Services Block Grant Allocation Revision

Through a partnership with the Arizona Department of Economic Security, the MAG Human Services Coordinating Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. On February 27, 2013, the MAG Regional Council approved the FY 2014 SSBG allocation recommendations. In July 2013, the Arizona Department of Economic Security requested that the \$175,687 allocated for transitional housing be re-purposed for housing support services with the goal of funding rapid re-housing programs. The MAG Continuum of Care Regional Committee on Homelessness was notified of the request and the inclusion of this item on the August MAG Human Services Technical Committee meeting agenda. The re-purposing of transitional housing funds to housing support services was recommended for approval on August 8, 2013, by the MAG Human Services Technical Committee and on September 11, 2013, by the MAG Management Committee. Please refer to the enclosed material.

\*5G. Clarifications to the MAG Committee Operating Policies and Procedures

On May 13, 2013, the MAG Executive Committee requested that the Executive Committee Governance Subcommittee meet to discuss changes to the MAG Committee Operating Policies and Procedures to provide for the new members. On June 7, 2013, the Governance Subcommittee met and discussed the composition of the MAG committees, including quorum issues. On August 21, 2013, the Regional

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

5G. Approval of the clarifications to the MAG Committee Operating Policies and Procedures.

Council approved changes to the MAG Committee Operating Policies and Procedures. Since that time, two clarifications are needed prior to distribution of the updated MAG Committee Operating Policies and Procedures. The first clarification is the need of a quorum to begin a meeting, and the second is the Continuum of Care Committee on Homelessness will have two co-chairs (one elected official and one representative from the non-profit sector) and no vice chair position. On September 16, 2013, the MAG Executive Committee recommended approval. Please refer to the enclosed material.

### ITEMS PROPOSED TO BE HEARD

6. Domestic Violence Awareness Month

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

7. Regional Aging in Place Network Update

On November 19, 2013, the MAG Regional Council Executive Committee amended the FY 2014 MAG Unified Planning Work Program and Annual Budget to include \$150,000 from Grantmakers in Aging and the Pfizer Foundation as part of CommunityAGEnda, a national initiative to assist communities in becoming more age-friendly. In partnership with Virginia G. Piper Charitable Trust and other local leaders, MAG implemented the Regional Aging in Place Network. The network includes pilot projects in Phoenix, Tempe and the Northwest Valley to

6. Information and discussion.

7. Information and discussion.

connect older adults to meaningful opportunities in their communities; the development of a new website, [www.Connect60Plus.com](http://www.Connect60Plus.com); and an outreach video, "Connecting to Community: Empowered Choices for Older Adults." The purpose of this information is to provide an update on the network and to invite member agencies to access and promote the website and outreach video.

8. Appointments of the New MAG Economic Development Committee Member Positions

The composition of the Economic Development Committee (EDC) was approved by the MAG Regional Council on October 27, 2010. On August 21, 2013, the Regional Council approved changes to the MAG Committee Operating Policies and Procedures that included changes to the composition of the EDC. The Regional Council approved adding additional West Valley, East Valley and Pinal County member agency elected official seats to the MAG EDC. In addition, the Regional Council approved adding Arizona State University as a Business Member position under education. On August 26, 2013, a memorandum was sent to the MAG Regional Council soliciting letters of interest for the new EDC positions. On September 16, 2013, the MAG Executive Committee recommended approval of the new EDC member agency positions. Please refer to the enclosed material.

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

In October 2011, the Regional Council approved the MAG Federal Fund Programming Guidelines and Procedures. One of the sections of the Guidelines and Procedures addressed project deferrals and deletions. One of the goals was to reduce the number of deferrals for federally funded projects. One deferral is granted. If a second project deferral is requested, the request is to be heard by the MAG committees with final approval by the Regional Council. The City of Surprise is requesting to defer the construction

8. Approval of the appointments of the new Economic Development Committee (EDC) member positions.

9. Approval of a second deferral for the construction phase of the Dove Valley Paving Project.

phase of the Dove Valley paving project from FY 2013 to FY 2014 due to right-of-way issues. According to the MAG programming policies, the sponsoring agency needs to establish that it has continuously worked on the project since it was originally deferred and that the cause of the delay is due to external factors that are not within a project sponsor's control. This item was recommended for approval on August 13, 2013, by the MAG Street Committee, on August 29, 2013, by the MAG Transportation Review Committee, and on September 11, 2013, by the MAG Management Committee. Please refer to the enclosed material.

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

The Sustainable Transportation Land Use Integration Study (ST-LUIS) was undertaken from 2010-2013 to highlight the potential to move the region toward greater use of sustainable transportation modes - transit, walking and biking. The study was completed in three phases: research and analysis, scenario planning and modeling, and the development of local and regional tools. The study was complemented by nine stakeholder activities. These activities included two business/public forums coordinated by the Arizona Chapter of the Urban Land Institute (ULI). The perspectives of participants from these forums were integral to understanding the market realities in local communities. The outcomes of the scenario modeling exercise, the study's recommendation of place types for high capacity transit and walkable communities, the local/community evaluation tool, the regional high capacity corridor evaluation process, and the overall recommendations and findings will be presented. The study was recommended for acceptance on August 8, 2013, by the MAG Transit Committee, on August 29, 2013, by the MAG Transportation Review Committee, and on September 11, 2013, by the MAG Management Committee. This item is on the September 18, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

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

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

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

12. Legislative Update

An update will be provided on legislative issues of interest.

13. Request for Future Agenda Items

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

14. Comments from the Council

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

Adjournment

11. Information and discussion.

12. Information, discussion, and possible action.

13. Information and discussion.

14. Information.

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

August 21, 2013  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Scott Smith, Mesa, Chair	Mayor Rebecca Jimenez, Guadalupe
Mayor Michael LeVault, Youngtown, Vice Chair	# Mayor Thomas Schoaf, Litchfield Park
Vice Mayor Robin Barker, Apache Junction	Mayor Christian Price, City of Maricopa
# Mayor Marie Lopez Rogers, Avondale	Supervisor Steve Chucuri, Maricopa County
Mayor Jackie Meck, Buckeye	* Mayor Scott LeMarr, Paradise Valley
Mayor David Schwan, Carefree	Councilmember Cathy Carlat, Peoria
* Mayor Vincent Francia, Cave Creek	* Mayor Greg Stanton, Phoenix
# Mayor Jay Tibshraeny, Chandler	Supervisor Todd House, Pinal County
Mayor Lana Mook, El Mirage	Mayor Gail Barney, Queen Creek
Mayor Tom Rankin, Florence	* President Diane Enos, Salt River Pima-Maricopa Indian Community
* Vice President Bernadine Burnette, Fort McDowell Yavapai Nation	Mayor W. J. "Jim" Lane, Scottsdale
Mayor Linda Kavanagh, Fountain Hills	Mayor Sharon Wolcott, Surprise
Vice Mayor Chuck Turner for Mayor Steven Holt, Gila Bend	Mayor Mark Mitchell, Tempe
* Governor Gregory Mendoza, Gila River Indian Community	* Mayor Adolfo Gamez, Tolleson
Mayor John Lewis, Gilbert	* Mayor John Cook, Wickenburg
Mayor Jerry Weiers, Glendale	Victor Flores, State Transportation Board
Mayor Georgia Lord, Goodyear	Joseph La Rue, State Transportation Board
	Roc Arnett, Citizens Transportation Oversight Committee

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair Scott Smith at 11:30 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Thomas L. Schoaf, Mayor Jay Tibshraeny, and Mayor Marie Lopez Rogers joined the meeting via teleconference.

Chair Smith introduced a new member of the MAG Regional Council, Supervisor Todd House from Pinal County. He presented Supervisor House with his membership certificate. Supervisor House was applauded.

Chair Smith welcomed back to the Regional Council Mayor Rebecca Jimenez from the Town of Guadalupe. Mayor Jimenez served on the Regional Council from 2007 to 2009. Mayor Jimenez expressed that it was good to be back on the Regional Council.

Chair Smith introduced Vice Mayor Chuck Turner as proxy for Mayor Steve Holt, Gila Bend.

Chair Smith called on Mayor Barney, who introduced Queen Creek's Vice Mayor Dawn Oliphant. She was in the audience with Town Manager John Kross.

Chair Smith announced that on August 14, 2013, the Transportation Policy Committee recommended approval of agenda items #5C, #5E, and #5F that were the Regional Council agenda.

Chair Smith requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item, or a yellow public comment card for Consent Agenda items or items on the agenda for action. Transit tickets for those who purchased a transit ticket to attend the meeting and parking validation were available from staff.

### 3. Call to the Audience

Chair Smith noted that the Call to the Audience provides an opportunity to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

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

### 4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith first displayed the distressed properties maps as of March 2010 (63,000+ distressed properties) and June 2013 (11,000+ distressed properties). He noted that the distressed properties rate is now back to normal.

Mr. Smith reported that October will be Domestic Violence Awareness month. He noted that domestic violence calls are very costly to jurisdictions. Mr. Smith said that a calendar of activities and trainings is being developed that will be distributed to local media and at the annual press conference in October.

Mr. Smith stated that a Memorandum of Understanding: Research, Innovation, and Entrepreneurial Agreement was developed through the MAG Economic Development Committee and MAG Regional Council. He stated that the Memorandum of Understanding was drafted in response to Arizona State University (ASU) losing out on the award of a huge grant. Mr. Smith stated that the team ended up in second place because they were the only application with no local government support. Mr. Smith stated the Economic Development Committee discussed how to fix this and a memorandum of understanding was developed that included all of the colleges in the region (ASU, University of Arizona, Northern Arizona University, Thunderbird School of Global Management and Maricopa Community Colleges) and MAG. With the Memorandum of Understanding, when the colleges need help from governmental agencies, they come to MAG and present their project to the Economic Development Committee. The cities that are interested can team up with the college, and this increases their chance of winning. Mr. Smith stated that there will be a signing ceremony for the Memorandum of Understanding at the September 26, 2013, Board of Regents meeting. He noted that the Economic Development Committee Chair, Mayor Marie Lopez Rogers, will sign the Memorandum of Understanding on behalf of MAG.

Mr. Smith stated that the former President of Mexico, Vicente Fox, will be visiting the Valley on September 12, 2013, to discuss trade, immigration, labor and relations. Mr. Smith added that the event is being sponsored by the City of Peoria. He stated that events include a forum led by Mrs. Cindy McCain on human trafficking, a pastor's luncheon (pastors and church leaders will join former President Fox to discuss issues in connection with Hispanic communities), a press conference, and a VIP dinner. Mr. Smith stated that inquiries about the events may be directed to Anthony Alejandro at the City of Peoria.

Mr. Smith reported that under direction of the MAG Economic Development Committee, an effort is underway to explore expanding the zone for a border crossing card to include all of Arizona instead of the 75-mile limit for Tucson and 25-miles for the rest of Arizona. Mr. Smith reported that the New Mexico Senate and House of Representatives passed a resolution recently to expand its border crossing card zone to a 55-mile limit. Mr. Smith spoke of the newly emerging middle class in Mexico, and they are willing to spend some of that money in Arizona.

Mr. Smith stated that for the 15th year in a row, MAG has received the Certificate of Achievement for Excellence in Financial Reporting for the Comprehensive Annual Financial Report (CAFR). He noted that the award was presented to the MAG Fiscal Services Division by the Government Finance Officers Association for the fiscal year 2012 CAFR. Mr. Smith congratulated the MAG Fiscal Services Division Manager Becky Kimbrough and her staff for their efforts on the CAFR.

Chair Smith asked if there was a champion in the Arizona State Legislature for expanding the zone for border crossing cards. Mr. Smith replied that outreach had just begun with the Arizona Councils of Governments. He added that this also would be important to Native American Indian communities and MAG staff member Nathan Pryor had met with the southern tribes last week. Mr. Smith stated that it could be taken to the Intertribal Council and the Legislature.

Chair Smith asked the importance of the New Mexico action to expand the zone and added that the Department of Homeland Security makes the determination. Mr. Smith replied that it would be important to discuss the impacts on tourism with the Legislature. He indicated that analysis showed that

Arizona loses approximately \$1 billion per year due to the slow process encountered by those crossing the border.

Chair Smith stated that if any issue would garner bipartisan support, he thought it would be this.

5. Approval of Consent Agenda

Chair Smith noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the Consent Agenda.

Chair Smith asked members if they had questions or requests to hear a Consent Agenda item individually. None were noted. No public comment cards were received.

Chair Smith called for a motion to approve Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mayor Barney moved approval of the Consent Agenda. Vice Mayor Barker seconded, and the motion passed unanimously.

5A. Approval of the June 19, 2013, Meeting Minutes

The MAG Regional Council, by consent, approved the June 19, 2013, meeting minutes.

5B. Arizona Department of Transportation Red Letter Process

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

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

The MAG Regional Council, by consent, approved the amendments and administrative modifications to the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the FY 2014 Arterial Lifecycle Program and Regional Transportation Plan 2010 Update. The FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty six times, with the latest approval on June 19, 2013. Since then, there is a need to modify projects in the programs. An administrative correction is pending approval by the Arizona Department of Transportation and Federal Highway Administration. The requested project changes include Federal Highway Administration, Federal Transit Administration, Regional Area Road Funds, and locally funded projects. Projects included in the request may require a conformity consultation. The project changes were recommended for approval on August 1, 2013, by the MAG Transportation Review Committee, on August 7, 2013, by the MAG Management Committee, and on August 14, 2013, by the Transportation Policy Committee.

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

The MAG Regional Council, by consent, approved the following projects for MAG Design Assistance for the Pedestrian and Bicycle Facilities Program: Phoenix: Van Buren Corridor Bike & Pedestrian Improvements for \$70,000; Apache Junction: Winchester/16th Street/Southern Sidewalk Design for \$45,000; Tempe: Highline Canal Multi-Use Path for \$65,000; Tempe: North South Rail Spur Multi-Use Path for \$65,000; Cave Creek: Shared Use Path Connector for \$55,000. The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$300,000 for Design Assistance for the Pedestrian and Bicycle Facilities Program. In accordance with federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. Eleven project applications were submitted by member agencies for the program. Using the evaluation process from the MAG Transportation Programming Guidebook, which was approved by the MAG Regional Council, the MAG Bicycle and Pedestrian Committee reviewed and ranked the applications and voted to recommend five projects for approval. The five projects were recommended for approval on August 1, 2013, by the MAG Transportation Review Committee and on August 7, 2013, by the MAG Management Committee.

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

The MAG Regional Council, by consent, approved the MAG Federally Funded, Locally Sponsored Project Development Status Report, and of actions that defer, delete, advance, and change projects; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit status information on the development of their federally funded projects. The Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality Improvement (CMAQ) funds that are programmed to obligate in Federal Fiscal Year (FFY) 2013, 2014, and 2015 and the number of project deferrals. The Project Development Status workbook sent to member agencies in the May/June timeframe required that a project development schedule be completed and that project changes could be requested. Information submitted by local agencies was at times cross checked with the Arizona Department of Transportation (ADOT) Local Government section for feasibility and further inquiries were made by MAG staff. The Project Development Status Report identifies the projects programmed to obligate in FY 2014 and 2015 that are requesting a deferral to a later year, requesting to be deleted or have funds reprogrammed, and that are projected to obligate based on the schedule submitted. The Project Development Status Report also is a final inventory for ADOT of the projects programmed to obligate in FFY 2013. A separate agenda item lists individual project change line items with the requested FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update amendments and modifications. The MAG Transportation Review Committee recommended approval on August 1, 2013, the MAG Management Committee recommended approval on August 7, 2013, and the Transportation Policy Committee recommended approval on August 14, 2013.

5F. FY 2013 Draft Transit Program of Projects for Federal Funds

The MAG Regional Council, by consent, approved the FY 2013 MAG Transit Program of Projects and amendments to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update. The draft transit program of projects is utilized to develop the grant for submittal to the Federal Transit Administration (FTA). Upon approval by the MAG Regional Council, the City of Phoenix (the region's designated and direct recipient of FTA funds) will build the grant for submittal to FTA. MAG provides the concurrence on the grant application. FTA has advised that they prefer the grant application to be submitted prior to the 2013 Federal Fiscal Year ending September 30, 2013. A draft listing of projects was recommended for approval by the Transit Committee on June 13, 2013. Since then, there were a few modifications, which were included in the draft list of projects. This draft list was recommended approval on August 1, 2013, by the MAG Transportation Review Committee, on August 7, 2013, by the MAG Management Committee, and on August 14, 2013, by the Transportation Policy Committee.

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

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

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

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

5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including various projects for the Arizona Department of Transportation, Avondale, Chandler, El Mirage, Gilbert, Glendale, Maricopa County, Mesa, Peoria, Phoenix, Scottsdale, Surprise, and Tempe. 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.

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

The MAG Regional Council, by consent, approved the MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040. In accordance with Executive Order 2011-04, MAG prepares annual population projections by jurisdiction. A draft set of population projections for July 1, 2013, through July 1, 2040, was prepared utilizing the projections by Municipal Planning Area and Regional Analysis Zone approved by the MAG Regional Council on June 19, 2013. The resulting projections of population by jurisdiction for Maricopa County for July 1, 2013, to July 1, 2040, were recommended for approval by the MAG Population Technical Advisory Committee on June 25, 2013, and the MAG Management Committee on August 7, 2013.

6. Continuum of Care Regional Committee on Homelessness Update

Brandee Mead, staff member for the MAG Continuum of Care Regional Committee on Homelessness, reported on the Continuum's activities. She stated that the Continuum of Care Committee at MAG is a true partnership between the cities and towns and non-profit service providers in the community.

Ms. Mead thanked the MAG member agencies for their involvement and support in the area of homelessness. She noted that cities and towns support MAG homeless planning through CDBG funding, which is the single, stable funding source for homeless programs. Ms. Mead thanked Mayor Stanton, who served as Chair of the Continuum from 2005 to 2008, and who has been a community champion on this issue. She also noted the support of other officials who serve on the Continuum of Care Committee: Councilmember Kevin Hartke, Chandler, Chair; Councilmember Thelda Williams, Phoenix, incoming Vice Chair; Councilmember Shana Ellis, Tempe, former Chair; Councilmember Ian Hugh, Glendale; Vice Mayor Joanne Osborne, Goodyear, outgoing Chair; and Rick Buss, Gila Bend Town Manager, who was present in the audience.

Ms. Mead stated that municipalities partner with the MAG Continuum on multiple efforts, such as the point in time count, the heat relief network, and Project Connect events, which link homeless individuals and families to resources in the community. Ms. Mead noted that Mayor Weiers recently hosted a Project Connect event in Glendale. She added that other Project Connect Events are taking place this year in Avondale, Buckeye, Chandler, El Mirage, Mesa, Phoenix, and Tempe.

Ms. Mead stated that the MAG Continuum of Care has been engaged with the issue of homelessness since 1987 through a homeless task force which developed the first Regional Report on Homelessness. She reported that MAG took on the responsibility of coordinating the Continuum of Care in 1999. Ms. Mead stated that the committee is at the directive of federal requirements through HUD's Continuum of Care program. She noted that its membership and many of its initiatives are in direct response to federal regulations. She commented that the revisions to the Committee Operating Policies and Procedures to be considered under agenda item #8 would provide for the Continuum to have co-chairs – an elected official and a non-profit provider representative. Ms. Mead reported that the committee was designated by HUD as a priority community in 2011, due to its successes and impact leading national efforts on ending homelessness.

Ms. Mead stated that annual funding has grown from \$7 million in 1999 to \$25 million in 2012, and this region has received a total of \$269 million in competitive homeless assistance funding. Through leveraged funding the MAG Continuum now has more than 50 programs that provide housing and support services for homeless individuals and families. Ms. Mead stated that the MAG Continuum is in the top ten percent of the 400 continua of care in the United States.

Ms. Mead stated that the MAG Continuum's major areas of focus include overseeing the HUD housing and support service programs for homeless individuals and families, coordinating the annual point in time count across the region to quantify the number of people who are homeless and to better understand homelessness in the region, and coordinating the heat relief network, to prevent heat related deaths through hydration and refuge locations across the region. Ms. Mead added that the heat relief network has tripled the number of partners since its inception in 2006. Ms. Mead stated that the committee is in the process of completely changing the homeless delivery system in the community through the development of a Coordinated Assessment.

Ms. Mead stated that in 2009, Congress passed legislation, the HEARTH Act (Homeless Emergency Assistance and Rapid Transition to Housing), reauthorizing the HUD homeless assistance program. The HEARTH Act establishes an ambitious federal goal of ensuring that individuals and families who become homeless return to permanent housing within 30 days. At the same time, the first ever federal plan to end homelessness was developed. It set 2015 as the target to end veteran and chronic homelessness, and 2020 as the goal to end homelessness among families.

Ms. Mead reported that to meet HEARTH requirements, the MAG Continuum is realigning its governance structure, developing a coordinated assessment system that will quickly and effectively house people in a way that is focused on the needs of the client, and moving to a system that uses data to make decisions about funding and effectiveness of programs. Ms. Mead stated that there has been a complete shift in philosophy, sparked by national research, in how continua should be responding to homelessness. The focus is on rapidly housing people in permanent solutions and providing them with the support they need to remain housed.

Ms. Mead stated that because MAG Continuum programs alone cannot end homelessness, they are leveraging opportunities through other community initiatives such as Mayor Stanton's Advisory Council on Homelessness and a federal initiative called "Dedicating Opportunities to End Homelessness." The MAG Continuum is partnering with the Veteran's Administration, the Arizona Coalition to End Homelessness, and others on best practices toward ending homelessness among veterans. Ms. Mead advised that the investments have made a difference: homelessness has decreased by nine percent in Maricopa County; chronic homelessness has decreased by seven percent; and homelessness of U.S. veterans has decreased by 50 percent.

Ms. Mead stated that the MAG Continuum is also exceeding national housing goals, with 83 percent of people placed in permanent housing retaining housing for a year or more, and 75 percent of people placed in transitional housing are moving to permanent housing. Ms. Mead stated that there are many opportunities to become involved with the MAG Continuum of Care, such as the annual point in time count, the heat relief network, or by hosting Project Connect events.

Chair Smith thanked Ms. Mead for her report and asked if there were questions.

Mayor Kavanagh asked if the MAG Continuum also partnered to help people find jobs or health care. Ms. Mead replied yes, and noted that there are significant partnerships with workforce development groups that provide job and vocational training. She remarked that health care is a challenge they are working on, and they have identified partners for further exploration.

Mayor Mook stated that she was gratified to see a 50 percent reduction in the number of homeless veterans and asked if this could be attributed to a particular reason. Ms. Mead replied that there has been a strategic effort called H3 Vets. She said that H3 Vets conducted a survey two years ago to identify the most chronically homeless veterans and they set goals to house the most vulnerable. Ms. Mead reported that more than 200 of these homeless veterans have been housed and work continues to house even more homeless veterans.

Chair Smith noted that he had toured the Central Arizona Shelter Services (CASS) shelter in downtown Phoenix with Mayor Stanton. He said that one of the discussions was how to involve the entire region, because homelessness is a regional issue. Chair Smith stated that the way to meet this problem head on is to not build any more shelters. He stated that homelessness is about housing and is something all jurisdictions can participate in. Chair Smith said that some communities have reuse of buildings. He said that a future tour in which Regional Council members, staff, and others could see sustainable housing projects that are effective in long-term solutions might be of interest. Chair Smith stated once people are off the streets and into housing, then you can work on job training and medical care. He said that one of the goals he would like to work on is getting each community involved in providing sustainable housing in their community. Chair Smith stated that every community has homeless – people of any income can lose their job, have a home one day and the next day they do not. He said that he would like to work on ways that everyone can commit in housing, not sheltering, which is part of the long term solution. Chair Smith stated that he was glad to see the program geared toward housing, not shelters. He added that the Regional Council would be hearing more about this as a regional activity.

7. Year End Closeout Report Update on Federal Fiscal Year 2013 Funds

Teri Kennedy, MAG staff, reported on the closeout of the Federal Fiscal Year (FFY) 2013 federal funds. Ms. Kennedy said that she would be providing an update on the projects approved by the Regional Council in January and February 2013 and would be presenting a recommended proposal to address outstanding Federal Highway Administration (FHWA) funding at risk for FFY 2013. Ms. Kennedy noted that the due date for FHWA transfers is August 22, 2013, not August 30, 2013, as noted in the agenda material.

Ms. Kennedy first addressed Congestion Mitigation and Air Quality Improvement (CMAQ) projects (bicycle, pedestrian, paving unpaved roads, and intelligent transportation systems). She reported that the Regional Council has already approved the maximum federal amount for all CMAQ funded projects that could authorize in FFY 2013. Ms. Kennedy stated that deferrals of seven projects and cancellations of ten projects were requested. She added that additional federal funds were also received due to project cost savings.

Ms. Kennedy then addressed FFY 2013 Surface Transportation Program (STP) projects, which are typically Arterial Lifecycle Program (ALCP) projects. She said that funding was advanced to those projects eligible for federal funding. Ms. Kennedy stated that the federal funding at risk was approximately \$4.2 million as of July 28, 2013, which is a great improvement over past years. Ms. Kennedy stated that the goal is to fully utilize the funds. She noted that next year, these funds cannot be carried over and must be used or they will be swept by ADOT, per its new policy. Ms. Kennedy also noted that any unauthorized funds are subject to federal rescission.

Ms. Kennedy stated that to ensure that all MAG regional FHWA funding is fully utilized each year and to minimize the risk of the region losing federal funding, it is proposed to include an early advancement of CMAQ funds to the Mesa Main Street: Mesa Drive to Gilbert Road light rail extension in the amount of \$3.9 million. She noted that the advancement will address the MAG region's unused FFY2013 federal funds, reduce debt service costs on the overall project, and improve the year-to-year funding balance of the Arterial Life Cycle Program. Ms. Kennedy stated that if inflation is reinstated to reimbursements in the future, it could result in \$237,000 in cost savings to the ALCP.

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

Mr. Arnett moved approval to proceed with the FFY 2013 Federal funding advancement of \$3.9 million of CMAQ funding for the Mesa Main Street: Mesa Drive to Gilbert Road light rail extension project, and of amendments to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Lifecycle Program, and Regional Transportation Plan 2010 Update. Vice Mayor Barker seconded.

Chair Smith asked if there was discussion of the motion.

Mayor Lewis expressed that the Town of Gilbert strongly supports this action. He said that even though the light rail route does not extend into his town, it provides a mechanism for east/west movement.

Mr. Smith stated that additional information could be received from ADOT between now and August 22; and staff will need flexibility to spend any funds on the table.

With no further discussion, the vote on the motion passed unanimously.

8. Amendment to the MAG Committee Operating Policies and Procedures

Denise McClafferty, MAG staff, reported on recommended changes to the MAG Committee Operating Policies and Procedures. She said that on May 13, 2013, the MAG Executive Committee requested that the Executive Committee Governance Subcommittee meet to discuss changes to the MAG Committee Operating Policies and Procedures to provide for new MAG members that were added as a result of changes to the MAG Planning Area Boundary. Ms. McClafferty stated that the Governance Subcommittee discussed and proposed changes at the June 7, 2013, meeting. On August 12, 2013, the MAG Regional Council Executive Committee recommended that the draft revised MAG Committee Operating Policies and Procedures be forwarded to the Regional Council.

Ms. McClafferty stated that changes were proposed to quorum requirements for MAG committees, with the exception of the Regional Council and the Executive Committee. She then reviewed the proposed

changes that were included in the material sent with the agenda packet, including changes to the Nominating Process regarding balance, to the composition of the Transportation Policy Committee and the Economic Development Committee, and establishing co-chairs for the Continuum of Care Committee on Homelessness. Ms. McClafferty pointed out that the last sentence on page four, *Section 3.10 through 5.10 Quorum*, should read, “In no event may the quorum consist of less than one-third of the voting members of the Committee.”

Ms. McClafferty stated that changes to the Weighted Voting section of the Policies and Procedures were made to mirror the MAG By-Laws, identifying what Pinal County members can vote on.

Chair Smith thanked Ms. McClafferty for her report and asked if there were questions. None were noted.

Vice Chair LeVault moved approval of the revisions to the MAG Committee Operating Policies and Procedures. Mayor Mitchell seconded, and the motion passed unanimously.

9. Appointments of the MAG Economic Development Committee Member Agency Positions

Ms. McClafferty stated that the terms of the member agency positions on the Economic Development Committee (EDC) have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. She noted that this year, there are two vacant seats: one East Valley seat and one West Valley seat. Ms. McClafferty stated that one letter was received for the West Valley seat, from Mayor Schoaf, and three letters were received for the East Valley seat, from Vice Mayor Barker, Mayor Kavanagh, and Mayor Lane.

Ms. McClafferty stated that on August 12, 2013, the MAG Regional Council Executive Committee recommended Mayor Schoaf be appointed to the West Valley seat and to forward all three letters of interest for the East Valley seat to the Regional Council. Ms. McClafferty noted that in the interim, Mayor Kavanagh and Vice Mayor Barker withdrew their letters of interest and Mayor Kavanagh expressed support for Mayor Lane.

Chair Smith thanked Ms. McClafferty for her report and asked if there were questions. None were noted.

Mayor Mook moved approval of the appointments of the Economic Development Committee (EDC) member agency positions, with Mayor Schoaf being appointed to the West Valley seat and Mayor Lane being appointed to the East Valley seat. Vice Mayor Barker seconded, and the motion passed unanimously.

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

Lindy Bauer, MAG Environmental Programs Director, provided an update on the MAG 2012 Five Percent Plan for PM-10 and exceptional events. She stated that on May 23, 2012, the MAG Regional Council adopted the MAG 2012 Five Percent Plan. Ms. Bauer stated that the EPA completeness determination on the plan on July 20, 2012, stopped the 18-month and 24-month sanctions clocks. On April 19, 2013, the Environmental Protection Agency (EPA) proposed approval of several statutes for measures in the plan. Ms. Bauer reported that on April 30, 2013, the Arizona Center for Law in the

Public Interest filed a lawsuit against EPA for not taking action on the plan in time, which was supposed to have taken place February 14, 2013.

Ms. Bauer stated that a major milestone was reached on July 1, 2013, when EPA completed its review of the 2011-2012 exceptional events documentation, and it concurred with 17 of the 18 packages submitted by ADEQ. Chair Smith asked about the 18<sup>th</sup> package. Ms. Bauer noted that EPA took no action on this package.

Ms. Bauer stated that with the EPA action, the exceedances will not count against the MAG region. Ms. Bauer stated that the region needs three years of clean data for EPA to find that the standard has been met.

Ms. Bauer stated that 2010 was a clean year with no violations of the standard, but in 2011 and 2012, dust storms and haboobs occurred one right after the other. She noted that providing the documentation required by the EPA to prove the exceedances were not manmade is costly and is very resource intensive. Ms. Bauer noted that as of August 21, 2013, the cost to the Arizona Department of Environmental Quality (ADEQ) for staff to prepare the technical support documentation has totaled \$550,000. She stated that additional documentation will be required for the three exceedances that have occurred in 2013 and MAG has offered assistance to ADEQ.

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

Ms. Bauer stated that the EPA Exceptional Events Process is still flawed and needs to be streamlined – too much documentation is required, it is too expensive and time consuming. She advised that EPA intends to revise the Exceptional Events Rule and added that EPA, after review of MAG's exceptional events documentation, informally said that further streamlining is possible. Ms. Bauer added that EPA will seek comments on revisions to the Exceptional Events Rule and intends to hold listening sessions. Ms. Bauer stated that MAG staff will follow this closely and will submit comments if necessary.

Ms. Bauer expressed appreciation to the Regional Council for approving \$90,000 for the Maricopa County Air Quality Department to provide near-real-time monitor data on the County website. She said that Maricopa County issued rapid response notifications, city and town staff greatly increased their efforts, and the private sector played a big part in preventing exceedances of the PM-10 standard. Ms. Bauer noted that Maricopa County has won awards for its program.

Chair Smith thanked Ms. Bauer for her report and for staying on top of this issue.

Mr. Smith stated that the process appears to go smoothly, but he wanted to extend his appreciation to Chair Smith, who took on a lot of the negotiations and dealt with EPA on a national level. Mr. Smith requested the assistance of the MAG member agencies regarding changes to the Exceptional Events Rule.

Chair Smith stated that at a meeting with EPA regarding reporting requirements, he noted to the EPA that it could accept a two-inch thick report (which could cost hundreds of hours of staff time to produce and review) as documentation that the dust storm was not manmade, or they could just look at the photo. He noted that the visual of the dust storm helped make the point how impossible the regulations are. Chair Smith stated that another problem is that the exceptional events standards are exactly the same across the country – the standard for Pennsylvania or New York where they do not have dust is the same as for Arizona. Chair Smith stated that MAG is trying to change the requirements to a regional basis. He noted that Las Vegas and the Central Valley of California also have the same problem as the MAG region.

11. Legislative Update

No report was required.

12. Request for Future Agenda Items

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

No requests were noted.

13. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council 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.

Supervisor House expressed that Pinal County is happy to be a part of MAG and contribute to its mission.

Adjournment

There being no further business, the meeting adjourned at 12:30 p.m.

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Chair

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Secretary

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2013

**SUBJECT:**

FY 2014-2017 MAG Highway Safety Improvement Program Projects

**SUMMARY:**

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

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

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

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

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

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

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

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

POLICY: None.

**ACTION NEEDED:**

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

**PRIOR COMMITTEE ACTIONS:**

The MAG Management Committee recommended approval of the list of proposed HSIP projects on September 11, 2013.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- # Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Rodney Glassman, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- \* Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Paul Jepson for Trisha Sorensen, City of Maricopa

- Miranda DeWitt for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Jeff Tyne for Carl Swenson, Peoria
- David Cavazos, Phoenix
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- Chris Hillman, Surprise
- Andrew Ching, Tempe
- \* Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- \* John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA

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

The MAG Transportation Review Committee recommended approval of the list of proposed HSIP projects on August 29, 2013.

MEMBERS ATTENDING

- Avondale: Kristen Sexton for David Fitzhugh
- Glendale: Debbie Albert, Acting Chair
- ADOT: John Nelson for Floyd Roehrich
- Buckeye: Jose Heredia for Scott Lowe
- # Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Jorge Gastelum for Sue McDermott
- Fountain Hills: Randy Harrel
- \* Gila Bend: Eric Fitzer
- \* Gila River: Steven Johnson
- Gilbert: Dawn Irvine for Leah Hubbard
- \* Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten

- \* Maricopa (City): Paul Jepson
- Maricopa County: Lynne Hilliard for John Hauskins
- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina for Rick Naimark
- \* Queen Creek: Troy White
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Dick McKinley for Terry Lowe
- Tempe: Shelly Seyler
- Valley Metro: Wulf Grote John Farry
- Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson for Jeanne Blackman

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Catherine Hollow, Tempe
- FHWA: Ed Stillings

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

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

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

MEMBERS ATTENDING

- \* Linda Gorman, AAA Arizona
- \* Tom Burch, AARP
- Larry Talley for Kohinoor Kar, ADOT
- # Shane Kiesow, City of Apache Junction
- # Dana Chamberlin, City of Avondale
- # Thomas Chlebanowski, Town of Buckeye
- Tom Roberts for Martin Johnson, City of Chandler
- \* Jorge Gastelum, City of El Mirage
- # Kelly LaRosa, FHWA
- # Mike Gillespie, Town of Gilbert
- Chris Lemka, City of Glendale
- Glendale: Chris Lemka

- \* Alberto Gutier, GOHS
- # Luke Albert for Hugh Bigalk, City of Goodyear
- Nicolaas Swart, Maricopa County
- Renate Ehm (Chair), City of Mesa
- \* Jeremy Knapp, Town of Paradise Valley
- # Mannar Tamirisa for Jamal Rahimi, City of Peoria
- \* Kerry Wilcoxon, City of Phoenix
- # George Williams, City of Scottsdale
- \* Jason Mahkovtz, City of Surprise
- # Julian Dresang, City of Tempe
- \* Gardner Tabon, RPTA

\* Members neither present nor represented by proxy.

# Attended by Audioconference

+ Attended by Videoconference

**CONTACT PERSON:**

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

## List of MAG HSIP Projects in FY 2014-2017

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

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

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2013

**SUBJECT:**

Revised Recommendations for the FY 2013 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program Grant, and 5307 Suballocation for Job Access and Reverse Commute

**SUMMARY:**

In February 2013, the MAG Regional Council approved the City of Phoenix Public Transit Department as the Designated Recipient (DR) for the Federal Transit Administration Section 5310 program. Under Section 5307 of the Federal Formula Transit Programming Guidelines, the MAG Transit Committee recommended approval of the City of Phoenix developing the FY 2013 application for both the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program, and the Section 5307 suballocation for Job Access and Reverse Commute (JARC) eligible projects application. These capital assistance awards support agencies and public bodies that provide transportation services for older adults, people with disabilities, and people with low incomes. MAG prepares the Section 5310 priority listings of applications for the City of Phoenix Public Transit Department for submission to the Federal Transit Administration.

On July 22 and 23, 2013, the MAG FTA Elderly and Persons with Disabilities Transportation (EPDT) Program Ad Hoc Committee met to interview applicants for Section 5310 and Section 5307 JARC projects, and develop priority listings. This year's Section 5310 priority listing includes 24 project requests for vans, three mobility management projects, and related software and hardware. The 5307 JARC priority listing includes ten projects; see attached priority listing.

Before being offered to the MAG Human Services Technical Committee, a revision to the priority listing was made. The City of Phoenix advised MAG they could not accept partial funding for its Disability Empowerment Center project. The City of Phoenix has recently advised MAG it is able to accept partial funding for their Disability Empowerment Center project. The City of Phoenix's Disability Empowerment Center project was included in the original recommendation from the MAG EPDT Committee. Due to this revision the revised priority listing that includes the City of Phoenix Disability Empowerment Center project will be offered to the MAG Technical Committee on September 12, 2013 for recommendation.

Approximately \$2.4 million is apportioned for the Phoenix/Mesa Urbanized Area (UZA) for funding this year's Section 5310 projects. Approximately \$1.8 million is allocated for funding this year's Section 5307 JARC projects. Recommendation to approve the revised priority listing for the Section 5310 and the Section 5307 JARC eligible projects is requested.

**PUBLIC INPUT:**

Public comment was solicited through a public notice in June 2013. No public comment has been received. Opportunities for input were also offered at the MAG Human Services Technical Committee, MAG Transit Committee, the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee, and the MAG Management Committee.

**PROS & CONS:**

PROS: MAG advises the City of Phoenix Public Transit Department for the FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program and Section 5307 JARC eligible projects. Forwarding this priority listing assists the City of Phoenix Public Transit Department in awarding capital transportation equipment for special needs in the MAG region. Awards are made on a competitive basis with a regional emphasis as noted in MAP-21 legislation. Not approving the FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program and Section 5307 JARC awards will result in a gap of 30 days to agencies receiving awards. Applicants continue to show projected growth in the number of people who will require special transportation, a delay in services would affect the most vulnerable in the region.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The City of Phoenix Public Transit Department will procure accessible and non-accessible passenger vans, ancillary equipment and mobility management projects with these funds. The FTA provides 90 percent of the award cost, and the applicant provides a 10 percent match. All awards meet requirements and inspection standards of federal laws and regulations, including the Americans with Disabilities Act (ADA). Under FTA SAFETEA-LU, the MAG region was allocated \$1.8 million in FY 2012, specifically for JARC eligible projects. With the passage of MAP-21, JARC dedicated funding was repealed, however, JARC projects are eligible under a suballocation of 5307 formula funds and based on approved MAG programming guidelines.

POLICY: Under MAP-21 the City of Phoenix Public Transit Department as the Designated Recipient receives FTA 5310 Enhanced Mobility of Seniors and Individuals With Disabilities Program fund apportionments for the Phoenix/Mesa UZA from the U.S. Department of Transportation, Federal Transit Administration. The MAG Transit Committee recommended JARC to be a competitive application process coordinated through the MAG Elderly Individuals and Individuals with Disabilities Ad Hoc Committee. The Section 5307 JARC priority listing will also be included in the listing of projects in the FY 2013 program of projects, and amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate.

**ACTION NEEDED:**

Approval of the revised priority rankings for the FY 2013 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, and Section 5307, Job Access and Reverse Commute (JARC) suballocation, and amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate.

**PRIOR COMMITTEE ACTIONS:**

On September 12, 2013, the MAG Human Services Technical Committee recommended approval of the revised priority ranking for the FY 2013 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program priority listing to be forwarded through the MAG Committee process.

MEMBERS ATTENDING

- \* Mary Berumen, City of Mesa
- + Kyle Bodgon DES/ACYF
- + Cindy Ensign for Jan Cameron, City of Scottsdale
- \* Krista Cornish, Town of Buckeye

- Naomi Farrell, City of Tempe, Chair
- Jessica Fierro, Town of Gilbert
- Janeen Gaskins, City of Surprise
- + Margaret Kilman for Laura Guild, DES
- + CiCi Bajema for Ilene Herberg, DES/DDD

- \* Jeffery Jamison, City of Phoenix  
Tim Cole for Deanna Jonovich, City of Phoenix  
Ismael Cantu for Margarita Leyvas, Maricopa County  
Jeff Dean for Jim Knaut, Area Agency on Aging  
Joyce Lopez-Powell, Valley of the Sun United

- Way  
Steven MacFarlane, City of Phoenix  
Caterina Mena, Tempe Community Council  
+ Jeanne Bosarge for Leah Powell, City of Chandler  
+ Cindy Saverino, DES  
Stephanie Small, City of Avondale, Vice Chair

\*Those members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

On September 11, 2013, the MAG Management Committee recommended approval of the revised priority ranking for the FY 2013 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, and Section 5307, Job Access and Reverse Commute (JARC) suballocation, amendments, and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- # George Hoffman, Apache Junction  
Charlie McClendon, Avondale
- # Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree  
Rodney Glassman, Cave Creek  
Rich Dlugas, Chandler  
Charles Montoya, Florence
- \* Phil Dorchester, Fort McDowell Yavapai Nation  
Ken Buchanan, Fountain Hills  
Rick Buss, Gila Bend
- \* David White, Gila River Indian Community  
Patrick Banger, Gilbert  
Brent Stoddard for Brenda S. Fischer, Glendale  
Brian Dalke, Goodyear  
Rosemary Arellano, Guadalupe  
Darryl Crossman, Litchfield Park  
Paul Jepson for Trisha Sorensen, City of Maricopa

- Miranda DeWitt for Christopher Brady, Mesa  
Jim Bacon, Paradise Valley  
Jeff Tyne for Carl Swenson, Peoria  
David Cavazos, Phoenix
- # Greg Stanley, Pinal County  
John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community  
Brad Lundahl for Fritz Behring, Scottsdale  
Chris Hillman, Surprise  
Andrew Ching, Tempe
- \* Reyes Medrano, Tolleson  
Joshua Wright, Wickenburg  
Jeanne Blackman, Youngtown
- \* John Halikowski, ADOT  
John Hauskins for Tom Manos, Maricopa County  
Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

On August 8, 2013, the MAG Human Services Technical Committee recommended approval of the Section 5310 priority listing to be forwarded through the MAG Committee process.

MEMBERS ATTENDING

- \* Mary Berumen, City of Mesa
- + Kyle Bodgon DES/ACYF
- + Cindy Ensign for Jan Cameron, City of Scottsdale
- \* Krista Cornish, Town of Buckeye

- Naomi Farrell, City of Tempe, Chair  
Jessica Fierro, Town of Gilbert  
Janeen Gaskins, City of Surprise  
+ Margaret Kilman for Laura Guild, DES  
+ CiCi Bajema for Ilene Herberg, DES/DDD

\* Jeffery Jamison, City of Phoenix  
Tim Cole for Deanna Jonovich, City of Phoenix  
Ismael Cantu for Margarita Leyvas, Maricopa County  
Jeff Dean for Jim Knaut, Area Agency on Aging

Joyce Lopez-Powell, Valley of the Sun United Way  
Steven MacFarlane, City of Phoenix  
Caterina Mena, Tempe Community Council  
+ Jeanne Bosarge for Leah Powell, City of Chandler  
+ Cindy Saverino, DES  
Stephanie Small, City of Avondale, Vice Chair

\*Those members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

On August 8, 2013, the MAG Transit Committee recommended the priority listing for the Section 5307, Job Access and Reverse Commute (JARC) suballocation, amendments, and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate to be forwarded through the MAG Committee process.

#### MEMBERS ATTENDING

\* ADOT: Nicole Patrick  
\* Avondale: Rogene Hill  
# Buckeye: Andrea Marquez  
Chandler: Jason Crampton for RJ Zeder  
El Mirage: Sue McDermott  
Gilbert: Leslie Hart  
Glendale: Matthew Dudley for Cathy Colbath  
Goodyear: Cato Esquivel  
Maricopa County DOT: Mitch Wagner  
Mesa: Jodi Sorrell

\* Paradise Valley: Jeremy Knapp  
Peoria: Maher Hazine  
Phoenix: Maria Hyatt  
# Queen Creek: Chris Anaradian  
Scottsdale: Madeline Clemann, Chair  
Surprise: David Kohlbeck  
Tempe: Robert Yabes  
\* Tolleson: Chris Hagen  
Valley Metro: Wulf Grote  
Youngtown: Grant Anderson

\*Those members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

On July 23, 2013, the MAG Ad Hoc Elderly and Persons with Disabilities Transportation Committee developed the priority listing for the Section 5310 and Section 5307 JARC, recommending the program of projects to be forwarded through the MAG Committee process.

#### MEMBERS ATTENDING

Matt Dudley, City of Glendale, Chair  
\* Julie Howard, City of Mesa, Chair  
Deron Lozano, Valley Metro, Vice Chair  
Christine McMurdy, City of Goodyear

Wendy Miller, City of Phoenix  
Ann Marie Riley, City of Chandler  
Kristen Taylor, City of Avondale

\*Those members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

#### **CONTACT PERSON:**

Teri Kennedy, Alice Chen and DeDe Gaisthea, MAG, (602) 254-6300

FY 2013 Section 5307 JARC

Score	Applicant:	Project Title:	Capital Federal Request:	Capital (20%) Local Match:	Operating Federal Request:	Operating (50%) Local Match:	Project Total:	Recommend for Funding:	Request \$ x Score	(Request x Score) * percentage to reach full expenditure of funds (.469846)
96	City of Glendale	Bethany Home-Route 60	NA	NA	\$308,317	\$308,317	\$616,634	<b>\$139,067</b>	\$295,984	\$139,067
95	City of Glendale	Route 59th Avenue	NA	NA	\$172,484	\$172,484	\$344,968	<b>\$76,989</b>	\$163,860	\$76,989
94	RPTA/Valley Metro	Route 70- Glendale Ave	NA	NA	\$706,345	\$706,345	\$1,412,690	<b>\$311,961</b>	\$663,964	\$311,961
93	City of Phoenix	Routes 3 Van Buren, 17 McDowell, 29 Thomas Roads	NA	NA	\$1,731,041	\$1,731,041	\$3,462,082	<b>\$756,389</b>	\$1,609,868	\$756,389
92	City of Scottsdale	Miller Road Circulator (OMITTED Route 514 -Not eligible)	NA	NA	\$387,087	\$387,087	\$774,174	<b>\$167,321</b>	\$356,120	\$167,321
91	RPTA/Valley Metro	Route 251- Gila River	NA	NA	\$496,870	\$496,870	\$993,740	<b>\$212,441</b>	\$452,152	\$212,441
86	RPTA/Valley Metro	Route 72- Scottsdale Rd Extension	NA	NA	\$95,070	\$95,070	\$190,140	<b>\$38,415</b>	\$81,760	\$38,415
84	RPTA/Valley Metro	Route 571- Surprise Express	NA	NA	\$119,950	\$119,950	\$239,900	<b>\$47,341</b>	\$100,758	\$47,341
81	Nobody's Perfect	New Freedom & JARC Service for the thrift store (employment) and recreational activities * NOTE: Application is 20% JARC and 80% NF	NA	NA	\$3,100	\$3,100	\$6,200	<b>\$0</b>	\$0	*Funded through Section 5310 New Freedom
75	City of Tolleson	Zoom Circulator	NA	NA	\$91,225	\$91,225	\$182,450	<b>\$32,146</b>	\$68,419	\$32,146
72	RPTA/Valley Metro	Next Ride- Purchase signs & install& SMS units	\$2,000.00	\$500.00	\$51,000	\$51,000	\$104,500	<b>\$17,929</b>	\$38,160	\$17,929
		<b>Totals:</b>	<b>\$2,000.00</b>	<b>\$500.00</b>	<b>\$4,111,489</b>	<b>\$4,111,489</b>	<b>\$8,222,978</b>	<b>\$1,800,000</b>	<b>\$3,792,885</b>	<b>\$1,800,000</b>

Funding Available	Funding Req Total	Difference
\$1,800,000.00	\$4,113,489.00	-\$2,313,489.00

**FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH  
DISABILITIES GRANT 38 (2013)  
RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS**

**5310 mobility management and capital request (55% required)**

<b>PRIORITY</b>	<b>APPLICANT &amp; CAPITAL REQUEST(S)</b>	<b>POPULATION SERVICE</b>
1	<b>FOOTHILLS CARING CORP</b> < Mobility Management position	Provides transportation for older adults and persons with disabilities to and from medical and nutrition appointments, grocery and other shopping errands, and social and recreational outings.
2	<b>TERROS, INC.</b> < Mobility Management position including; benefits, travel reimbursement, occupancy, communication, supplies, and indirect cost	Terros serves adults who have serious mental illness and may have substance abuse issues. Most have disabilities and are dependent on public transportation. Coordination includes these agencies: Lifewell, Crisis Response Network, EMPACT, and Partners in Recovery.
3	<b>MARC COMMUNITY RESOURCES, INC.</b> < Mobility Management position	Provides transportation to educational, therapeutic, rehabilitation and social services to children and adults with developmental and/or physical disabilities and behavioral health challenges.
4	<b>FOOTHILLS CARING CORP</b> < (2) computers, mapping software	Provides transportation for older adults and persons with disabilities to and from medical and nutrition appointments, grocery and other shopping errands, and social and recreational outings.
5	<b>ABOUT CARE</b> < Interactive service map	Provides support services using trained volunteers for the elderly and physically challenged homebound residents of Chandler and Gilbert. Support services include transportation, respite care, and friendly visits.
6	<b>CHANDLER/GILBERT ARC</b> < (1) Cutaway with lift	Clients of all ages in southeastern Maricopa County with developmental disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events.
7	<b>THE CENTERS FOR HABILITATION</b> < (2) Cutaway with Lift	Clients are a diverse population that includes low-income children and adults with developmental and physical disabilities. Providing transportation to and from various medical facilities and social activities.
8	<b>SCOTTSDALE TRAINING AND REHABILITATION SERVICES, INC. (STARS)</b> < (1) Cutaway with lift	Provides persons with severe disabilities a variety of programs, including day treatment and training, sheltered employment, job development and placement, on the job training, and transportation to programs.
9	<b>UNITED CEREBRAL PALSY OF CENTRAL ARIZONA</b> < (3) Cutaway with Lift	Provides comprehensive services to persons with disabilities and their families with therapy. Provides transportation services to life skills programs, independent living services, educational based programs, and social outlets.
10	<b>ONE STEP BEYOND</b> < (1) Maxivan no lift < (1) Minivan no ramp	Provides services to persons with developmental disabilities. Provides transportation services to job training, education, socialization and community independence programs.

**FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH  
DISABILITIES GRANT 38 (2013)  
RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS**

**5310 mobility management and capital request (55% required)**

<b>PRIORITY</b>	<b>APPLICANT &amp; CAPITAL REQUEST(S)</b>	<b>POPULATION SERVICE</b>
11	<b>ARIZONA SPINAL CORD INJURY ASSOCIATION</b> < (1) Cutaway with lift	Provides services to individuals with spinal cord injuries including intellectual and physical disabilities, visually impaired, hard of hearing or deaf, consumers and their families. Provides transportation services to consumers, family members and/or caregivers to educational classes, social and recreational activities, conferences and other services programs.
12	<b>MARC COMMUNITY RESOURCES, INC.</b> < (3) Cutaway with lift	Provides transportation to educational, therapeutic, rehabilitation and social services to children and adults with developmental and/or physical disabilities and behavioral health challenges.
13	<b>HACIENDA HEALTHCARE, INC.</b> < (2) Cutaway with Lift < (1) Minivan with ramp	Provides transportation services to persons with developmental disabilities and ventilator dependent individuals who require respiratory therapists during transport.
14	<b>VALLEYLIFE</b> < (1) Minivan no Lift	Provides transportation services to persons with developmental disabilities for their medical, dental, dialysis, surgery appointments from their group homes, and day program areas to their respective destinations.
15	<b>BENEVILLA</b> < (1) Maxivan with lift	Benevilla provides community based volunteer services to older adults, person with disabilities and homebound adults. Services include transportation to adult day care centers and home delivered meals.
16	<b>Gompers Habilitation Center</b> < (2) Minivan no ramp	Provides services to for individuals with developmental disabilities through special education, day training for adults, and employment service programs. Provides clients with safe and reliable transportation services from home to programs.
17	<b>BEATITUDES</b> < (1) Minivan with ramp	Provides services to older adults and their families in a continuing care retirement community. Offers affordable living options, programs and transportation services to medical appointments for residents with an average age of 83.
18	<b>LIFEWELL</b> < (3) Maxivan no lift	Provides residential and rehabilitation services including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities for daily living.
<b>5310 New Freedom Eligible Projects (45%)</b>		
19	<b>CITY OF GLENDALE</b> < Glendale Urban Shuttle 3	Provides community-based circulator services to the underserved population in Glendale. An 11-mile service route that includes four senior living complexes, two Independent-living facilities for disabled persons, the Glendale YWCA, and the Disabled American Veteran's hall.

**FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH  
DISABILITIES GRANT 38 (2013)  
RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS**

**5310 mobility management and capital request (55% required)**

<b>PRIORITY</b>	<b>APPLICANT &amp; CAPITAL REQUEST(S)</b>	<b>POPULATION SERVICE</b>
20	<b>CITY OF PHOENIX</b> < Disability Empowerment Center Feeder Shuttle Service	Provide shuttle service from light rail stations in close proximity to the Disability Empowerment Center. Service route includes two light rail stations and the Disability Empowerment Center, a major employment and activity center for persons with disabilities.
21	<b>CITY OF GLENDALE</b> < Taxi voucher program	Provides vouchers to offset the cost of a taxi ride to persons requiring special needs transportation who receive repetitive medical therapies such as dialysis, chemotherapy or stroke and heart attack rehabilitation.
22	<b>NAU</b> < Senior companion program; mileage reimbursement, administration position, indirect cost	Provides individuals with limited income over the age of 55 years an opportunity to serve as a volunteer for the Senior Companions program. Volunteers provide transportation services for medical and nonmedical trips to clients in partnering agencies in Chandler, Fountain Hills, Gilbert, Glendale, Mesa, Paradise Valley, Peoria, Phoenix, Scottsdale, and Tempe.
23	<b>VALLEY METRO/RPTA</b> < Alternatives Project; West Valley Dial-A-Ride, East Valley Taxi subsidy, Scottsdale Trolley	Provides regional transportation services to individual with disabilities and seniors who are either residents or visitors. Services is provided in the North West communities of El Mirage, Peoria, Sun City, Sun City West, Surprise, and Youngtown; the unincorporated areas of Maricopa County; in the East Valley communities of Chandler, Gilbert, Mesa, and Tempe; and Scottsdale.
24	<b>NOBODY'S PERFECT</b> < Employment and recreational activity transportation program	Provides individuals with developmental disabilities transportation to and from the vocational day training programs and an employment program at the agency's thrift store. Partners with the Arizona Department of Developmental Disabilities to bring consumers to general public event activities.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2013

**SUBJECT:**

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

**SUMMARY:**

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

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

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

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

**PUBLIC INPUT:**

MAG worked with member agency staff through an on-line survey, hosted a stakeholder group to review the goals and objectives of the TA program. There was no public comment at the August 29, 2013, Transportation Review Committee meeting, nor the September 11, 2013 MAG Management Committee.

**PROS & CONS:**

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

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

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

**PRIOR COMMITTEE ACTIONS:**

This item is on the September 18, 2013, MAG Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On September 11, 2013, the MAG Management Committee recommended approval of the draft goals, objectives, and process for the Transportation Alternatives (TA) program and modification of the MAG Federal Fund Programming Guidelines & Procedures, October 26, 2011.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- # Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Rodney Glassman, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- \* Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Paul Jepson for Trisha Sorensen, City of Maricopa

- Miranda DeWitt for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Jeff Tyne for Carl Swenson, Peoria
- David Cavazos, Phoenix
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- Chris Hillman, Surprise
- Andrew Ching, Tempe
- \* Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- \* John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA

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

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

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

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

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

MEMBERS ATTENDING

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

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

**CONTACT PERSON:**

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

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

**Goals:**

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

**Definitions**

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

**Objectives:**

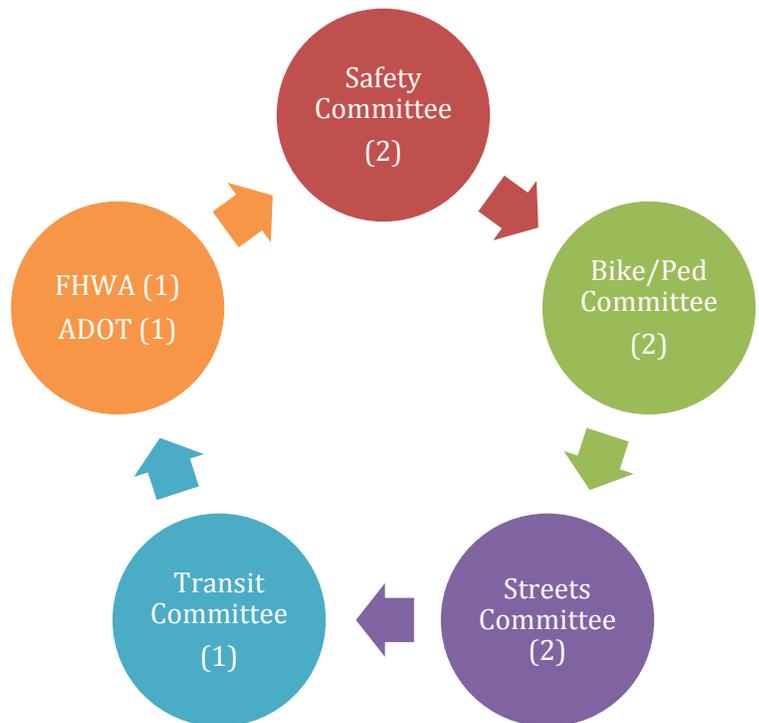
- Fund eligible Transportation Enhancement and Safe Routes to School (SRTS) projects through the federal MAP-21 Transportation Alternatives fund.
- Fund bike and pedestrian improvement projects that provide a safe transportation route or improve a transportation route for (K-8) students to schools.
-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

**Proposed Evaluation Team - Infrastructure**

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

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

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

**Proposed Evaluation Team – SRTS Non-Infrastructure**

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

**DRAFT Schedule - Infrastructure**

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

**DRAFT Schedule - SRTS Non-Infrastructure**

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

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

**DATE:**

September 17, 2013

**SUBJECT:**

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

**SUMMARY:**

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

**PUBLIC INPUT:**

At the September 11, 2013 Management Committee meeting a citizen commented that we are talking about regional programs and transportation and emissions; many times we have looked at light rail at-grade programs but want to look at all of the mix of all the programs; we want to have a booming economy here and we want to have it bright and not creating more emissions; overall, probably some the biggest emissions and MAG has recognized it this year is really coming from on-road and off-road particulates that is everywhere, coming from everywhere because it is vehicular traffic; so where this is going is that rather than just having EPA determine as it does where they are going to stick a monitor; we need to look at this really with common sense; the people here that have been studying this air quality I’m asking for not only a conscience, but that we very much look to see how we are collectively going to get us out of the air quality problem; when we have accidents whether we are going to use the ITS to help us move the traffic, or are we really going to move this area into more of a mass transit.

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: In general, regionally significant projects include arterial construction (or widening) of greater than one-half mile in length, freeway construction, or provision of major fixed transit facilities. MAG may approve a Transportation Improvement Program or amendment only if conformity criteria are met. A regionally significant transportation project is required to meet conformity requirements. This requirement applies not only to federal projects, but also to locally and privately funded transportation projects.

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

**ACTION NEEDED:**

Consultation.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: This item was on the agenda of the September 11, 2013 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- # Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Rodney Glassman, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- \* Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Paul Jepson for Trisha Sorensen, City of Maricopa

- Miranda DeWitt for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Jeff Tyne for Carl Swenson, Peoria
- David Cavazos, Phoenix
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- Chris Hillman, Surprise
- Andrew Ching, Tempe
- \* Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- \* John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA

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

**CONTACT PERSON:**

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

September 3, 2013

TO: Leslie Rogers, Federal Transit Administration  
Karla Petty, Federal Highway Administration  
John Halikowski, Arizona Department of Transportation  
Henry Darwin, Arizona Department of Environmental Quality  
Maria Hyatt, City of Phoenix Public Transit Department  
Stephen Banta, Valley Metro/RPTA  
William Wiley, Maricopa County Air Quality Department  
Kenneth Hall, Central Arizona Governments  
Don Gabrielson, Pinal County Air Quality Control District  
Benjamin Bitter, Sun Corridor Metropolitan Planning Organization  
Gregory Nudd, U.S. Environmental Protection Agency, Region IX  
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

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

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

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

Attachment

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

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

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

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

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

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

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

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

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

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

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

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

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

**DRAFT FY 2014 - FY 2018 MAG Transportation Improvement Program  
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Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Gilbert	2014	GLB11-802	20194	Germann Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	1.0	2	6	Street	\$ -	\$ -	\$ 3,500,000	\$ 3,500,000
Gilbert	2014	GLB14-103C2Z	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	\$ -	\$ 1,407,933	\$ 603,400	\$ 2,011,333
Gilbert	2014	GLB14-103C3Z	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	\$ -	\$ 390,850	\$ 167,507	\$ 558,357
Gilbert	2014	GLB14-103CZ	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	\$ -	\$ 2,407,067	\$ 1,031,600	\$ 3,438,667
Gilbert	2014	GLB14-107CZ	24369	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	Street	\$ -	\$ 1,956,746	\$ 2,979,254	\$ 4,936,000
Gilbert	2015	GLB08-714	14677	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	1.0	2	6	Street	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
Gilbert	2015	GLB09-719	11047	Lindsay Rd: Germann Rd to Queen Creek Rd	Add 1 lane in each direction	1.0	2	4	Street	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000
Gilbert	2015	GLB14-109CZ	47974	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Street	\$ -	\$ 1,221,409	\$ 1,859,591	\$ 3,081,000
Gilbert	2015	GLB15-103CZ	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	\$ -	\$ 1,431,016	\$ 613,293	\$ 2,044,309
Gilbert	2015	GLB15-103C2Z	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	\$ -	\$ 999,134	\$ 428,200	\$ 1,427,334
Gilbert	2015	GLB15-109CZ	47974	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Street	\$ -	\$ 1,221,409	\$ 871,591	\$ 2,093,000
Gilbert	2016	GLB16-108CZ	8305	Elliot Rd at Cooper Dr	Construct intersection improvement	0.5	4	6	Street	\$ -	\$ 1,808,167	\$ 774,929	\$ 2,583,095
Gilbert	2016	GLB16-108C2Z	8305	Elliot Rd at Cooper Dr	Construct intersection improvement	0.5	4	6	Street	\$ -	\$ 297,200	\$ 1,289,705	\$ 1,586,905
Gilbert	2017	GLB17-108CZ	8305	Elliot Rd at Cooper Dr	Construct intersection improvement	0.5	4	6	Street	\$ -	\$ 702,800	\$ 301,200	\$ 1,004,000

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

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

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

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

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

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

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

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Scottsdale	2014	SCT12-014C3R	20203	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	Street	\$ -	\$ 2,814,225	\$ 1,206,097	\$ 4,020,322
Scottsdale	2014	SCT12-014CZ	20203	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	Street	\$ -	\$ 5,582,310	\$ 2,392,419	\$ 7,974,729
Scottsdale	2014	SCT13-115	12309	Union Hills from Scottsdale to Hayden	Construct new road	1.0	-	4	Street	\$ -	\$ -	\$ 18,000,000	\$ 18,000,000
Scottsdale	2014	SCT13-117	12038	Miller Road from Loop 101 to 76th St	Construct new road	0.4	-	4	Street	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000
Scottsdale	2014	SCT13-118	37995	Miller Road from Princess to Loop 101	Construct new road	0.6	-	4	Street	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000
Scottsdale	2014	SCT14-123CZ	38462	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Construct intersection improvement	0.5	4	6	Street	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922
Scottsdale	2014	SCT14-124C2Z	12577	Loop 101 South Frontage Roads	Construct roadway widening	0.8	-	4	Street	\$ -	\$ 997,950	\$ 427,692	\$ 1,425,642
Scottsdale	2014	SCT14-124CZ	12577	Loop 101 South Frontage Roads	Construct roadway widening	0.8	-	4	Street	\$ -	\$ 997,950	\$ 427,693	\$ 1,425,643
Scottsdale	2014	SCT15-107CZ	21671	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Street	\$ -	\$ 3,520,725	\$ 1,508,882	\$ 5,029,608
Scottsdale	2015	SCT11-111CZ	30028	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Street	\$ -	\$ 5,589,769	\$ 2,401,454	\$ 7,991,224
Scottsdale	2015	SCT13-113CZ	4095	Pima Rd: Via Linda to Via De Ventura	Construct roadway widening	1.3	2	4	Street	\$ -	\$ 1,236,494	\$ 929,925	\$ 2,166,419
Scottsdale	2015	SCT15-106CZ	34155	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.8	-	2	Street	\$ -	\$ 5,633,161	\$ 2,414,212	\$ 8,047,373
Scottsdale	2016	SCT11-112CZ	4292	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Street	\$ -	\$ 2,000,000	\$ 1,285,714	\$ 3,285,714
Scottsdale	2016	SCT16-112CZ	4292	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Street	\$ -	\$ 6,706,551	\$ 5,233,979	\$ 11,940,530

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

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

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

Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Surprise	2014	SUR13-105	48720	227th Ave: between Pinnacle Peal Rd and Happy Valley Rd	Construct new 2 lanes with curb, gutter, and sidewalks	1.0	-	2	Street	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
Valley Metro Rail	2014	VMR14-102T	5655	Central Mesa Light Rail	Sm Starts: Stations, Stops, Terminals, Intermodal	3.0	-	0	Transit Rail	\$ 897,434	\$ 693,600	\$ -	\$ 1,591,034
Valley Metro Rail	2014	VMR15-102T	5655	Central Mesa Light Rail	Sm Starts: Stations, Stops, Terminals, Intermodal	3.0	-	0	Transit Rail	\$ 1,485,089	\$ 1,147,782	\$ -	\$ 2,632,871
Valley Metro Rail	2015	VMR15-101UA	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Construction	2.0	4	2	Transit Rail	\$ 267,126	\$ -	\$ 16,147	\$ 283,273
Valley Metro Rail	2016	VMR16-101CZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Construction	2.0	4	2	Transit Rail	\$ 6,789,600	\$ -	\$ 410,400	\$ 7,200,000
Valley Metro Rail	2016	VMR16-101CZ2	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Sitework	2.0	4	2	Transit Rail	\$ 16,031,000	\$ -	\$ 969,000	\$ 17,000,000
Valley Metro Rail	2017	VMR17-101CZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Construction	2.0	4	2	Transit Rail	\$ 158,010	\$ -	\$ 9,551	\$ 167,561
Valley Metro Rail	2017	VMR17-101CZ4	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Construction	2.0	4	2	Transit Rail	\$ 9,417,819	\$ -	\$ 569,264	\$ 9,987,083

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2013

**SUBJECT:**

Social Services Block Grant Allocation Revision

**SUMMARY:**

Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating and Technical Committees prioritize services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. On February 27, 2013, the MAG Regional Council approved the FY 2014 Social Services Block Grant allocation recommendations. In July 2013, the Arizona Department of Economic Security requested that the \$175,687 in funds allocated for transitional housing be re-purposed for housing support services with the goal of funding rapid re-housing programs. The MAG Continuum of Care Regional Committee on Homelessness was notified of the request and the inclusion of this item on the August MAG Human Services Technical Committee meeting agenda. On August 8, 2013, the MAG Human Services Technical Committee recommended approval of re-purposing transitional housing funds to housing support services. On September 11, 2013, the MAG Management Committee recommended approval as well.

**PUBLIC INPUT:**

An opportunity for public input was made available at the August MAG Human Services Technical Committee meeting and the September Management Committee meeting. No comments were received.

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

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

**PRIOR COMMITTEE ACTIONS:**

On September 11, 2013, the MAG Management Committee voted unanimously to recommend approval of re-purposing \$175,687 from transitional housing to housing support services to support rapid re-housing programs in the FY 2014 Social Services Block Grant allocations.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- # Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Rodney Glassman, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- \* Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Paul Jepson for Trisha Sorensen, City of Maricopa

- Miranda DeWitt for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Jeff Tyne for Carl Swenson, Peoria
- David Cavazos, Phoenix
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- Chris Hillman, Surprise
- Andrew Ching, Tempe
- \* Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- \* John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

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

MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

# Those members present by audioconference. + Those members present by videoconference.

**CONTACT PERSON:**

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

## CHAPTER V: OTHER TECHNICAL &amp; POLICY COMMITTEES

## Section 5.04 - Appointment of Chair &amp; Vice Chair:

- 1) A Chair and Vice Chair, **elected official preference for policy committees**, will be appointed by the Executive Committee.
- 2) Individuals interested in being Chair or Vice Chair, pursuant to the provisions of Section 5.05 "Terms" and Section 5.06 "Vacancies," provide letters of interest submitted to the Chair of the Regional Council for appointment by the Regional Council Executive Committee.
- 3) The Executive Committee shall appoint the Chair and Vice Chair of the Technical and Policy Committees, with the exception of the Transportation Policy Committee. These appointments will be staggered to assist continuity, appointing approximately half of the committee officers in June each year and the remainder in January, unless a vacancy occurs.
- 4) **For the Continuum of Care Committee on Homelessness, the Executive Committee will appoint two Co-Chairs, one an elected official and one a representative from the non-profit sector. There will be no vice chair. The expiration of the Co-Chair's terms will be staggered.**

## Section 3.10 through 5.10 – Quorum

According to the MAG By-Laws, a simple majority of the voting members of a committee, participating in person or by teleconference and videoconference, shall constitute a quorum for the transaction of business. **A meeting cannot begin without a quorum. Once a quorum is reached, the meeting can begin. If during the course of the meeting, the quorum is lost and not regained, the Chair** of the meeting may adjourn the meeting from time to time, as provided in the Open Meeting Law, to attempt to garner quorum, either in person, or by proxy. If a quorum is achieved following a temporarily adjourned meeting, business may be transacted, which might have been transacted at the meeting as originally noticed. **If the quorum is not regained, the official meeting is ended. At this point, the minutes of the meeting cease. In this case, presentations can continue, but no action (including discussion of any presentation) can be taken, as the official meeting has ended.**

In the event that a member agency is absent for three (3) consecutive meetings of the Management Committee or any other technical or policy committee, excluding the Regional Council and the Regional Council Executive Committee, that member/position shall no longer be considered a member for the purposes of calculating the number constituting a quorum. At such time as the member does attend a meeting, that person will immediately again be considered a member for purposes of calculating the number constituting a quorum. In no event may the quorum consist of less than one-third of the voting members of the Committee.



## Town of FOUNTAIN HILLS

September 3, 2013

Members of the MAG Regional Council  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue #300  
Phoenix, AZ 85003

Dear MAG Members:

I am writing to communicate my interest in serving on the MAG Economic Development Committee as the representative for the newly created East Valley seat. I believe that this committee performs a valuable function and that I can be of assistance to it.

Through my roles as a member and Board Chair of the Fountain Hills Chamber of Commerce and the Lafayette, N.J. Planning and Zoning Commission, I developed an appreciation for the need for economic development and spent considerable time promoting such development. As mayor of Fountain Hills, I have made economic development one of my top priorities along with infrastructure maintenance and development.

Over the years, I have gained considerable expertise and knowledge in the areas of both economic development and infrastructure through my research, attendance at meetings, interaction with staff and private sector interests and political action. I would like to apply this background and knowledge to the needs of Maricopa County, as a member of the MAG Economic Development Committee.

Please feel free to contact me, should you have any questions.

Respectfully,

Linda M. Kavanagh  
Mayor, Town of Fountain Hills



45145 W. Madison Ave.  
P.O. Box 610  
Maricopa, AZ 85139  
Ph: 520.568.9098  
Fx: 520.568.9120  
[www.maricopa-az.gov](http://www.maricopa-az.gov)

July 11, 2013

Mayor Scott Smith  
Chair  
Maricopa Association of Governments  
302 North First Avenue, Suite 300  
Phoenix, AZ 85003

Dear Mayor Smith:

Please accept this letter as my formal request to be considered for appointment to the Pinal County seat of the Economic Development Committee. As a newer member of the Maricopa Association of Governments, I represent a city that is one of the key players in the economic development of Pinal County. Maricopa's membership in MAG emphasizes the reality that MAG is more than Maricopa County. As the Economic Development Committee moves forward in its task of developing regional opportunities, I bring to the table a unique perspective of how MAG's existing and future economic development network can expand beyond its traditional boundaries. I believe that my vision of regionalism, along with my direct experience with working to maintain and develop Maricopa's economic viability, makes me distinctively suited to work within this policy committee and to bring both practical experience and an expanded sense of what is possible.

I look forward to the opportunity to serve the Maricopa Association of Governments in this important capacity. Thank you for your consideration.

Sincerely,

Christian Price  
Mayor

**JERRY P. WEIERS**  
5850 W. Glendale Avenue  
Glendale, AZ 85301



Phone (623) 930-2260  
Fax (623) 937-2764

Mayor  
City of Glendale

September 3, 2013

Mayor Scott Smith  
Chairman, Maricopa Association of Governments  
302 North 1st Avenue, Suite 300  
Phoenix, Arizona 85003

Dear Mayor Smith:

I am writing to respectfully request that the MAG Executive Committee consider recommending me to fill the newly created west valley seat on the Economic Development Committee.

As the 5<sup>th</sup> largest city in the state and the largest city in the west valley, Glendale's voice needs to be included in the conversation when the Economic Development Committee discusses important policy matters and economic development strategies. Additionally, I feel that my personal background as a small business owner will allow me to add a unique perspective on the Arizona business climate. Further, my experience as a former state legislator will be an asset to the Committee as I can share insight on economic development activities at the state level and leverage my relationships with my former legislative colleagues to pursue any jointly coordinated efforts with our state government.

I look forward to working with you and the other members of the committee. Thank you very much for your consideration.

Sincerely,

Jerry P. Weiers  
Mayor

CC: Dennis Smith, Executive Director  
Brent Stoddard, Glendale Intergovernmental Programs Director



September 9, 2013

Mr. Dennis Smith  
Executive Director  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue  
Phoenix, AZ 85003

Dear Mr. Smith:

On behalf of Arizona State University, I write to confirm my designation of Ms. Angela Creedon, assistant vice president for Community Relations in the Office of Public Affairs, as my representative on the Maricopa Association of Governments' Economic Development Committee. Angela's experience, energy and creativity will make her an asset to MAG, and ASU looks forward a positive collaboration. Should you have any questions, please feel free to contact me at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Michael Crow".

Michael M. Crow  
President

MMC:dq  
/c

c: Angela Creedon

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2013

**SUBJECT:**

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

**SUMMARY:**

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

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

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

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

- If an agency does not show continuous progress for a second time on project development and it is in their control, the project is deleted.
- Project development actions that are 'in an agency's control' refer to actions for which a project sponsor has decision making authority, such as the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency's boundaries, such as developer or other agency projects.
- If there is not continuous progress on the project due to external factors that are not within a project sponsor's control, the decision to continue, reschedule, or delete a project will be based on the following factors:
  - ▶ Identification and explanation of specific problems or issues beyond the control of the

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

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

**PUBLIC INPUT:**

None.

**PROS & CONS:**

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

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Approval of a second deferral for the construction phase of the Dove Valley Paving Project.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: On September 11, 2013, the Management Committee recommended approval of a second deferral.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair  
# George Hoffman, Apache Junction  
Charlie McClendon, Avondale  
# Stephen Cleveland, Buckeye

\* Gary Neiss, Carefree  
Rodney Glassman, Cave Creek  
Rich Dlugas, Chandler  
Charles Montoya, Florence

- \* Phil Dorchester, Fort McDowell Yavapai Nation  
Ken Buchanan, Fountain Hills  
Rick Buss, Gila Bend
- \* David White, Gila River Indian Community  
Patrick Banger, Gilbert  
Brent Stoddard for Brenda S. Fischer, Glendale  
Brian Dalke, Goodyear  
Rosemary Arellano, Guadalupe  
Darryl Crossman, Litchfield Park  
Paul Jepson for Trisha Sorensen, City of Maricopa  
Miranda DeWitt for Christopher Brady, Mesa  
Jim Bacon, Paradise Valley  
Jeff Tyne for Carl Swenson, Peoria

- David Cavazos, Phoenix
- # Greg Stanley, Pinal County  
John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community  
Brad Lundahl for Fritz Behring, Scottsdale  
Chris Hillman, Surprise  
Andrew Ching, Tempe
- \* Reyes Medrano, Tolleson  
Joshua Wright, Wickenburg  
Jeanne Blackman, Youngtown
- \* John Halikowski, ADOT  
John Hauskins for Tom Manos, Maricopa County  
Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA

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

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

MEMBERS ATTENDING

- Avondale: Kristen Sexton for David Fitzhugh
- Glendale: Debbie Albert, Acting Chair
- ADOT: John Nelson for Floyd Roehrlich
- Buckeye: Jose Heredia for Scott Lowe
- # Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Jorge Gastelum for Sue McDermott
- Fountain Hills: Randy Harrel
- \* Gila Bend: Eric Fitzer
- \* Gila River: Steven Johnson
- Gilbert: Dawn Irvine for Leah Hubbard
- \* Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- \* Maricopa (City): Paul Jepson

- Maricopa County: Lynne Hilliard for John Hauskins
- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina for Rick Naimark
- \* Queen Creek: Troy White
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Dick McKinley for Terry Lowe
- Tempe: Shelly Seyler
- Valley Metro: Wulf Grote John Farry
- Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson for Jeanne Blackman

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Catherine Hollow, Tempe  
FHWA: Ed Stillings

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

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

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

**MEMBERS ATTENDING**

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

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

**CONTACT PERSON:**  
Stephen Tate, 602.254.6300

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2013

**SUBJECT:**

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

**SUMMARY:**

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

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

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

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

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

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

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

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

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

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

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

#### Enhanced Transit Scenario

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

#### Transit Supply Scenario

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

#### Refined Transit Supply Scenario

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

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

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

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

**PUBLIC INPUT:**

The study process included seven stakeholder meetings and two public/private business meetings to define sustainable transportation for the MAG region, and coordinate findings, create useful tools and products from the study. There was no public comment at the August 29, 2013, Transportation Review Committee meeting, nor the September 11, 2013 MAG Management Committee.

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

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

**PRIOR COMMITTEE ACTIONS:**

This item is on the September 18, 2013, MAG Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On September 11, 2013, the MAG Management Committee recommended acceptance of the Sustainable Transportation Land Use Integration Study recommendations, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration evaluation criteria and process, as appropriate.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- # Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Rodney Glassman, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- \* Phil Dorchester, Fort McDowell Yavapai Nation

- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park

Paul Jepson for Trisha Sorensen,  
 City of Maricopa  
 Miranda DeWitt for Christopher Brady,  
 Mesa  
 Jim Bacon, Paradise Valley  
 Jeff Tyne for Carl Swenson, Peoria  
 David Cavazos, Phoenix  
 # Greg Stanley, Pinal County  
 John Kross, Queen Creek  
 \* Bryan Meyers, Salt River Pima-Maricopa  
 Indian Community

Brad Lundahl for Fritz Behring, Scottsdale  
 Chris Hillman, Surprise  
 Andrew Ching, Tempe  
 \* Reyes Medrano, Tolleson  
 Joshua Wright, Wickenburg  
 Jeanne Blackman, Youngtown  
 \* John Halikowski, ADOT  
 John Hauskins for Tom Manos,  
 Maricopa County  
 Jyme Sue McLaren for Steve Banta,  
 Valley Metro/RPTA

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

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

MEMBERS ATTENDING

Avondale: Kristen Sexton for David Fitzhugh  
 Glendale: Debbie Albert, Acting Chair  
 ADOT: John Nelson for Floyd Roehrich  
 Buckeye: Jose Heredia for Scott Lowe  
 # Cave Creek: Ian Cordwell  
 Chandler: Dan Cook  
 El Mirage: Jorge Gastelum for Sue  
 McDermott  
 Fountain Hills: Randy Harrel  
 \* Gila Bend: Eric Fitzer  
 \* Gila River: Steven Johnson  
 Gilbert: Dawn Irvine for Leah Hubbard  
 \* Goodyear: Cato Esquivel  
 Litchfield Park: Woody Scoutten  
 \* Maricopa (City): Paul Jepson

Maricopa County: Lynne Hilliard for  
 John Hauskins  
 Mesa: Jeff Martin for Scott Butler  
 \* Paradise Valley: Jim Shano  
 Peoria: Andrew Granger  
 Phoenix: Ray Dovalina for Rick Naimark  
 \* Queen Creek: Troy White  
 Scottsdale: Todd Taylor for Paul Basha  
 Surprise: Dick McKinley for Terry Lowe  
 Tempe: Shelly Seyler  
 Valley Metro: Wulf Grote John Farry  
 Wickenburg: Vince Lorefice  
 Youngtown: Grant Anderson for Jeanne  
 Blackman

EX-OFFICIO MEMBERS ATTENDING

\* Street Committee: Charles Andrews,  
 Avondale  
 \* ITS Committee: Catherine Hollow, Tempe  
 FHWA: Ed Stillings

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

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

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

MEMBERS ATTENDING

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

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

**CONTACT PERSON:**

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



# ► Sustainable Transportation & Land Use Integration Study

## Key Recommendations and Tools

July 2013



SUSTAINABLE TRANSPORTATION  
& LAND USE INTEGRATION STUDY



# 1. Project Overview

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

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

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

## DEFINITION

### SUSTAINABLE TRANSPORTATION

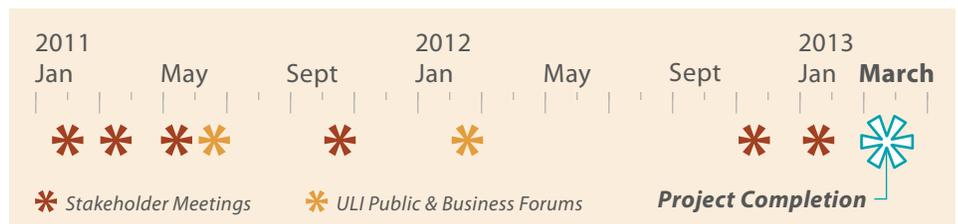
“A transportation system that supports prosperity in Maricopa County by providing a variety of mobility options, offering walkable communities throughout the region and locating high capacity transit that will be chosen by households and businesses seeking excellent access to local and regional destinations.”

*ST-LUIS Stakeholder Group*

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

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

Figure 1: ST-LUIS Meetings and Forums



## 2. Achieving Sustainable Transportation - Key ST-LUIS Recommendations

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

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

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

## 3. Key ST-LUIS Findings

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

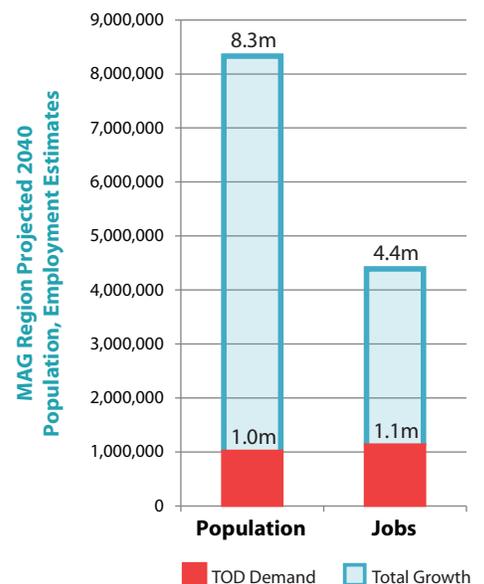
### 3.1 TOD Demand Will Be Driven by Projected Regional Growth in Population and Jobs, and Supported by Demographic Shifts

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

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

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

Figure 2: Regional Population and Employment Projections



Source: Woods and Poole; MAG; Strategic Economics 2011

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

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

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

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

### 3.3 Strategic Corridor Modifications Improve Transit Productivity

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

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

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

### 3.5 Existing Conditions Drive the Pathway for Future HCT Service

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

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

#### PRIMARY HCT SCREENING CRITERIA

Total Residents

Percent Minority Population

Percent Low-Income Households (under \$20,000 per year)

Total Jobs

Transit-Supportive Job Density (jobs / acre)

Transit-Supportive Density (jobs + residents / acre)

Average Daily Weekday Boardings

Average Daily Weekday Boardings / Mile

# 4. Project Summary

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

## 4.1 RESEARCH & ANALYSIS

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

### Investigating the Opportunity for TOD

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

Through this investigation it was found that:

- **The commute trip is a critical factor in transit productivity.** Though work trips are less than

20% of total trips, work trips make up close to 60% of transit trips nationally.

- **Some business sectors are more likely to be near transit than others.** Jobs in industry sectors that have a tendency to cluster near transit include: Government; Information; Finance and Insurance; Real Estate; Professional, Scientific and Technical Services; Management of

Companies and Enterprises; Arts, Entertainment, and Recreation; and Accommodation and Food Services (based on national studies from the Center for Transit-Oriented Development).

- National research shows that **higher job density at station areas has a greater impact on increasing ridership** than does higher residential density, though both factors build transit use.

Table 1: ST-LUIS Activities and Outcomes

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

*“The Phoenix Metro region has historically ignored the business community in this conversation. ST-LUIS has been instrumental in moving this conversation forward in terms of understanding the role that employment plays in public transportation.”*

**Dena Belzer**  
ULI Forum 2

## Key Factors Impacting Transit Ridership

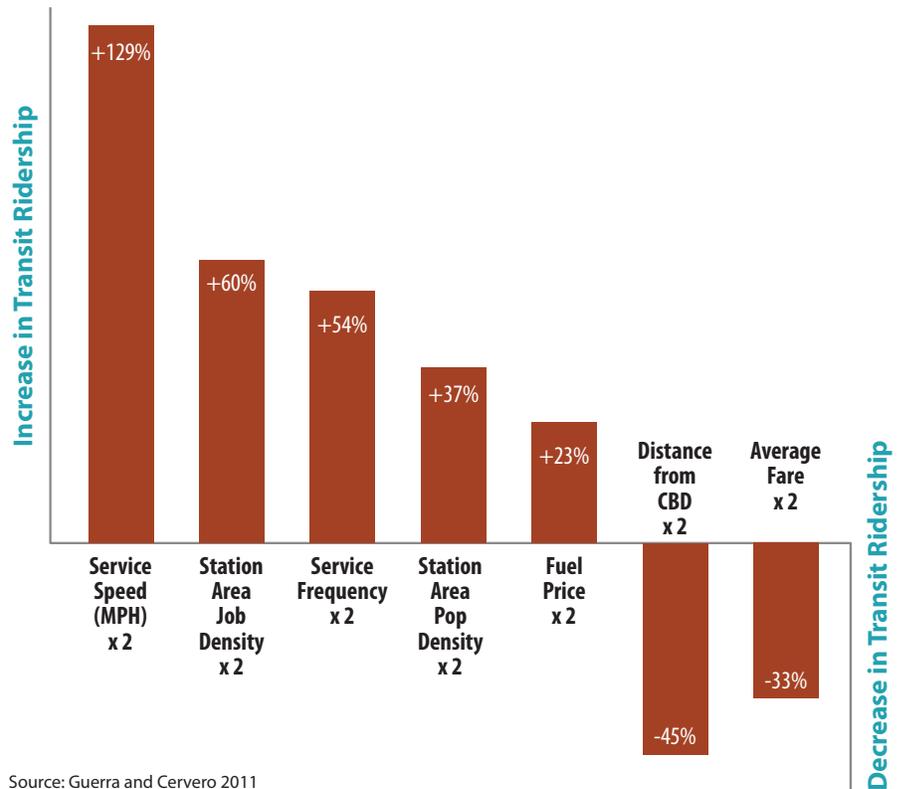
Academic research and practical experience have identified factors having significant impact on transit ridership.

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

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

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

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



Source: Guerra and Cervero 2011

## Shifting Demographic Trends

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

National studies have demonstrated a growing demand for housing in compact, “walkable” neighborhoods near transit. Many households are interested in compact housing types in pedestrian-oriented neighborhood with good access to amenities, transportation options, and shorter commutes. TOD demand nationally in

the coming decades will be influenced by a variety of trends:

1. **An increasing number of smaller households:** 79 million Baby Boomers (who prioritize public transportation, walkability, and access to amenities, and are more receptive to living in smaller housing units on smaller lots) are approaching retirement.
2. **Changing consumer preferences among Millennials and knowledge workers toward authentic**

### places and convenient lifestyles:

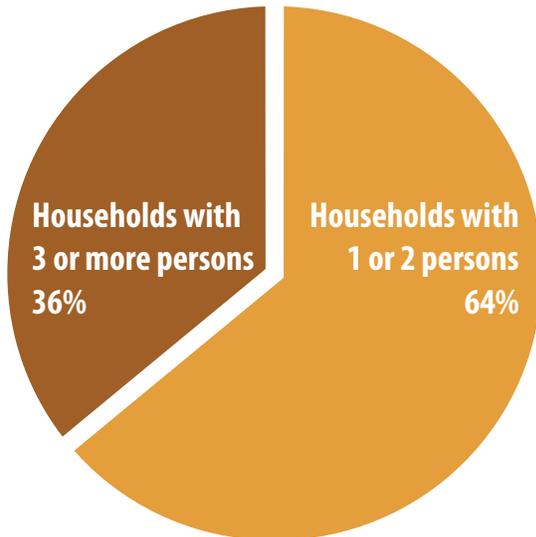
85 million Echo Boomers (who prefer walkable, mixed use neighborhoods short commutes) will enter the housing market for the first time.

3. **Disincentives to driving** including high gas prices, drive the search for alternatives to single-occupancy vehicle trips/commutes.

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

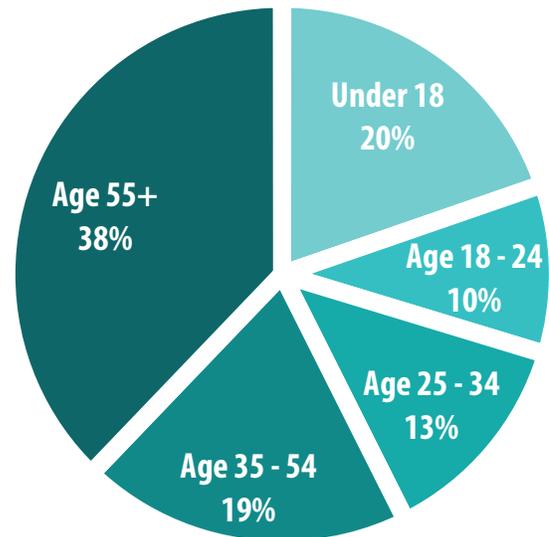
Figure 4: 2010-2040 Regional Growth Characteristics

### Population Growth by Household Type Maricopa County 2010-2040



Source: Woods and Poole, Strategic Economics 2011

### Population Growth by Age Maricopa County, 2010-2040



#### Sources:

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

## Future Success Means Responding to Today's Challenges

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

Infill development at TOD and walkable densities is hindered in some locations by zoning that allows densities in excess of those currently supported

by the real estate market. In addition, the region has significant supply of underutilized built space as well as vacant properties available which may slow TOD development.

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

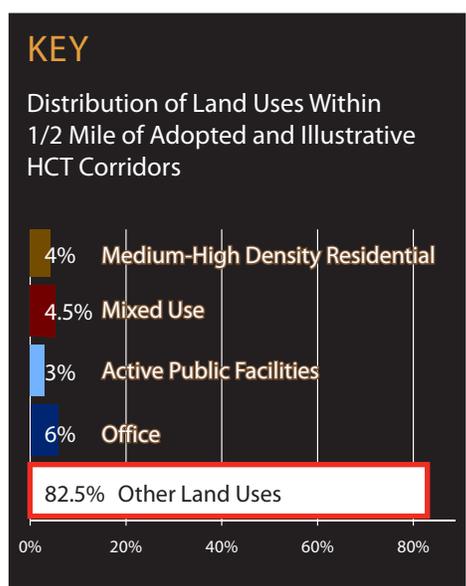
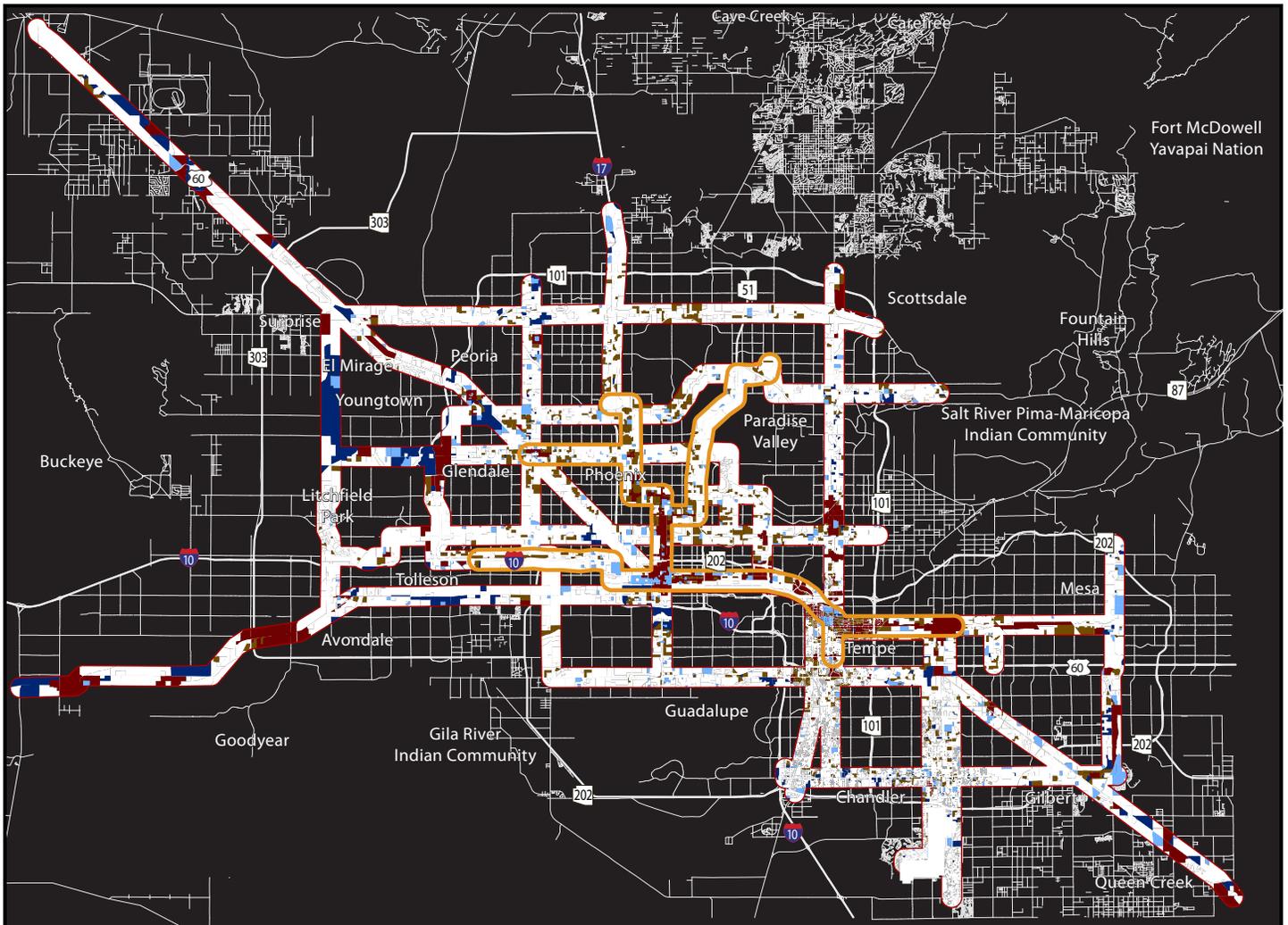


Figure 5: 2010 Regional Transportation Plan (RTP) Illustrative HCT Corridors & 2009 General Plan Land Uses



## 4.2 SCENARIO PLANNING AND MODELING

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

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

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

ST-LUIS Scenario Planning has been a valuable tool for investigating policy and investment options. MAG and partner agencies may wish to address some of the limitations of Scenario

Planning in future activities. Table 2 explains what ST-LUIS Scenario Planning does and doesn’t accomplish.

### Shared Scenario characteristics

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

The scenarios reflect:

- Expected regional population growth to over 8 million people
- Results of ST-LUIS analysis of candidate HCT corridors (from the Regional Transit Framework Study—RTFS)

- Investigation of real estate market, transit-supportive job sectors, location and density of existing job centers
- Use of ST-LUIS place types to streamline scenario design

*“The winning strategy is about differentiation rather than everybody doing standard out-of-the-box TOD. The path of success is different for every community.”*

**Ellen Greenberg**  
ULI Forum 2

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

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

## ST-LUIS Place Types

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

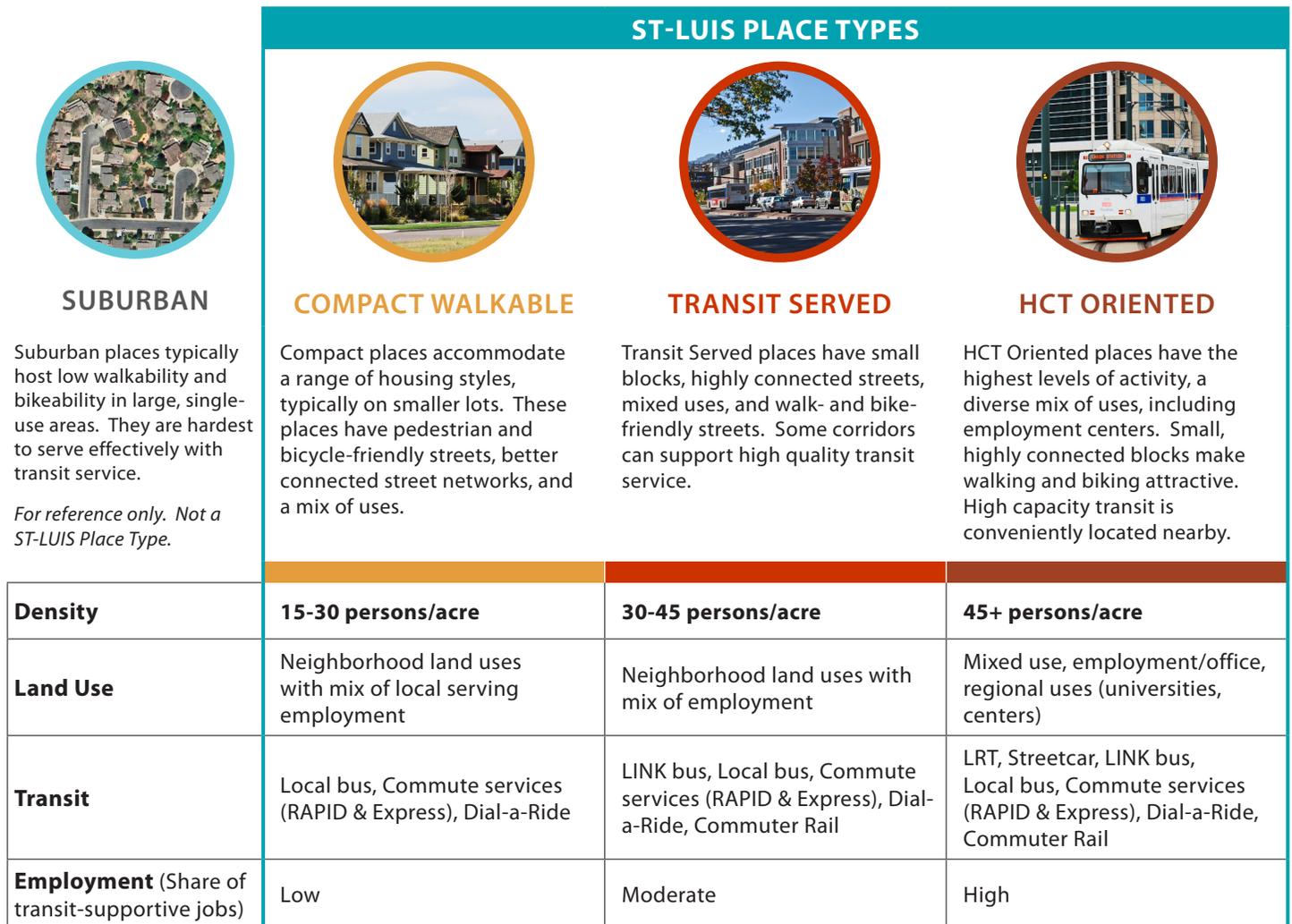
### Factors in designing place types:

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

### Factors in applying place types:

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

Figure 6: ST-LUIS Place Type Overview



## ST-LUIS Scenarios

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

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

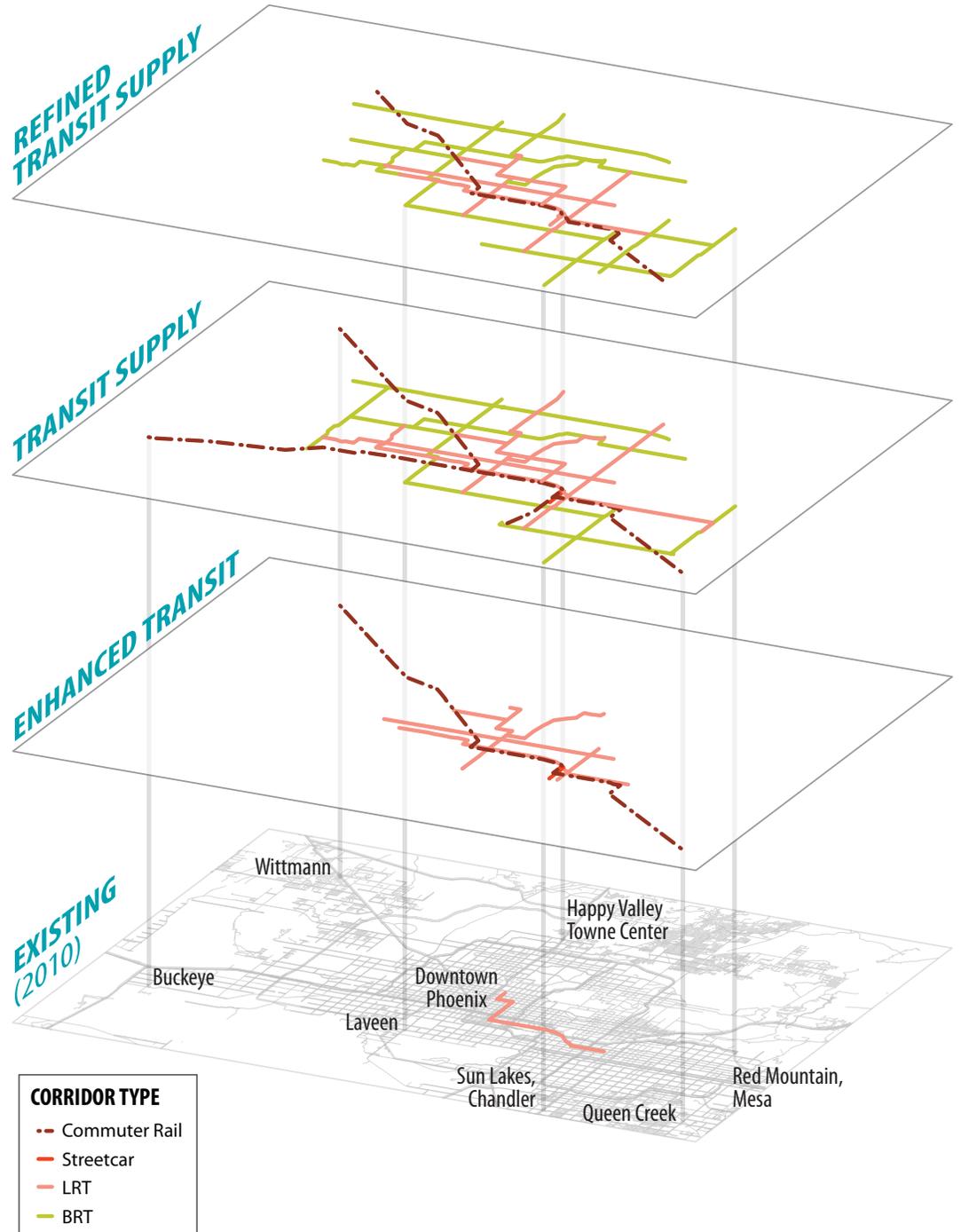
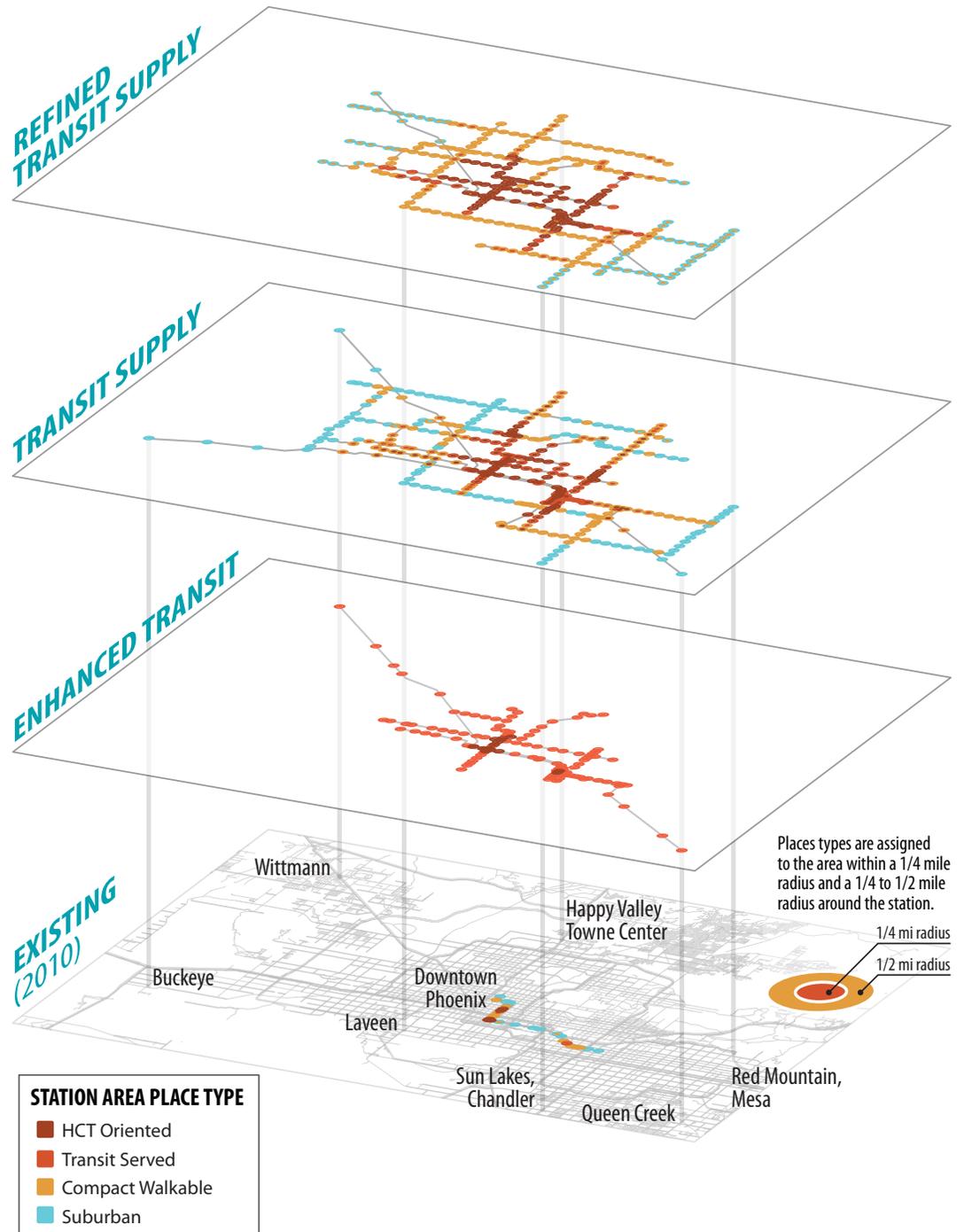


Figure 8 depicts the station area place type assignments for each scenario. Place types for may differ between the inner (1/4 mile radius) and outer (1/4 to 1/2 mile radius) station areas.

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



## Scenario Modeling Results

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

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

was fully absorbed. This imbalance between supply and demand for TOD contributes to the lower productivity of the larger HCT systems.

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

### PLACE TYPES

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

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

COMPACT WALKABLE  
 CW

TRANSIT SERVED  
 TOD

HCT ORIENTED  
 TOD

Table 3: Scenario Characteristics

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

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

### Scenario Modeling Key Findings

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

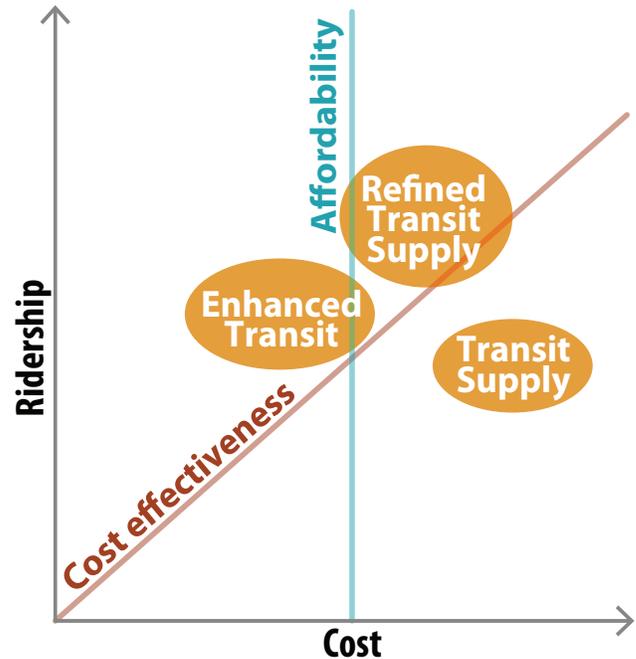


Figure 9: Conceptual Scenario Cost Effectiveness and Affordability Curves

Table 4: Scenario Summary

ST-LUIS SCENARIO	COMPARISON TO 2013 HCT NETWORK	MODE IN ST-LUIS NETWORK	STATION AREA PLACE TYPES	WHAT WE LEARNED FROM THE MODELING RESULTS
<b>Enhanced Transit</b>	Modest Expansion	HCT (LRT, Streetcar, Commuter Rail) Feeder bus	Transit served and high capacity transit oriented place types forecast by ST-LUIS Market Analysis	<ul style="list-style-type: none"> <li>• Highest productivity</li> <li>• Best fit with TOD demand</li> <li>• Lowest cost</li> <li>• Least geographic coverage</li> <li>• Lowest total ridership</li> </ul>
<b>Refined Transit Supply</b>	Generous Expansion	HCT (LRT, Streetcar, Commuter Rail)	Transit served and high capacity transit oriented place types forecast by ST-LUIS Market Analysis	<ul style="list-style-type: none"> <li>• 2nd highest productivity</li> <li>• 2nd poorest fit with TOD demand</li> <li>• 2nd highest cost</li> <li>• Good geographic coverage</li> <li>• 2nd highest ridership</li> </ul>
<b>Transit Supply</b>	Very Generous Expansion	BRT (with and without dedicated guideway) Feeder bus	Compact Walkable and/or suburban land uses where TOD land uses unlikely to be achieved	<ul style="list-style-type: none"> <li>• Lowest productivity</li> <li>• Poorest fit with TOD demand</li> <li>• Highest cost</li> <li>• Excellent geographic coverage</li> <li>• Highest total ridership</li> </ul>

## 4.3A TOOLS - ONE SIZE DOESN'T FIT ALL

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

### ST-LUIS Place Types

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

The place types can be used:

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

Some characteristics are common to all three place types. All depend on

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

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

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



### COMPACT WALKABLE

15-30 persons/acre



### TRANSIT SERVED

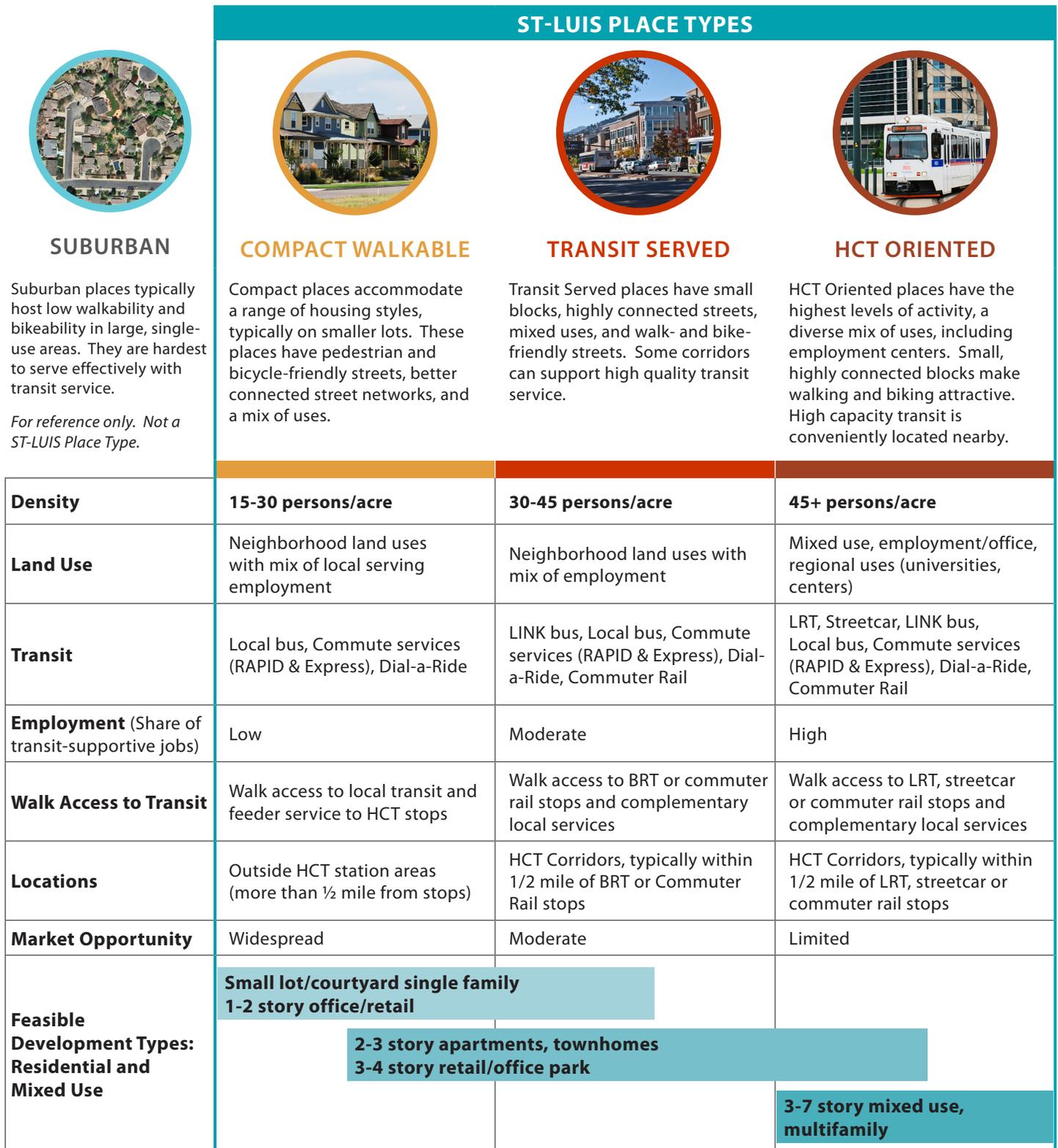
30-45 persons/acre



### HCT ORIENTED

45+ persons/acre

Figure 10: Place Type Characteristics



## Local Toolkit: Pathway Tools

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

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

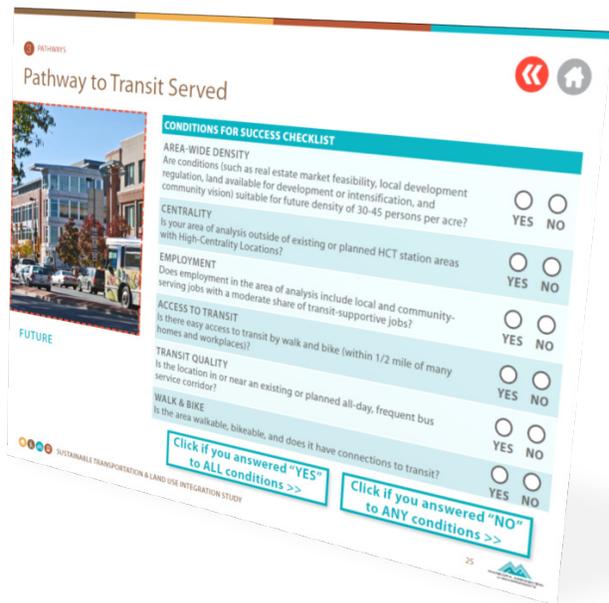
- ... Communities choosing to transition to integrated land use, urban design and mobility systems,
- ... Responding to market demand
- ... And supported by the actions of regional agencies,
- ... With the aim of moving toward sustainable transportation.

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

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

### Pathway Tool 1: Community Pathways to Sustainable Transportation Interactive Tool

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



### Pathway Tool 2: Development Prototypes Catalogue

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

## Regional HCT Corridor Evaluation and Scenario Planning Process

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

The STLUIS HCT Corridor Evaluation and Scenario Planning Process included:

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

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

## 4.3B STRATEGIES - MOVING TOWARD SUSTAINABLE TRANSPORTATION

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

### Strategy 1: Redefine Regional Projects

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

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

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

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

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

- Convene discussions with municipalities and the regional agency regarding local land use and transit commitment and HCT corridors
- Model a combined HCT and upgraded bus system
- Evaluate transit projects as part of overall multi-modal corridor mobility, considering highway, streets, intelligent transportation

systems (ITS), bicycle and pedestrian networks.

- Conduct more detailed corridor planning
  - Targeted corridor modifications (extent and alignment)
  - Recognize existing conditions
  - Reconcile ST-LUIS evaluation criteria with federal funding guidelines
- Complement corridor-level planning with strategic planning for nodal development
- Address commuter rail place types and appropriate densities/land use

*“Phoenix’s light rail is already a success. We should be looking at TOD as an opportunity to plan long term.”*

**Mayor Scott Smith (Mesa)**  
ULI Forum 1

*“My suggestion to MAG and Valley Metro is to embrace the development community more actively, as well as the brokerage community, learn where the employment centers are, where those employees live, and create appropriate mechanisms to move those people that would encourage them to take mass transit.*

*Look at the airlines. Do they have one size plane for every market? No. Look at our bus system, how many different bus sizes do we have?”*

**Mark Singerman**  
ULI Forum 2

### Strategy 3: Upgrade Transit Services

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

High quality transit is bus or rail service that provides all day (peak and off-peak) service with a long span of service and frequencies of at least 15 minutes during daytime hours, with high reliability, safety and customer experience, providing access to job centers and other major regional destinations. In conjunction with quality transit service, transit signal priority, queue jump lanes, bulb outs,

stop consolidation, in-line management strategies, and technology upgrades can aid network productivity. Table 5 describes key characteristics for ST-LUIS transit modes. These high quality services should be complemented by an array of services serving local and focused markets such as those in the list below. The complementary services will not all have the characteristics of all-day frequent service.

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

services similar to LINK, as well as more capital-intensive BRT with dedicated guideways and rail-like amenities.

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

Table 5: ST-LUIS Transit Service Characteristics Assumptions

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

*“We can plan all we want. The market decides where development goes.”*

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

**Participants**

ULI Forum 1

## Strategy 4: Support Municipal Action

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

**1. Support transition to walkable communities** with densities, transportation and urban form characteristics included in the ST-LUIS place types. The ST-LUIS Community

Pathways to Sustainable Transportation interactive tool (see page 17) focuses on these strategies, highlighting the following factors:

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

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

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

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

**James Lundy**

ULI Forum 1

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

	FIRST STEPS
<b>Improve walkability</b>	<ul style="list-style-type: none"> <li>Remove barriers to transit stops and stations</li> <li>Develop contiguous walking paths and sidewalks that connect to local and regional networks</li> <li>Provide clearly marked pedestrian crossings and traffic signals with countdown signals</li> <li>Provide bulb outs and wider medians to reduce effective crossing distance</li> </ul>
<b>Increase speed and reliability</b>	<ul style="list-style-type: none"> <li>Include signal priority, in-lane transit stops, and transit-only lanes in corridor planning and capital investments</li> <li>Synchronize traffic signals with bus schedules to improve speed and reliability</li> <li>Improve coordination between traffic operations control centers and transit operators</li> </ul>
<b>Improve waiting areas</b>	<ul style="list-style-type: none"> <li>Invest in covered shelters, seating, landscaping, and other rider amenities</li> <li>Provide real-time transit arrival information</li> <li>Prioritize maintenance and upkeep of waiting areas</li> </ul>

**4. Tailor regulations and design guidelines for infill opportunities.**

Real estate industry representatives who participated in the study emphasized the need for regulations and guidelines specifically addressing

typical infill conditions, such as small parcel sizes that may not satisfy standard on-site parking standards. Locations within HCT station areas will warrant reduced parking requirements.

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

**Beyond the Study - Next Steps**

MAG and municipalities are already involved in many supportive activities that move the recommendations and strategies of the ST-LUIS forward. The region will need to continue to move

forward and answer questions not resolved through the project. These include:

- More detailed planning activities
- Continued emphasis on implementation activities

supporting the transition to walkable communities and TOD

- Implementation of a walk/bike/transit system that supports transitions to walkable communities and sustainable transportation

# Glossary

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

## Glossary (*continued*)

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



# ST-LUIS Project Materials

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

## ST-LUIS PROJECT WEBSITE

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

## RESOURCES: LOCAL TOOLKIT

Community Pathways to Sustainable Transportation Interactive Tool  
Development Prototypes Catalogue

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

## WORKING PAPERS & MEMORANDA

Working Paper One - Regional Transportation Framework and Issues

Working Paper Two - Moving Toward Sustainable Transportation

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

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

Working Paper Four: Study Recommendations Report

MAG ST LUIS – Market Study Memorandum

MAG ST LUIS – Employment Analysis Memorandum

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

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## IMAGE CREDITS

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Dated: August 21, 2013.

Linda Arrington,

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

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

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

### Proposed Consent Decree, Clean Air Act Citizen Suit

**AGENCY:** Environmental Protection  
Agency (EPA).

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

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

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

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

**FOR FURTHER INFORMATION CONTACT:** Geoffrey L. Wilcox, Air and Radiation Law Office (2344A), Office of General Counsel, U.S. Environmental Protection Agency, 1200 Pennsylvania Ave. NW.,

Washington, DC 20460; telephone: (202) 564-5601; fax number (202) 564-5603; email address: [wilcox.geoffrey@epa.gov](mailto:wilcox.geoffrey@epa.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Additional Information About the Proposed Consent Decree

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

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

For a period of thirty (30) days following the date of publication of this

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

##### II. Additional Information About Commenting on the Proposed Consent Decree

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

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

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

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

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

*B. How and to whom do I submit comments?*

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

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

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

Dated: August 20, 2013.

**Lorie J. Schmidt,**

*Associate General Counsel.*

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

BILLING CODE 6560-50-P

**ENVIRONMENTAL PROTECTION AGENCY**

[FRL-9900-45-OA]

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

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

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

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

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

**SUPPLEMENTARY INFORMATION:**

*Background:* The SAB (42 U.S.C. 4365) is a chartered Federal Advisory Committee that provides independent scientific and technical peer review, advice, consultation, and recommendations to the EPA Administrator on the technical basis for EPA actions. As a Federal Advisory Committee, the SAB conducts business in accordance with the Federal Advisory Committee Act (FACA) (5 U.S.C. App. 2) and related regulations. The SAB Chemical Assessment Advisory Committee (CAAC) is a subcommittee of the SAB that provides advice through the chartered SAB regarding assessments of environmental chemicals available on EPA's Integrated

Risk Information System (IRIS). The SAB and the CAAC, augmented with additional experts, will comply with the provisions of FACA and all appropriate SAB Staff Office procedural policies.

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

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

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

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

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

### VII. Statutory and Executive Order Reviews

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

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

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

#### List of Subjects in 40 CFR Part 52

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

Dated: August 8, 2013.

Shaun L. McGrath,

Regional Administrator, Region 8.

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

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

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

#### Revisions to the Arizona State Implementation Plan, Maricopa County Area

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

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

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

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

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

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

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

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

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

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  - A. What rules did the State submit?
  - B. Are there other versions of these rules?
  - C. What is the purpose of the submitted rules?
- II. EPA's Evaluation and Action.
  - A. How is EPA evaluating the rules?
  - B. Do the rules meet the evaluation criteria?
  - C. EPA Recommendations to Further Improve the Rules
  - D. Public Comment and Proposed Action
- III. Statutory and Executive Order Reviews

## I. The State's Submittal

### A. What rules did the State submit?

Table 1 lists the statutes addressed by this proposal with the dates that they

were signed into law by the Governor and submitted by the Arizona Department of Environmental Quality.

TABLE 1—SUBMITTED RULES

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

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

### B. Are there other versions of these rules?

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

### C. What is the purpose of the submitted rules?

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

## II. EPA's Evaluation and Action

### A. How is EPA evaluating the rules?

Generally, SIP rules must be enforceable (see section 110(a) of the

Act) and must not relax existing requirements (see sections 110(l) and 193).

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

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

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

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

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

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

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

### B. Do the rules meet the evaluation criteria?

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

### C. EPA Recommendations to Further Improve the Rules

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

### D. Public Comment and Proposed Action

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

## III. Statutory and Executive Order Reviews

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

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

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

- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);
- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the Clean Air Act; and
- Does not provide EPA with the discretionary authority to address disproportionate human health or environmental effects with practical, appropriate, and legally permissible methods under Executive Order 12898 (59 FR 7629, February 16, 1994).

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

#### List of Subjects in 40 CFR Part 52

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

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

Dated: August 8, 2013.

**Jared Blumenfeld,**

*Regional Administrator, Region IX.*

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

**BILLING CODE 6560-50-P**

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 50 CFR Part 635

[Docket No. 130402317-3707-01]

RIN 0648-XC611

#### Atlantic Highly Migratory Species; 2014 Atlantic Shark Commercial Fishing Season

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

**ACTION:** Proposed rule; request for comments.

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

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

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

- **Electronic Submission:** Submit all electronic public comments via the Federal e-Rulemaking Portal. Go to [www.regulations.gov/#/docketDetail;D=NOAA-NMFS-2013-0112](http://www.regulations.gov/#/docketDetail;D=NOAA-NMFS-2013-0112), click the "Comment Now!" icon, complete the required fields, and enter or attach your comments.
- **Mail:** Submit written comments to 1315 East-West Highway, Silver Spring, MD 20910. Please mark the outside of the envelope "Comments on the Proposed Rule to Establish Quotas and Opening Dates for the 2014 Atlantic Shark Commercial Fishing Season."
- **Fax:** 301-427-8503, Attn: Karyl Brewster-Geisz or Guý DuBeck.

**Instructions:** Comments sent by any other method, to any other address or individual, or received after the end of the comment period, may not be considered by NMFS. All comments received are a part of the public record

and will generally be posted for public viewing on [www.regulations.gov](http://www.regulations.gov) without change. All personal identifying information (e.g., name, address, etc.), confidential business information, or otherwise sensitive information submitted voluntarily by the sender will be publicly accessible. NMFS will accept anonymous comments (enter "N/A" in the required fields if you wish to remain anonymous). Attachments to electronic comments will be accepted in Microsoft Word, Excel, or Adobe PDF file formats only.

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

#### SUPPLEMENTARY INFORMATION:

##### Background

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

##### Accounting for Under- and Overharvests

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

**2013 Exceedances of the 24-Hour PM-10 Standard by Date**  
(Preliminary Data Through August 26, 2013)

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

**2013 Exceedances of the 24-Hour PM-10 Standard by Monitor**  
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	June 30, 2013	329.2	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Durango	April 8, 2013	209.9	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	303.4	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
	July 2, 2013	193.2	Outflow winds in the morning and late evening from thunderstorms in Pinal County. The maximum south wind speed reached 32 mph with a maximum gust of 43 mph. Three Pinal County PM-10 monitors also recorded exceedances on July 2, 2013.
	August 26, 2013	191.4	Regional dust storm. The maximum south wind speed reached 47 mph with a maximum gust of 56 mph.
Glendale	April 8, 2013	172.7	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	210.8	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Greenwood	April 8, 2013	207.7	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	274.2	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
	August 26, 2013	203.9	Regional dust storm. The maximum south wind speed reached 47 mph with a maximum gust of 56 mph.
Higley	April 8, 2013	211.6	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
South Phoenix	June 30, 2013	294.6	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
South Scottsdale	June 30, 2013	195.8	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Supersite	April 8, 2013	165.9	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	262.1	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Tempe	June 30, 2013	227.7	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
West Chandler	April 8, 2013	234.9	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	189.3	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.

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