

August 19, 2014

TO: Members of the MAG Regional Council

FROM: Mayor Michael LeVault, Town of Youngtown, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 11:30 a.m.
Wednesday, August 27, 2014
MAG Office, Suite 200 - Saguaro Room
302 North 1st 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
August 27, 2014**

COMMITTEE ACTION REQUESTED

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| <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

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| <p>*5A. <u>Approval of the June 25, 2014, Meeting Minutes</u></p> | <p>5A. Review and approval of the June 25, 2014, meeting minutes.</p> |
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TRANSPORTATION ITEMS

*5B. FY 2015 MAG Transportation Alternatives Non-Infrastructure Safe Routes to School Projects

The MAG region receives approximately \$4.4 million per year in Transportation Alternatives funds. Transportation Alternatives funds can be used to fund two categories of projects: (1) Transportation Alternatives Infrastructure and (2) Transportation Alternatives Non-Infrastructure Safe Routes to School (SRTS) projects. Through previous MAG action a total of \$400,000 per year was allocated to fund qualifying SRTS projects that would not involve any road improvements. In January 2014, MAG issued a call for projects for FY 2015-2017. Three project applications were received and recommended, resulting in remaining funds in the amounts of \$285,500 in FY 2015 and \$310,000 in each FY 2016 and FY 2017. Based on the recommendation of the MAG Transportation Safety Committee, MAG issued a second call for SRTS projects, on May 27, 2014, to help expedite the programming of remaining FY 2015 funds and help meet the June 30, 2015, obligation deadline. Projects from the first call for projects, previously programmed in FY 2016 and FY 2017, were eligible to be advanced to FY 2015 and the funding levels for projects were increased from \$45,000 to \$135,000. MAG received a total of five project applications. Two of the projects involved the advancement of previously programmed Transportation Alternatives projects to FY 2015 did not require an evaluation. All applications were reviewed by the Transportation Safety Committee and a recommendation generated on July 22, 2014. This item was recommended for approval on July 31, 2014, by the MAG Transportation Review Committee and on August 6, 2014, by the MAG Management Committee. Another call for SRTS projects in FY 2016 - 2017 is anticipated to be issued early in 2015. Please refer to the enclosed material.

*5C. ADOT Red Letter Process

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

5B. Approval to advance projects to FY 2015 from FY 2016 and FY 2017; of the listed Transportation Alternatives Non-Infrastructure Safe Routes to School projects for fiscal year 2015; and to forward the remaining funds to be programmed in a future year with a January 2015 call for projects.

5C. Information and discussion.

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, 2014, to June 30, 2014. Nine of the 68 notices received have an impact to the state highway system. The Red Letter process was included on the July 31, 2014, MAG Transportation Review Committee agenda and on the August 6, 2014, MAG Management Committee agenda. Please refer to the enclosed material.

*5D. Job Access and Reverse Commute Priority Ranking and Funding Recommendations

On March 26, 2014, the MAG Regional Council approved the Job Access and Reverse Commute (JARC) policy guidelines for inclusion in the Regional Programming Guidelines for Federal Transit Formula Funds. In March 2014, MAG initiated a call for projects for funding under the JARC program. Twenty (20) applications totaling \$3.5 million in funding requests were received. One project was deemed ineligible. On May 5, 2014, an evaluation panel composed of representatives from the MAG Transit Committee interviewed the project applicants and ranked the project applications. On May 8, 2014, the MAG Transit Committee reviewed the project rankings and funding recommendations made by the evaluation panel and requested additional information from MAG staff prior to taking action. On July 10, 2014, after presentation and discussion of three programming options, the Transit Committee recommended approval of funding option number one. Option number one was recommended for approval on July 31, 2014, by the MAG Transportation Review Committee and on August 6, 2014, by the MAG Management Committee. Please refer to the enclosed material.

*5E. MAG Federally Funded, PM-10 Street Sweeper Policy Revision

Member agencies have requested that MAG review the replacement policies for useful life of the federally funded PM-10 certified street sweepers. Many agencies maximize their

5D. Approval of programming the project ranking noted in Option 1.

5E. Approval to revise the MAG policies for determining eligibility for replacement (useful life) of certified PM-10 Street Sweepers.

Revised Policy: PM-10 certified street sweepers are eligible for purchase with Congestion Mitigation and Air Quality Improvement (CMAQ)

equipment by sweeping larger areas, or by increasing the frequency of sweeping for units. Staff researched and developed a proposal that includes an hours used and miles of operation for policy modification consideration. Current Policy: PM-10 certified street sweepers are eligible for purchase with Congestion Mitigation and Air Quality Improvement (CMAQ) funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace a Rule 1186 certified unit that is at least eight years old, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. A modification to the MAG PM-10 Street Sweeper replacement policy was recommended by the MAG Street Committee on June 10, 2014. The revised policy was recommended for approval on July 31, 2014, by the MAG Transportation Review Committee and on August 6, 2014, by the MAG Management Committee. Please refer to the enclosed material.

- *5F. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program and the 2035 Regional Transportation Plan

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on June 25, 2014, and have been modified four times. The FY 2015 Arterial Life Cycle Program (ALCP) was approved on June 25, 2014. Since then there is a need to make project changes. Highway and transit project changes are included in Table A. Arterial Life Cycle Project changes are included in Tables B and C. This item was recommended for approval on July 31, 2014, by the MAG Transportation Review Committee, on August 6, 2014, by the MAG Management Committee, and on August 13, 2014, by the Transportation Policy Committee. Please refer to the enclosed material.

funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace an older Rule 1186 certified unit, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. For replacement of an older Rule 1186 certified unit, the unit must be at least eight years old or have recorded 12,000 hours or 96,000 miles of operation.

- 5F. Approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, to the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

*5G. Revisions to the National Highway System and Principal Arterial Network in the MAG Region

The federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), added 60,000 miles of roadways classified as principal arterials to the National Highway System (NHS). Approximately 850 miles of these roadways are owned by MAG member agencies and fail to meet federal functional guidelines, and are now subject to increased federal regulation. MAG member agencies have requested to remove and reclassify principal arterials as appropriate. Option 2F was recommended for approval on July 31, 2014, by the MAG Transportation Review Committee, on August 6, 2014, by the MAG Management Committee, and on August 13, 2014, by the Transportation Policy Committee. Please refer to the enclosed material.

5G. Approval of the included map Option 2F that updates the functional classification for the Principal and Minor Arterial network and of the modifications in the National Highway System for the MAG region and, as appropriate, to the 2035 Regional Transportation Plan.

AIR QUALITY ITEMS

*5H. MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area

The Maricopa Association of Governments has prepared the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area. In accordance with the Clean Air Act Section 202(a)(6), the Environmental Protection Agency (EPA) made a determination that onboard refueling vapor recovery systems are in widespread use throughout the motor vehicle fleet, effective May 16, 2012. Since Stage II is a duplicative system, this plan revision requests that EPA remove the requirement for Stage II vapor recovery in this area for new gasoline dispensing facilities beginning in 2014 and for existing facilities beginning in October 2016, before a regional disbenefit begins to occur in 2018. On June 3, 2014, a public hearing was conducted on the draft plan and no comments were received. The draft plan was recommended for adoption on June 26, 2014, by the MAG Air Quality Technical Advisory Committee and on August 6, 2014, by the MAG Management

5H. Adoption of the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.

Committee. The complete MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls is posted at the following link on the MAG website:

http://www.azmag.gov/Documents/AQTAC_2014-05-01_DRAFT-MAG-2014-State-Implementation-Plan-Revision-for-the-Removal-of-Stage-II-Vapor-Recovery-Controls-in-the-Maricopa-EightHour-Ozone-Nonattainment-Area.pdf. Please refer to the enclosed material.

*5I. Conformity Consultation

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

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

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

5I. Consultation.

5J. Information and discussion.

ITEMS PROPOSED TO BE HEARD

6. Locally Preferred Alternative and Proposed Major Amendment to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road to the 2035 Regional Transportation Plan

METRO Light Rail and the City of Phoenix are requesting approval of the Locally Preferred Alternative (LPA) for South Central Avenue and to add the five-mile light rail transit (LRT) extension on Central Avenue from Washington/Jefferson to Baseline Road to the 2035 Regional Transportation Plan (RTP). The preliminary estimated capital cost for the project is approximately \$680 million and will be funded through City of Phoenix sales tax funds and potentially, federal funds. No regional Public Transportation Funds/Proposition 400 funds are planned to be used for this project. Adding this project to the RTP requires a major amendment in accordance with A.R.S. 28-6301. The process to implement a major amendment is outlined in A.R.S 28-6353. This requires MAG to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. Following that consultation, the item would be brought back through the MAG process for consideration. This item was recommended for approval on July 10, 2014, by the MAG Transit Committee, on July 31, 2014, by the MAG Transportation Review Committee, on August 6, 2014, by the MAG Management Committee, and on August 13, 2014, by the Transportation Policy Committee. The South Central Corridor Alternatives Analysis Locally Preferred Alternative Report link is available at the following link: <http://www.azmag.gov/Events/Event.asp?CMSID=5712>. Please refer to the enclosed material.

7. Funding for Department of Public Safety Officers to Co-Locate in the Arizona Department of Transportation Traffic Operations Center

At the June 11, 2014, MAG Management Committee meeting, a proposal was discussed to

6. Approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

7. Approval to fund a three-year pilot project, with an evaluation component, to co-locate three Department of Public Safety (DPS) officers and one DPS supervisor in the Arizona Department of Transportation (ADOT) Traffic Operations Center, to equally share the first year cost of \$450,000 and

share funding with the Arizona Department of Transportation (ADOT) of the co-location of Department of Public Safety (DPS) officers in the ADOT Traffic Operations Center (TOC). The Management Committee requested this item be brought back with answers to a number of questions that were asked by committee members. This proposal would implement one element of the near-term improvements strategy for the Interstate 10 and Interstate 17 corridors. It would fund a three-year pilot project for stationing three DPS officers (three eight-hour shifts) and one DPS supervisor at the TOC. It is anticipated that this would lead to improved coordination between ADOT freeway operations and DPS traffic incident management, enabling rapid responses to major traffic incidents including crashes and wrong-way drivers. The total cost estimate for the first year is \$450,000 with annual costs of approximately \$425,000 thereafter. MAG is proposing that the funding for this recommendation be shared equally with ADOT. It is proposed that half of these funds be provided from ADOT federal funds. The MAG portion would come from the current Regional Freeway and Highway Program Management Consultants' budget already received by ADOT. Presently, the Management Consultants provide oversight, environmental, and preliminary engineering services for the freeway program and are funded with the Proposition 400 sales tax. At this point in the implementation of the MAG Regional Freeway and Highway Program, most Management Consultant duties have been completed, and MAG and ADOT staff believe that the funding redirection for the DPS officers can be accommodated without compromising program delivery. Due to the agency priority and urgency of this regional strategy, ADOT has funded a temporary position that has resulted in co-locating one DPS officer at the TOC starting on July 26, 2014. On August 6, 2014, after a presentation and discussion, the MAG Management Committee recommended approval of the three-year pilot project. The project will also include an evaluation component. Please refer to the enclosed material for more information and responses to the questions posed at the June Management Committee meeting.

subsequent annual cost of \$425,000 with ADOT, and to redirect the MAG share from the MAG Regional Freeway and Highway Program Management Consultant funds of \$225,000 for the first year and \$212,000 annually for the second and third years.

8. Appointment of the MAG Economic Development Committee Chair Position

In September 2013, the MAG Regional Council approved increasing the composition of the Economic Development Committee (EDC) to include 18 MAG member agency positions that have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. Due to the immediate past chair of the Regional Council no longer being a current member of the Council, the EDC Chair position is vacant. On July 8, 2014, a memorandum was sent to the MAG Regional Council members soliciting letters of interest for the EDC chair position. One letter of interest, from Mayor John Lewis from the Town of Gilbert, was received. On August 18, 2014, the Executive Committee recommended approval of the appointment of the Economic Development Committee chair position. Please refer to the enclosed material.

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

In September 2013, the MAG Regional Council approved increasing the composition of the Economic Development Committee (EDC) to include eighteen MAG member agency positions that have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. Due to the prescribed seats, such as the Transportation Policy Committee Chair and Vice Chair, appointments of the EDC member agency positions will occur each year at the Regional Council meeting that follows the June annual meeting. On July 8, 2014, a memorandum was sent to the MAG Regional Council members soliciting letters of interest for the member agency positions on the EDC. On August 18, 2014, the Executive Committee recommended approval of the appointments of the Economic Development Committee member agency positions. Please refer to the enclosed material.

8. Approval of the appointment of the Economic Development Committee (EDC) Chair position.

9. Approval of the appointments of the Economic Development Committee (EDC) member agency positions.

10. Representation by Providers of Public Transportation on MPO Boards

A new requirement under the federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), requires transit representation on the governing bodies of Metropolitan Planning Organizations (MPOs) such as MAG. Options for the transit representative position on the MAG Regional Council have been developed. Discussions of the options will be held during August, with action on a recommended option and any associated By-Laws changes brought forward for action during September. This item was heard at the August 6, 2014, MAG Management Committee meeting and the August 18, 2014, MAG Regional Council Executive Committee meeting. Regional Council members will be requested to provide input and direction. Please refer to the enclosed material.

11. Legislative Update

An update will be provided on legislative issues of interest.

12. Request for Future Agenda Items

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

13. 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

10. Information and discussion.

11. Information, discussion, and possible action.

12. Information.

13. Information.

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

June 25, 2014
Sheraton Downtown Phoenix Hotel
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
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| Mayor Michael LeVault, Youngtown, Chair | * Mayor Rebecca Jimenez, Guadalupe |
| Mayor W. J. "Jim" Lane, Scottsdale, Treasurer | Mayor Thomas Schoaf, Litchfield Park |
| * Vice Mayor Robin Barker, Apache Junction | Mayor Christian Price, City of Maricopa |
| Councilmember Kenneth Weise, Avondale | * Supervisor Steve Chucuri, Maricopa County |
| Mayor Jackie Meck, Buckeye | Mayor Alex Finter, Mesa |
| Councilmember Mike Farrar, Carefree | * Mayor Scott LeMarr, Paradise Valley |
| * Councilmember Reginald Monachino, | Mayor Bob Barrett, Peoria |
| 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 |
| * President Ruben Balderas, Fort | Pima-Maricopa Indian Community |
| McDowell Yavapai Nation | Mayor Sharon Wolcott, Surprise |
| * Mayor Linda Kavanagh, Fountain Hills | Mayor Mark Mitchell, Tempe |
| Vice Mayor Chuck Turner for Mayor Steven | * Mayor Adolfo Gamez, Tolleson |
| Holt, Gila Bend | * Mayor John Cook, Wickenburg |
| * Governor Gregory Mendoza, Gila River Indian | Mr. Jack Sellers, State Transportation Board |
| Community | Mr. Joseph La Rue, State Transportation Board |
| Mayor John Lewis, Gilbert | * Mr. Roc Arnett, Citizens Transportation |
| Mayor Jerry Weiers, Glendale | Oversight Committee |
| Mayor Georgia Lord, Goodyear | |

* 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 Michael LeVault at 5:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair LeVault presented Mayor Kenneth Weise, Avondale, with his Regional Council membership certificate.

Chair LeVault welcomed Vice Mayor Chuck Turner as proxy for Mayor Steven Holt, Gila Bend.

Chair LeVault presented the Honorable Marie Lopez Rogers with a Resolution of Appreciation that had been prepared in recognition of her contributions to the MAG region. Former Avondale Mayor Rogers is now a member of the Maricopa County Board of Supervisors. Chair LeVault thanked Supervisor Rogers for her efforts that have been so beneficial to the region. She was applauded by the Regional Council and meeting attendees.

Chair LeVault noted that on June 18, 2014, the Transportation Policy Committee recommended approval of items 5C, 5D, and 5E that were on the Regional Council agenda.

3. Call to the Audience

Chair LeVault 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 LeVault recognized public comment from Ms. Dianne Barker, who stated that the story of her performing a cartwheel at a MAG meeting got national attention. Ms. Barker stated that she had reviewed MAG's liability policy and she remarked that everyone should review their policies to ensure that their facilities have adequate coverage. She extended her congratulations to Mayor Greg Stanton for supporting a Resolution on climate change at the U. S. Conference of Mayors. Mayor Stanton noted that some people say there is no climate change and he added that there is a \$10,000 prize to anyone who can disprove climate change. Ms. Barker stated that cartwheels are her expression of a multimodal lifestyle. She expressed that our position is threatened when it comes to oil. She remarked that there is good news regarding hiring and home sales. Ms. Barker stated that multimodal feels good. Chair LeVault thanked Ms. Barker for her comments.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, did not provide a report in the interest of time.

5. Approval of Consent Agenda

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

Chair LeVault asked members if they had questions or requests to hear a Consent Agenda item individually. None were noted.

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

5A. Approval of the May 28, 2014, Meeting Minutes

The MAG Regional Council, by consent, approved the May 28, 2014, meeting minutes.

5B. Arterial Life Cycle Program Status Report December 2013 - April 2014

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between December 2013 and April 2014. This is the program's nineteenth status report and second published in Fiscal Year 2014.

5C. Draft Fiscal Year 2015 Arterial Life Cycle Program

The MAG Regional Council, by consent, approved (1) the draft FY 2015 Arterial Life Cycle Program and (2) amendments and administrative modifications to the 2035 Regional Transportation Plan and the FY 2014-2018 MAG Transportation Improvement Program, as appropriate. The Regional Transportation Plan (RTP) identified 94 arterial street projects to receive funding from the regional sales tax extension and from MAG federal funds. The Arterial Life Cycle Program (ALCP) serves as the financial management tool to implement these projects. Information contained in the ALCP includes project location, regional funding, fiscal year for work, type of work, status of project, and identification of the lead agency. As part of the ALCP process, lead agencies update project information annually. MAG staff has programmed the draft Fiscal Year (FY) 2015 ALCP based on the updated revenue streams, information provided by lead agencies, and the principles defined in the ALCP Policies and Procedures. The draft Arterial Life Cycle Program and the associated amendments and modifications were recommended for approval on May 29, 2014, by the Transportation Review Committee, on June 11, 2014, by the MAG Management Committee, and on June 18, 2014, by the Transportation Policy Committee.

5D. 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, of actions that defer, delete, advance, and change projects, and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan. The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit status information on the development of their federally funded projects. The Project Development Status Report focuses mainly on projects funded with suballocated Federal Highway Administration funds (Congestion Mitigation and Air

Quality Improvement, Highway Safety Improvement Program, and regionwide Transportation Alternatives). These projects are programmed to obligate in Federal Fiscal Year (FFY) 2015, 2016, and 2017. Also included in the report are Surface Transportation Program projects in Pinal County. The Project Development Status Report identifies the projects that are requesting to be deferred to a later year, to be deleted, or to have funds reprogrammed, and that are projected to obligate based on the schedule submitted. A separate agenda item, Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and to the 2035 Regional Transportation Plan, lists the individual detail of project change line items for the requested amendments and modifications to the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan. This item was recommended for approval on May 29, 2014, by the Transportation Review Committee, on June 11, 2014, by the MAG Management Committee, and on June 18, 2014, by the Transportation Policy Committee.

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

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014, and have been modified two times, with the last modification approved May 28, 2014. Since then there is a need to make project changes. Highway project changes are included in Table C. Project clarifications for the Regional Transportation Plan Freeway Program and member agency projects are also included and may require conformity determination. Final approval will be contingent on a finding of conformity. The conformity consultation is considered as a separate agenda item. General highway and transit project changes that may require a conformity consultation are included in Table D. This item was recommended for approval on May 29, 2014, by the Transportation Review Committee and on June 11, 2014, by the MAG Management Committee, and on June 18, 2014, by the Transportation Policy Committee.

5F. Federal Transit Administration Discretionary Grant - Bus and Bus Facilities, Ladders of Opportunity Initiative

The MAG Regional Council, by consent, approved supporting a proposal to the FTA through the bus and bus facilities 5309 discretionary grant program, for up to 27 buses as part of the regionwide bus replacement schedule and for the service changes to be implemented in October 2014 and 2015. On June 4, 2014, the Federal Transit Administration (FTA) and the U.S. Department of Transportation (DOT) released a notice of funding availabilities (NOFAs) for \$100 million in competitive grant funding from unspent section 5309 Bus and Bus Facilities funds that were authorized under the previous transportation authorization act. This nationwide competitive grant opportunity can be used to "purchase, replace, or rehabilitate transit buses and vans, as well as to modernize or construct bus facilities (such as maintenance depots and intermodal facilities) in urban, suburban, and rural communities. Competitive proposals must also directly address ladders of opportunity for riders, including: enhancing access to work, supporting economic opportunities, and supporting partnerships and coordinated planning." On

June 16, 2014, the MAG Transit Committee recommended supporting up to 27 buses. Proposals are due to the FTA through grants.gov by August 4, 2014.

5G. MAG 2014 Eight-Hour Ozone Plan-Submittal of Marginal Area Requirements for the Maricopa Nonattainment Area

The MAG Regional Council, by consent, adopted the MAG 2014 Eight-Hour Ozone Plan-Submittal of Marginal Area Requirements for the Maricopa Nonattainment Area. The MAG 2014 Eight-Hour Ozone Plan-Submittal of Marginal Area Requirements for the Maricopa Nonattainment Area has been prepared in accordance with Section 182(a) of the Clean Air Act. On May 21, 2012, the Environmental Protection Agency (EPA) designated the Maricopa nonattainment area as a Marginal Area for the 2008 eight-hour ozone standard of 0.075 parts per million. The draft plan addresses the Marginal Area requirements, such as an Emissions Statement, Baseline Emissions Inventory, Periodic Emissions Inventory, Corrections to Pre-1990 Reasonably Available Control Technology, New Source Review, Corrections to Pre-1990 Previously Required Vehicle Inspection and Maintenance Programs, and Transportation Conformity. The Maricopa nonattainment area will have a December 31, 2015 attainment date. EPA assumes that Marginal Areas will be in attainment of the eight-hour ozone standard within three years of designation without any additional control measures. The deadline for plan submittal to EPA is July 20, 2014. On May 15, 2014, a public hearing was conducted on the draft plan. Following the consideration of comments received, the MAG Air Quality Technical Advisory Committee recommended adoption on May 22, 2014. The MAG Management Committee recommended adoption on June 11, 2014.

5H. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arizona Department of Transportation, Valley Metro Rail, and other miscellaneous projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

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

The MAG Regional Council, by consent, approved the new Finding of Conformity for the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, as amended. On January 29, 2014, the MAG Regional Council approved the Fiscal Year 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. Since that time, an amendment to the TIP and 2035 Regional Transportation Plan is required for Arizona Department of Transportation projects in the Freeway Life Cycle Program and for various Arterial Life Cycle Program projects. The amendment only involves projects in Maricopa County. MAG has conducted the conformity analysis for the proposed amendment and the results of the regional emissions analysis,

when considered together with the TIP and RTP as a whole, indicate that the amendment will not contribute to violations of federal air quality standards. On May 8, 2014, a 30-day agency and public review period began on the conformity assessment and amendment. Recently, additional minor revisions were received for several projects. It is important to note that these minor revisions do not impact the regional emissions analysis previously transmitted for consultation on May 8, 2014. A description of the projects with revisions (shaded) is provided in the revised Attachment B. The new Finding of Conformity for the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, as amended was recommended for approval by the MAG Management Committee on June 11, 2014. Comments were requested by June 25, 2014.

5J. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

On May 30, 2014, the Environmental Protection Agency (EPA) signed a notice approving the MAG 2012 Five Percent Plan for PM-10. The plan demonstrated that the measures will reduce emissions by five percent per year and demonstrated attainment of the standard by December 31, 2012. EPA determined that the region has met the standard based upon three years of clean data for 2010-2012, as measured by the air quality monitors. In 2013, there were six exceptional event days due to regional dust storms, thunderstorms and high winds. Documentation for the exceptional event days has been prepared and submitted to EPA for concurrence. In 2014, there was one exceptional event day on May 11, 2014 due to a regional dust storm. In addition, EPA did not propose revisions to the Exceptional Events Rule in April 2014, as originally planned, due to resource constraints.

5K. Regional Coordination to End Domestic Violence

As part of the Protocol Evaluation Project, the Maricopa Association of Governments and Maricopa County Attorney's Office will co-host the Solutions for Safety event on August 12, 2014. The purpose of the event is to explore challenges and develop solutions for enhancing the way the criminal justice system responds to domestic violence. The event invites elected officials, law enforcement, prosecutors, victim advocates and others working to address domestic violence to participate in discussions and action planning to increase victim safety and hold more offenders accountable.

6. MAG 208 Water Quality Management Plan Point Source Update

Julie Hoffman, MAG staff, stated that MAG has been in the process of revising the Point Source section of the MAG 208 Water Quality Management Plan, which describes the preferred wastewater treatment configuration for the region over a 20-year planning horizon. She said that in 1974, MAG was designated by the Governor as the Regional Water Quality Management Planning Agency for the Maricopa County area. It is in this capacity that MAG prepares the 208 Water Quality Management Plan.

Ms. Hoffman stated that the initial 208 Plan was completed in 1979 with major revisions in 1982, 1993, and 2002. She reported that the plan consists of two major elements: the Point Source element and the Nonpoint Source element. Ms. Hoffman stated that the Point Source element describes the preferred wastewater treatment system to serve the wastewater treatment needs of the region over a 20-year time period. The Nonpoint Source element primarily includes a description of regional surface and

groundwater quality, and the federal and state program activities designed to control Nonpoint Source pollution.

Ms. Hoffman stated that the 208 Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment plants in the region. She noted that consistency with the 208 Plan is required for permit approvals. Ms. Hoffman stated that there are two ways to modify the plan outside a major revision: through the 208 Amendment Process or the Small Plant Review and Approval Process.

Ms. Hoffman reported that there have been twenty-two 208 Amendments and six Small Plant Review and Approvals since the plan was last updated in 2002, which have been incorporated into the Point Source Update. She noted that the latest socioeconomic projections and Municipal Planning Area boundaries have been included as well.

Ms. Hoffman stated that the draft descriptions were sent out to the MAG member agencies for their review. The MAG member agencies updated their sections and the draft document was then sent to MAG member agencies in March. Ms. Hoffman stated that the MAG Water Quality Advisory Committee reviewed the document and on April 1, 2014, authorized the public hearing.

Ms. Hoffman stated that since then, comments were submitted by MAG member agencies. She added that these changes were not significant, and the majority of the changes were incorporated into the document prior to it being made available for the 30-day public review period. Ms. Hoffman stated that all of the comments received after the April 1, 2014, Water Quality Advisory Committee meeting are addressed in the response to comments provided in the agenda packet.

Ms. Hoffman reported that the Point Source Update includes 122 wastewater treatment facilities. There are 35 new facilities added to the 208 Plan through 208 Amendments and Small Plant Review and Approvals. Two additional future facilities, the Special Planning Area 6 facility in Surprise and the Pecos water reclamation facility in Goodyear, were also added. Ms. Hoffman noted that almost 20 plants are being removed from the Plan.

Ms. Hoffman reviewed the schedule. She noted that immediately following the public hearing, the Water Quality Advisory Committee recommended approval of the Draft MAG 208 Water Quality Management Plan Point Source Update. Ms. Hoffman stated that the MAG Management Committee recommended approval of the Plan on June 11, 2014. She said that the MAG Regional Council is requested to take action, after which MAG would submit it to the State Working Group to make a recommendation to the Arizona Department of Environmental Quality (ADEQ), which after certification, would submit it to the Environmental Protection Agency for approval.

Ms. Hoffman noted that the Arizona Department of Environmental Quality (ADEQ) is currently discussing an update to the State Water Quality Management Plan. This plan was prepared in 1979 and has not been updated since that time. As part of this process, ADEQ is looking at opportunities for streamlining the 208 program. The proposed option being considered by ADEQ would jeopardize the

local control in the MAG 208 Process. MAG staff has expressed concern to ADEQ. We continue to have discussions.

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

Mayor Sharon Wolcott asked for clarification of the roles of member agencies outside of Maricopa County on MAG 208 amendments. Ms. Hoffman stated that MAG serves as the designated Regional Water Quality Management Planning Agency for Maricopa County only. She noted that areas outside Maricopa County are within other planning areas for 208 purposes, for example, Central Arizona Governments serves as the Regional Water Quality Management Planning Agency for Pinal County. Ms. Hoffman stated that MAG works cooperatively with the other Councils of Governments when 208 amendments are near the Maricopa County border. As part of the MAG 208 Process, jurisdictions within three miles of the project are contacted and requested to provide a letter of no objection.

With no further questions, Mayor Bob Barrett moved approval of the MAG 208 Water Quality Management Plan Point Source Update. Mayor Georgia Lord seconded, and the motion passed unanimously.

7. Appointment of Members and Officers for the Transportation Policy Committee

Mr. Dennis Smith reported on March 24, 2014, the Chair of the MAG Regional Council sent a memorandum to Regional Council members requesting letters of interest for the appointment of member agency representatives and officers on the Transportation Policy Committee (TPC). He stated that letters of interest received by MAG were included in the agenda packet as Attachment A, including letters of interest from Chandler Councilmember Jack Sellers for Chair and Glendale Mayor Jerry Weiers for Vice Chair. Mr. Smith added that there were no conflicts for appointments. The Regional Council is requested to appoint the member agency representatives of the TPC and the officer positions.

Mayor John Lewis moved to approve the appointment of the members and officers of the Transportation Policy Committee, according to the letters of interest received as seen in Attachment A. Mayor Georgia Lord seconded, and the motion passed unanimously.

8. Election of Regional Council Officers and Executive Committee Members

Mayor Thomas Schoaf, member of the 2014 MAG Nominating Committee, stated that on May 20, 2014, the MAG Nominating Committee met and made recommendations for the positions of Chair, Vice Chair, Treasurer, and four At-Large Members for the coming year (2014-2015).

Mayor Schoaf reported that the slate recommended by the Nominating Committee, consisting of Mayor Michael LeVault, Town of Youngtown, as Chair; Mayor W. J. "Jim" Lane, City of Scottsdale, as Vice Chair; Mayor Greg Stanton, City of Phoenix, as Treasurer; and Mayor Jackie Meck, City of Buckeye, Mayor Lana Mook, City of El Mirage, Mayor Gail Barney, Town of Queen Creek, and Mayor Mark Mitchell, City of Tempe, as At-Large Members.

Mayor John Lewis moved to elect the Regional Council officers as recommended by the Nominating Committee: Mayor Michael LeVault, Town of Youngtown, as Chair; Mayor W. J. “Jim” Lane, City of Scottsdale, as Vice Chair; Mayor Greg Stanton, City of Phoenix, as Treasurer; and Mayor Jackie Meck, City of Buckeye, Mayor Lana Mook, City of El Mirage, Mayor Gail Barney, Town of Queen Creek, and Mayor Mark Mitchell, City of Tempe, as At-Large Members. Mayor Sharon Wolcott seconded, and the motion passed unanimously.

9. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He said that a provision in the current federal transportation legislation, MAP-21, requires that metropolitan planning organizations that serve as a transit management area include a public transit representative on their boards by October 1, 2014. Mr. Pryor noted that guidance by Federal Transit Administration and the Federal Highway Administration has been published in the Federal Register. He added that staff is working on the process for implementing this and will be bringing it back at a future date, probably in September.

Chair LeVault thanked Mr. Pryor for his report. No questions from the Council were noted.

10. 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.

11. 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.

No comments were noted.

Adjournment

There being no further business, the meeting adjourned at 5:35 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

FY 2015 MAG Transportation Alternatives Non-Infrastructure Safe Routes to School Projects

SUMMARY:

The MAG region receives approximately \$4.4 million per year in Transportation Alternatives funds. Transportation Alternatives funds can be used to fund two categories of projects: (1) Transportation Alternatives Infrastructure and (2) Transportation Alternatives Non-Infrastructure Safe Routes to School (SRTS) projects.

Through previous MAG action a total of \$400,000 per year was allocated to fund qualifying SRTS projects that would not involve any road improvements. In January 2014, MAG issued a call for projects for Fiscal Year (FY) 2015-2017. Three project applications were received and recommended, resulting in remaining funds in the amounts of \$285,500 in FY 2015 and \$310,000 in each FY 2016 and FY 2017.

Based on the recommendation of the MAG Transportation Safety Committee, MAG issued a second call for SRTS projects, on May 27, 2014, to help expedite the programming of remaining FY 2015 funds and help meet the June 30, 2015, obligation deadline. Projects from the first call for projects, previously programmed in FY 2016 and FY 2017, were eligible to be advanced to FY 2015 and the funding levels for projects were increased from \$45,000 to \$135,000. MAG received a total of five project applications. Two of the projects involved the advancement of previously programmed Transportation Alternatives projects to FY 2015 did not require an evaluation. Another call for SRTS projects in FY 2016 - 2017 is anticipated to be issued early in 2015.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of the recommended projects will result in the implementation of SRTS projects and SRTS studies. The projects target the 5E's of the core SRTS program – Education, Engineering, Enforcement, Evaluation, and Encouragement – to improve the safety of school children walking and biking to school.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The implementation of SRTS projects and the timely obligation of federal Transportation Alternatives Non-Infrastructure funds programmed by MAG requires close

coordination between local agencies and the Arizona Department of Transportation (ADOT) Local Public Agency Section. ADOT will be the administrator of these projects.

POLICY: None.

ACTION NEEDED:

Approval to advance projects to FY 2015 from FY 2016 and FY 2017; of the listed Transportation Alternatives Non-Infrastructure Safe Routes to School projects for fiscal year 2015; and to forward the remaining funds to be programmed in a future year with a January 2015 call for projects.

PRIOR COMMITTEE ACTIONS:

On August 6, 2014, the MAG Management Committee recommended approval to advance projects to FY 2015 from FY 2016 and FY 2017; of the listed Transportation Alternatives Non-Infrastructure Safe Routes to School projects for fiscal year 2015; and to forward the remaining funds to be programmed in a future year with a January 2015 call for projects.

MEMBERS ATTENDING

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

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

On July 31, 2014, the MAG Transportation Review Committee recommended approval to advance projects to FY 2015 from FY 2016 and FY 2017; of the listed Transportation Alternatives Non-Infrastructure Safe Routes to School projects for fiscal year 2015; and to forward the remaining funds to be programmed in a future year with a January 2015 call for projects.

MEMBERS ATTENDING

- | | |
|-----------------------------------|-------------------------------------|
| Avondale: David Fitzhugh, Chair | ADOT: Brent Cain for Floyd Roehrich |
| Phoenix: Rick Naimark, Vice Chair | Buckeye: Scott Lowe |

- * Cave Creek: Ian Cordwell
- Chandler: Mike Mah for Dan Cook
- El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River: Tim Oliver*
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Bob Darr for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: John Hauskins

- Mesa: Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Dan Nissen for Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Paul Basha*
- # *Surprise: Mike Gent for Dick McKinley*
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson*

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Dana Owsiany, City of Phoenix
- * ITS Committee: Catherine Hollow, City of Tempe
- * FHWA: Thomas Deitering for Ed Stillings

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

* Neither present nor represented by proxy.
 # Attended by teleconference.

+Attended by videoconference.

The MAG Transportation Safety Committee conducted a detailed review of project applications and unanimously recommended to 1) accept the advancement of the Maricopa County funding request to FY 2015, 2) fully fund the City of Surprise project, and 3) to forward the remaining funds to the January call for projects for programming in a future year.

MEMBERS ATTENDING

- Mike Duhamel for Linda Gorman, AAA Arizona
- * Tom Burch, AARP
- Kohinoor Kar, ADOT
- * Shane Kiesow, Apache Junction
- Dana Chamberlin, Avondale
- Chris Lemka, Buckeye
- * Martin Johnson, Chandler
- Bob Senita, El Mirage
- * Kelly LaRosa, FHWA
- Erik Guderian, Gilbert
- Kiran Guntupalli, Glendale

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

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

CONTACT PERSON:

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

**Funding Recommendation for FY2015 TA Non-Infrastructure Safe Routes to School Projects
Second Call for Projects**

| Applicant | Requested FY2015 Funds | Project | Recommended Award | Previously Approved FY2015 Funds | Total FY2015 Funds for Project |
|------------------------|-------------------------------|--|--------------------------|---|---------------------------------------|
| Maricopa County DPH | \$ 90,000.00 | DPH - Walk N Rollers - Advance previously approved FY2016 & FY2017 project phases to FY2015 | \$ 90,000.00 | \$ 45,000.00 | \$ 135,000.00 |
| Maricopa County DPH | \$ 90,000.00 | SKMC - Safe Routes for Safe Kids - Advance previously approved FY2016 & FY2017 project phases to FY2015 | \$ 90,000.00 | \$ 45,000.00 | \$ 135,000.00 |
| City of Surprise | \$ 48,000.00 | SRTS Study for City of Surprise Schools - Amend current FY2015 project scope to add SRTS studies for additional schools and increase amount already approved | \$ 48,000.00 | \$ 24,500.00 | \$ 72,500.00 |
| City of Glendale | \$ 128,000.00 | Cityscape - Mapping, Signing & Striping | None | N/A | None |
| Valley Metro | \$ 124,315.18 | Valley Metro Be Bright "Be Safe, Be Seen, Be Bright" | None | N/A | None |

Total Requested \$ 480,315.18

Total Recommended \$ 228,000.00

Total Available for Second Call for Projects \$ 285,500.00

Remaining FY2015 funds to be programmed \$ 57,500.00

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within a quarter-mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from January 1, 2014, to June 30, 2014. Nine of the 68 notices received have an impact to the state highway system.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

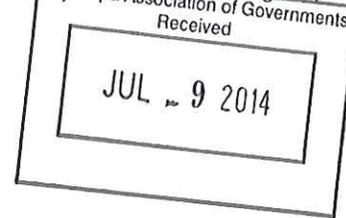
Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was on the July 31, 2014, MAG Transportation Review Committee agenda and the August 6, 2013, MAG Management Committee agenda for information and discussion.

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or Richard Erickson, ADOT, (602) 712-7085



July 07, 2014

Mr. Dennis Smith
 Executive Director
 Maricopa Association of Governments
 302 North First Avenue, Suite 300
 Phoenix, Arizona 85003

Re: Red Letter Report - Notices from January 01, 2014 to June 30, 2014

Dear Mr. Smith:

The Red Letter process is notification by local Public Agencies to ADOT of potential development plans within a quarter mile of established or proposed project corridors. Receipt of early notification in the planning and design process helps to reduce costs, saving money for both ADOT and tax payers. This update is provided for information on the number of notices received within the stated period of time.

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of January 01, 2014 to June 30, 2014. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

| <u>LOCAL MUNICIPALITIES</u> | <u>NOTICES RECEIVED</u> | <u>IMPACT RESPONSES</u> |
|-----------------------------|-------------------------|-------------------------|
| Arizona State Land Dept. | 00 | 00 |
| City of Avondale | 00 | 00 |
| Town of Buckeye | 00 | 00 |
| City of Chandler | 12 | 01 |
| Town of Gilbert | 01 | 00 |
| City of Glendale | 00 | 00 |
| City of Goodyear | 00 | 00 |
| Maricopa County | 09 | 00 |
| City of Mesa | 06 | 00 |
| City of Peoria | 01 | 00 |
| City of Phoenix | 25 | 08 |
| City of Scottsdale | 07 | 00 |
| City of Surprise | 07 | 00 |
| City of Tempe | 00 | 00 |
| Other | <u>00</u> | <u>00</u> |
| Total Received | 68 | 09 |

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER:

March 24, 2014 – Willis Gated Community – Site Plan

The proposed project will have an impact to City of Chandler retaining wall improvement project located at I-10 between 32nd St. and SR202. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact response sent.

MARICOPA COUNTY: No impact responses sent.

CITY OF MESA: No impact responses sent.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX:

February 24, 2014 – Metro Marketplace – Site Plan

This proposed project will have an impact to NEC of 29th Ave and Dunlap. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

April 01, 2014 – Norterra – Site Plan

This proposed project will have an impact to I-17 North of Happy Valley Pkwy. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

April 15, 2014 –PH II Southwest Village Apartments – Site Plan

This proposed project will have an impact to NEC of 59th Ave and Fillmore. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Reggie Rector.

May 13, 2014 – Solar Technologies – Site Plan

This proposed project will have an impact to I-10. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

May 14, 2014 – Foothills West – Site Plan

This proposed project will have an impact to Pecos & 31st Ave. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Merrisa Marin.

June 06, 2014 – Middle Mountain– Site Plan

This proposed project will have an impact to SWC of Dixileta Dr and I-17. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards

June 19, 2014 – Circle K – Site Plan

This proposed project will have an impact to I-17 Indian School Rd. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards

June 30, 2014 – Metro Marketplace – Site Plan

This proposed project will have an impact to NEC of 29th Ave and Dunlap. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards

CITY OF SCOTTSDALE: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

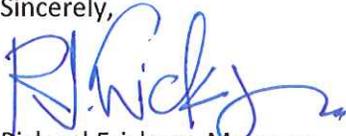
OTHER: No impact responses sent.

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7085, or by email at RErickson@azdot.gov.

Sincerely,



Richard Erickson, Manager
Right of Way Project Management

cc: John S. Halikowski, Director, ADOT
Paula Gibson, Chief Right of Way Agent
Kwisung Kang, ADOT

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

Job Access and Reverse Commute Priority Ranking and Funding Recommendations

SUMMARY:

On March 26, 2014, MAG Regional Council approved the Job Access and Reverse Commute (JARC) policy guidelines for inclusion in the Regional Programming Guidelines for Federal Transit Formula Funds. The memorandum to the MAG Regional Council outlines the JARC guidelines (Attachment A).

In March 2014, MAG initiated a call for projects for funding under the JARC program. The program goal, as approved by MAG Regional Council was “To improve access for low-income persons to jobs and job-related services.” Twenty (20) applications totaling \$3.5 million in funding requests were received. One project was deemed ineligible.

On May 5, 2014, an evaluation panel composed of representatives from the Transit Committee interviewed the project applicants and ranked the project applications (Attachment B). The evaluation panel applied the following methodology:

- 1) Each project was ranked based on the four criteria approved by the MAG Regional Council:
 - **Target Population:** Has the applicant demonstrated their commitment to providing a service/resource that directly benefits the target population?
 - **Performance Indicators:** Is the project an efficient utilization of public resources?
 - **Coordination and Outreach:** Has the applicant conducted outreach and coordination with the community to help understand the greatest needs of the target population?
 - **Meets the program intent** “To improve access for low-income persons to jobs and job-related services.”

- 2) Instead of applying a points-based system to each category, each project was ranked relative to the other projects submitted in each of the four criteria.

On May 8, 2014, the MAG Transit Committee reviewed the project rankings and funding recommendations made by the evaluation panel and requested additional information from MAG staff prior to taking action. On July 10, 2014, the MAG Transit Committee was presented the three programming scenarios. (Attachment C)

Option 1:

Recommend approval of the rankings and funding recommendations of the evaluation panel for fiscal years 2014 and 2015, and the re-evaluation of the JARC guidelines and principles for fiscal years 2016 and beyond.

Option 2:

Recommend approval of the rankings and funding recommendations of the evaluation panel, for fiscal year 2014 only, and the re-evaluation of the JARC guidelines and principles for fiscal years 2015 and beyond.

Option 3:

Recommend approval of the rankings of the evaluation panel, fund projects to the “natural breaking point,” normalize funding requests to available funding amount and the re-evaluation of the JARC guidelines and principles for fiscal years 2015 and beyond. Please refer to Attachment D for an illustration of the “weighted project rankings.”

PUBLIC INPUT:

The Executive Director of Nobody's Perfect, Inc., a small non-profit based out of Queen Creek, Arizona, which works specifically with persons with developmental disabilities, provided public comment at the July 31, 2104 Transit Review Committee meeting. Nobody's Perfect, Inc. provides job training and vocationally based programs, operates a small thrift store in Queen Creek, and offers other job placement programs. It was noted that funding from the JARC program was essential in Nobody's Perfect, Inc. establishing job access service programs in 2010. Through this grant opportunity the agency was able to acquire vans and provide transportation on request to job training opportunities to consumers. This program provides a service to the developmental disabled community in the Queen Creek area and other surrounding communities where not much public transportation was available. Transportation is provided to consumers who may not be physically or cognitively able to take public transit to get to and from workplaces and other job programs in the area. Last year Nobody's Perfect, Inc. had three vans, while this year they had five vans. He noted costs for the program have increased each year. Nobody's Perfect has received requests for service from as far out as Pinal County, Florence, and Coolidge. The agency's desire to expand out into those parts of the region to meet the needs of the vulnerable population in the community. Nobody's Perfect's partnership with the JARC program has been very instrumental in providing services in the Southeast area of the region.

PROS & CONS:

PROS: JARC suballocated funding will be fully programmed for Fiscal Years 2014 and 2015.

CONS: Option 1 does not allow for modifications to the JARC program until fiscal year 2016.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The approval of the funding and ranking recommendations would allow the projects to be included in the Fiscal Year 2014- 2018 MAG Transportation Improvement Plan.

POLICY: The recommendation action includes updating of the JARC polices and guidelines for future fiscal years.

ACTION NEEDED:

Approval of programming the project ranking noted in Option 1.

PRIOR COMMITTEE ACTIONS:

On August 6, 2014, the MAG Management Committee recommended the approval of Option 1.

MEMBERS ATTENDING

Christopher Brady, Mesa, Chair
Rick Buss, Gila Bend, Vice Chair

Matt Busby for George Hoffman,
Apache Junction
* David Fitzhugh, Avondale

- # George Diaz for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- * Peter Jankowski, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Dr. Spencer Isom, El Mirage
- Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- * Jim Bacon, Paradise Valley
- Carl Swenson, Peoria

- Ed Zuercher, Phoenix
- # Louis Andersen for Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Fritz Behring, Scottsdale
- Michael Celaya for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrlich for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Wulf Grote for Steve Banta, Valley Metro/RPTA

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

On July 31, 2014, the Transportation Review Committee with 17 yes votes and four no votes (*in Italics*), recommended the approval of Option 1.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- ADOT: Brent Cain for Floyd Roehrlich
- Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Mike Mah for Dan Cook
- El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River: Tim Oliver*
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Bob Darr for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Dan Nissen for Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Paul Basha*
- # *Surprise: Mike Gent for Dick McKinley*
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson*

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Dana Owsiany, City of Phoenix
- * ITS Committee: Catherine Hollow, City of Tempe
- * FHWA: Thomas Deitering for Ed Stillings
- Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- * Transportation Safety Committee: Renate Ehm, City of Mesa

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

On July 10, 2014, the Transit Committee with 15 yes votes and three no votes (*in Italics*), recommended the approval of Option 1.

MEMBERS ATTENDING

ADOT: Nicole Patrick
Avondale: Kristen Sexton
* Buckeye: Andrea Marquez
Chandler: Dan Cook for RJ Zeder
El Mirage: Jorge Gastelum
Gilbert: Kristin Myers
Glendale: Matthew Dudley for Debbie Albert
Goodyear: Cato Esquivel
Maricopa: David Maestas
* Maricopa County DOT: Mitch Wagner
Mesa: Jodi Sorrell

* Paradise Valley: Jeremy Knapp
Peoria: Bill Mattingly as Proxy
Phoenix: Ken Kessler for Maria Hyatt
Queen Creek: Mohamed Youssef
Scottsdale: Madeline Clemann, Chair
Surprise: Martin Lucero for 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

On May 5, 2014, an evaluation panel composed of representatives from the Transit Committee interviewed the project applicants and ranked the project applications.

Buckeye: Andrea Marquez
Chandler: Anne Marie Riley
Glendale: Matt Dudley

Phoenix: Wendy Miller
Surprise: Janeen Gaskins
Valley Metro/RPTA: Bob Antila

CONTACT PERSONS:

Alice Chen, Transportation Planner III, or Teri Kennedy, Transportation Programming Manager, (602) 254-6300.

March 18, 2014

TO: Members of the MAG Regional Council

FROM: Alice Chen, Transportation Planner III
DeDe Gaisthea, Transportation Planner I

SUBJECT: MAG TRANSIT PROGRAMMING GUIDELINES FOR JOB ACCESS REVERSE
COMMUTE (JARC) SUBALLOCATED FUNDS

On March 27, 2013, the MAG Regional Council approved the Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access Reverse Commute (JARC) eligible activities receive a suballocation to be utilized in a regional competitive process.

MAG staff presented draft programming and policy guidelines at the January 9, 2014, Transit Committee for review and input. The Committee requested the opportunity to continue the discussion by an ad-hoc working group. MAG staff has convened three working group discussions. The final draft was recommended for approval at the February 13, 2014, MAG Transit Committee meeting

The recommended draft set of guidelines and principles for the JARC program, upon Regional Council approval, will be incorporated into the MAG Transit Programming Guidelines. A draft set of guidelines and principles for the JARC program is outlined below.

Program Goals

To improve access for low-income persons to jobs and job-related services

Eligibility

The JARC eligible activities can be found in the FTA Circular C9050.1:
([http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf))

Funding Guidelines

Operating

- Two years funding
- May reapply with demonstration of success.

Non-Operating

- One year funding period
- May reapply with demonstration of its success

Funding Amounts

- \$30,000 minimum and \$200,000 maximum funding request. \$400,000 maximum in a multiagency application.

Evaluation Criteria

- Target Population Served (30 percent weight)
- Coordination and outreach (30 percent weight)
- Performance Indicators (20 percent weight)
- Meets Program Intent (20 percent weight)

Evaluation Process/Team

Evaluation Team

- Transit working group plus Chair and Vice-Chair of Elderly and Persons with Disabilities Transportation Committee

Evaluation Process

- Three slides/5 minute discussion
- Question and answer session (5-7 minutes)

Preliminary Call for Projects Timeline

The time line will be finalized upon further coordination with the Elderly and Persons with Disabilities Committee's application for the 5310 program. Staff will develop an application and evaluation process that meets the approval and inclusion in the Transportation Improvement Program prior to the end of the Federal Fiscal Year.

| <u>Date</u> | <u>Description</u> |
|---------------|--|
| March 2014 | Applications made available |
| April 2014 | Applications due to MAG Offices |
| May 2014 | Ad-hoc Evaluation Committee meets to evaluate projects |
| May 8, 2014 | MAG Transit Committee recommends a list of projects for approval |
| May 29, 2014 | MAG Transportation Review Committee recommends a list of projects for approval |
| June 11, 2014 | MAG Management Committee recommends a list of projects for approval |
| June 18, 2014 | MAG Transportation Policy Committee recommends a list of projects for approval |
| June 25, 2014 | Regional Council approves a list of projects for inclusion in the FY 2014-2018 MAG Transportation Improvement Plan |

If you have any questions or concerns, please contact Alice Chen at achen@azmag.gov or DeDe Gaisthea at dgaisthea@azmag.gov or 602- 254-6300.

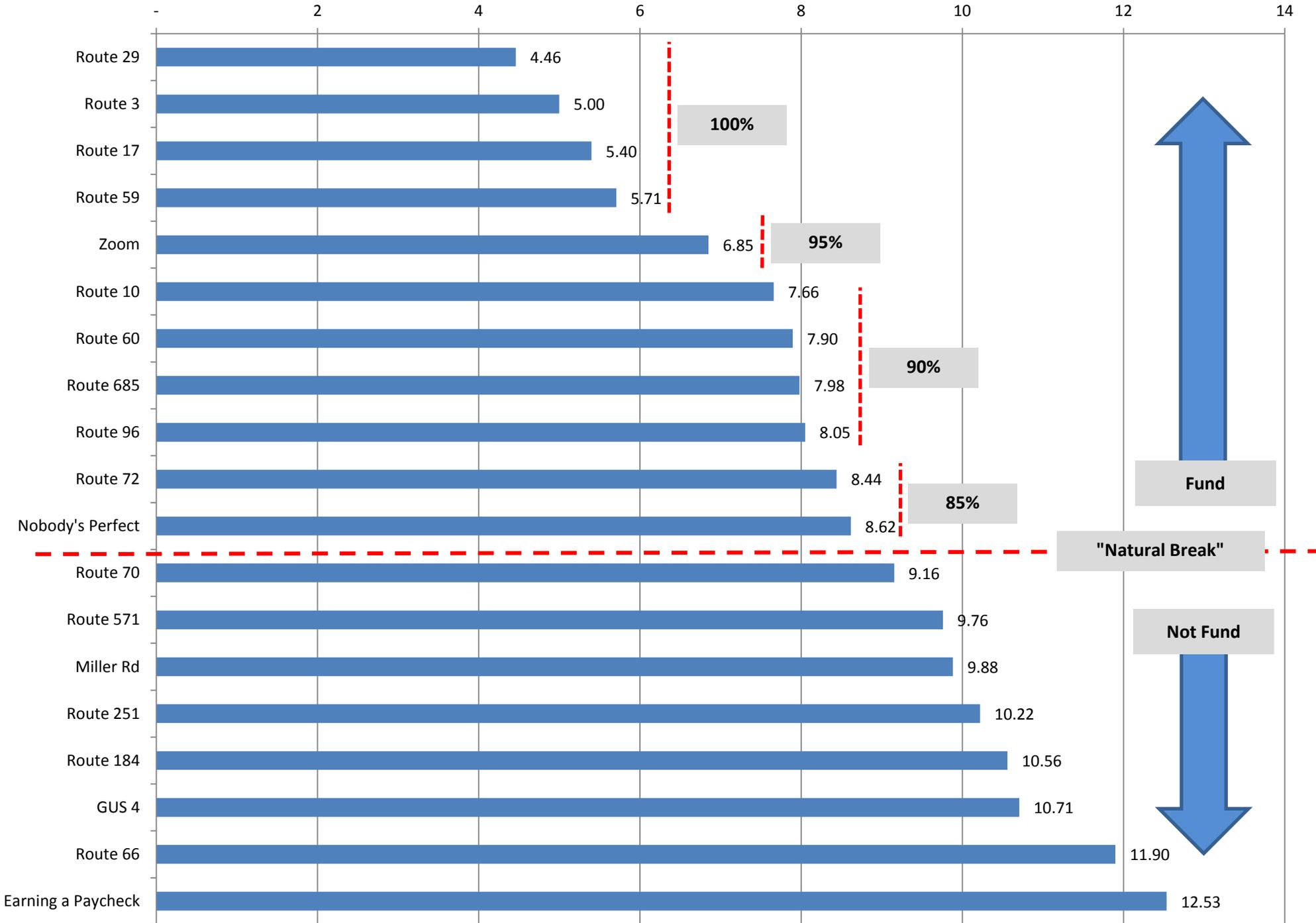
JARC Project Ranking

| Rank | Project Name | Applicant(s) | Target Population Avg Rank | Performance Indicator Avg Rank | Coordination and Outreach Avg Rank | Meets Program Intent Avg Rank | Weighted Rank Points | FY 14 Funding Request | FY 15 Funding Request | Notes |
|------|---|--|----------------------------|--------------------------------|------------------------------------|-------------------------------|----------------------|-----------------------|-----------------------|---|
| 1 | JARC Maintenance Route 29 with increased frequencies- Phoenix and Scottsdale Joint Application | City of Phoenix and City of Scottsdale | 5.60 | 2.80 | 5.00 | 5.00 | 4.46 | 400,000 | 400,000 | Scottsdale maintenance portion not eligible due to no prior JARC funding. |
| 2 | JARC Maintenance Route 3 with increased frequencies - Phoenix and Tolleson Joint Application | City of Phoenix and City of Tolleson | 5.80 | 6.20 | 3.00 | 3.00 | 5.00 | 400,000 | 400,000 | |
| 3 | JARC Maintenance Route 17 with increased frequencies - Phoenix and Scottsdale Joint Application | City of Phoenix and City of Scottsdale | 6.40 | 5.20 | 5.20 | 5.20 | 5.40 | 400,000 | 400,000 | Scottsdale maintenance portion not eligible due to no prior JARC funding. |
| 4 | Route 59 | City of Glendale and City of Phoenix | 5.20 | 3.83 | 7.40 | 7.40 | 5.71 | 200,000 | 200,000 | Phoenix portion not eligible due to no prior JARC funding. |
| 5 | Zoom | City of Tolleson | 6.33 | 8.33 | 6.17 | 6.17 | 6.85 | 128,870 | 128,870 | |
| 6 | JARC Extension of Route 10 - Phoenix Application | City of Phoenix | 6.60 | 8.20 | 8.40 | 8.40 | 7.66 | 200,000 | 200,000 | |
| 7 | Route 60 | City of Glendale and City of Phoenix | 7.25 | 6.60 | 9.50 | 9.50 | 7.90 | 360,000 | 360,000 | |
| 8 | Route 685 | Valley Metro | 9.40 | 9.40 | 6.00 | 6.00 | 7.98 | 15,000 | 55,000 | |
| 9 | Route 96 | Valley Metro RPTA and City of Chandler | 9.75 | 9.25 | 6.25 | 6.25 | 8.05 | 36,000 | 59,000 | |
| 10 | Route 72 | Valley Metro | 8.80 | 8.40 | 7.20 | 7.20 | 8.44 | 70,000 | 72,000 | |
| 11 | Nobody's Perfect Employment Services Expansion | Nobody's Perfect Inc | 11.33 | 9.67 | 5.50 | 5.50 | 8.62 | 15,000 | 15,000 | |
| 12 | Route 70 | Valley Metro and City of Phoenix | 7.25 | 5.40 | 13.50 | 13.50 | 9.16 | 200,000 | 200,000 | Phoenix portion not eligible due to no prior JARC funding. |
| 13 | Route 571 | Valley Metro | 8.40 | 9.60 | 10.40 | 10.40 | 9.76 | 125,000 | 130,000 | |
| 14 | Miller Road Trolley service | City of Scottsdale | 6.83 | 5.50 | 14.67 | 14.67 | 9.88 | 200,000 | 200,000 | |
| 15 | Route 251 | Valley Metro | 9.60 | 11.80 | 9.80 | 9.80 | 10.22 | 200,000 | 200,000 | |
| 16 | Route 184 | Valley Metro | 8.60 | 11.20 | 11.80 | 11.80 | 10.56 | - | 68,000 | |
| 17 | Glendale Urban Shuttle 4 (GUS 4) | City of Glendale | 12.40 | 9.33 | 8.80 | 8.80 | 10.71 | 66,670 | 66,670 | |
| 18 | Route 66 | Valley Metro | 13.20 | 11.20 | 10.60 | 10.60 | 11.90 | 20,000 | 86,000 | |
| 19 | Earning a Paycheck | The Centers for Habilitation/TCH | 14.17 | 14.17 | 10.83 | 10.83 | 12.53 | 100,000 | 100,000 | |
| 20 | Tempe Collaborative | #N/A | | | | | | 400,000 | 400,000 | Vouchers not eligible. Orbit not eligible due to no prior JARC funding. |

JARC Project Funding Award Options

| Rank | Project Name | Applicant(s) | FY 14 Funding Request | FY 15 Funding Request | Option 1 | | Option 2 | | Option 3 | | |
|------|---|--|-----------------------|-----------------------|------------------|------------------|------------------|-------------|----------------|--------------|------------------|
| | | | | | FY 14 Award | FY 15 Award | FY 14 Award | FY 15 Award | Funding Factor | Normalized % | FY 14 Award |
| 1 | JARC Maintenance Route 29 with increased frequencies- Phoenix and Scottsdale Joint Application | City of Phoenix and City of Scottsdale | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 | - | 1.00 | 0.8745 | 349,818 |
| 2 | JARC Maintenance Route 3 with increased frequencies - Phoenix and Tolleson Joint Application | City of Phoenix and City of Tolleson | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 | - | 1.00 | 0.8745 | 349,818 |
| 3 | JARC Maintenance Route 17 with increased frequencies - Phoenix and Scottsdale Joint Application | City of Phoenix and City of Scottsdale | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 | - | 1.00 | 0.8745 | 349,818 |
| 4 | Route 59 | City of Glendale and City of Phoenix | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | - | 1.00 | 0.8745 | 174,909 |
| 5 | Zoom | City of Tolleson | 128,870 | 128,870 | 128,870 | 128,870 | 128,870 | - | 0.95 | 0.8745 | 107,067 |
| 6 | JARC Extension of Route 10 - Phoenix Application | City of Phoenix | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | - | 0.90 | 0.8745 | 157,418 |
| 7 | Route 60 | City of Glendale and City of Phoenix | 360,000 | 360,000 | 146,657 | 146,657 | 146,657 | - | 0.90 | 0.8745 | 283,352 |
| 8 | Route 685 | Valley Metro | 15,000 | 55,000 | - | - | - | - | 0.90 | 0.8745 | 11,806 |
| 9 | Route 96 | Valley Metro RPTA and City of Chandler | 36,000 | 59,000 | - | - | - | - | 0.90 | 0.8745 | 28,335 |
| 10 | Route 72 | Valley Metro | 70,000 | 72,000 | - | - | - | - | 0.85 | 0.8745 | 52,035 |
| 11 | Nobody's Perfect Employment Services Expansion | Nobody's Perfect Inc | 15,000 | 15,000 | - | - | - | - | 0.85 | 0.8745 | 11,150 |
| 12 | Route 70 | Valley Metro and City of Phoenix | 200,000 | 200,000 | - | - | - | - | - | - | - |
| 13 | Route 571 | Valley Metro | 125,000 | 130,000 | - | - | - | - | - | - | - |
| 14 | Miller Road Trolley service | City of Scottsdale | 200,000 | 200,000 | - | - | - | - | - | - | - |
| 15 | Route 251 | Valley Metro | 200,000 | 200,000 | - | - | - | - | - | - | - |
| 16 | Route 184 | Valley Metro | - | 68,000 | - | - | - | - | - | - | - |
| 17 | Glendale Urban Shuttle 4 (GUS 4) | City of Glendale | 66,670 | 66,670 | - | - | - | - | - | - | - |
| 18 | Route 66 | Valley Metro | 20,000 | 86,000 | - | - | - | - | - | - | - |
| 19 | Earning a Paycheck | The Centers for Habilitation/TCH | 100,000 | 100,000 | - | - | - | - | - | - | - |
| 20 | Tempe Collaborative | #N/A | 400,000 | 400,000 | Not eligible | | | | Not eligible | | |
| | | | 3,536,540 | 3,740,540 | 1,875,527 | 1,875,527 | 1,875,527 | - | | | 1,875,527 |

"Weighted Rank Points" of Eligible Projects



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

MAG Federally Funded, PM-10 Street Sweeper Policy Revision

SUMMARY:

On October 11, 2011, the MAG Street Committee requested a review of eligibility criteria for the replacement of PM-10 certified street sweepers that are funded with the Congestion Mitigation and Air Quality Improvement (CMAQ) funds allocated to the MAG Region. The current policy for replacing sweepers uses an eight-year useful life as the replacement criteria. Due to many agencies maximizing their equipment by sweeping larger areas, or by increasing the frequency of sweeping, the MAG Street Committee requested MAG staff to consider additional eligibility requirements which would allow funding the replacement of a PM-10 certified street sweeper with less than eight years of service, as the current policy requires.

MAG staff researched and worked with the Federal Highway Administration and the Arizona Department of Transportation (ADOT) Equipment Services on developing a proposal to modify the PM-10 Street Sweeper policy on useful life. On June 10, 2014, the MAG Street Committee recommended a proposed change to the policy which would allow the replacement of a PM-10 certified street sweeper with less than eight years of service by including total hours of service and total miles as criteria. The change to the policy will continue to meet the intent of the CMAQ program and reduce the level of PM-10 pollution in the MAG region.

Background

Table 1 shows a comparison of useful life policy criteria as currently used by MAG, the Arizona Department of Transportation (ADOT), and the California Department of Transportation (Caltrans).

**Table 1
Comparison of Street Sweeper Useful Life Policies**

| Useful life | Current MAG policy | ADOT | Caltrans |
|-------------|--------------------|---------------|----------|
| Years | 8 years | 10 years | 10 years |
| Hours | N/A | 9,000 hours | N/A |
| Miles | N/A | 100,000 miles | N/A |

For estimating capital costs and depreciation of street sweepers, an eight-year useful life was used for the MAG region (Most Stringent PM-10 Control Measure Analysis, May 1998).

The California Air Resources Board uses a 10-year useful life as part of calculations to determine the air quality benefits from replacing a conventional street sweeper with a Rule 1186 certified sweeper (Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, dated May 2005).

Current Policy

PM-10 certified street sweepers are eligible for purchase with CMAQ funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace a Rule 1186 certified unit that is at least

eight years old, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. (Page 40 of Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects, September 30, 2011. Reviewed by the MAG Air Quality Technical Advisory Committee, December 2010)

Methodology

To determine an appropriate number of miles and hours of service for replacement based on current utilization of street sweepers within the MAG region, a rounded average of two estimates of the 75th percentile total miles and hours of service on an annual and eight-year basis has been calculated and shown in Table 2.

As part of the application submittal for CMAQ funding for PM-10 certified street sweepers, the applying agency provides sweeping cycle length in days, lane miles to be swept per cycle, and the number of hours in service of the sweeper that is being replaced. The information found in funded Fiscal Year 2014 applications for street sweeper replacements was used to estimate a 75th percentile number of annual miles and hours of service for street sweepers currently being used in the MAG region. Additionally, a Sierra Auction list of retired MAG region street sweepers and their age in years, along with recorded miles and hours of service provided a second estimate of the 75th percentile number of annual miles and hours of service for sweepers in the MAG region.

**Table 2
Street Sweeper Replacement Evaluation Criteria**

| | 75th Percentile Total Miles of Service (1 Year) | 75th Percentile Total Miles of Service (8 Years) | 75th Percentile Total Hours of Service (1 Year) | 75th Percentile Total Miles of Service (8 Years) |
|--|--|---|--|---|
| 2013 Funded Street Sweeper Replacements | 15,841 miles | 126,728 miles | 1,876 hours | 15,004 hours |
| Sierra Auction Retired Street Sweeper List | 7,914 miles | 63,312 miles | 1,137 hours | 9,096 hours |
| Rounded Average | 12,000 miles | 96,000 miles | 1,500 hours | 12,000 hours |

Proposed Change to Policy

PM-10 certified street sweepers are eligible for purchase with CMAQ funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace an older Rule 1186 certified unit, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. For replacement of an older Rule 1186 certified unit, the unit must be at least eight years old or have recorded 12,000 hours or 96,000 miles of operation.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of this action will update the street sweeper useful life policy to include hours or miles swept or eight years of age, allowing for earlier replacement of equipment while still meeting the goal to reduce the level of PM-10 pollution in the MAG region.

CONS: Approval of this proposal may increase the frequency in which sweepers are eligible to be replaced. The Federal Highway Administration provides CMAQ funding for the PM-10 certified street sweepers and funding is limited and is contingent upon continued federal support.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Some sweeper models may not automatically calculate and record the hours of sweeping (use) and would not be eligible for these specific criteria in order to qualify for replacement.

POLICY: Agencies will need to report to MAG on the hours (if available), miles and years of current PM-10 sweepers at the time of requesting replacement during the application process.

ACTION NEEDED:

Approval to revise the MAG policies for determining eligibility for replacement (useful life) of certified PM-10 Street Sweepers.

Revised Policy: PM-10 certified street sweepers are eligible for purchase with Congestion Mitigation and Air Quality Improvement (CMAQ) funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace an older Rule 1186 certified unit, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. For replacement of an older Rule 1186 certified unit, the unit must be at least eight years old or have recorded 12,000 hours or 96,000 miles of operation.

PRIOR COMMITTEE ACTIONS:

On August 6, 2014, the MAG Management Committee recommended approval to revise the MAG policies for determining eligibility for replacement (useful life) of certified PM-10 Street Sweepers.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

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

On July 31, 2014, the Transportation Review Committee recommended approval to revise the MAG policies for determining eligibility for replacement (useful life) of certified PM-10 Street Sweepers.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- ADOT: Brent Cain for Floyd Roehrich
- Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Mike Mah for Dan Cook
- El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River: Tim Oliver*
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Bob Darr for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Dan Nissen for Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Paul Basha*
- # *Surprise: Mike Gent for Dick McKinley*
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson*

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Dana Owsiany, Phoenix
- * ITS Committee: Catherine Hollow, Tempe
- * FHWA: Thomas Deitering for Ed Stillings
- Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- * Transportation Safety Committee: Renate Ehm, City of Mesa

* Neither present nor represented by proxy.
Attended by teleconference.

+Attended by videoconference.

At the June 10, 2014, meeting, the MAG Street Committee recommended approval of the policy change.

MEMBERS ATTENDING

- Dana Owsiany, Phoenix, Chair Woman
- Bahram Dariush for Steve Beasley, ADOT
- Emil Schmid, Apache Junction
- # Charles Andrews, Avondale
- * Jose Heredia, Buckeye
- Dan Cook, Chandler
- Chris Hauser, El Mirage
- @ Aryan Lirange, FHWA
- # Morris Taylor for Wayne Costa, Florence
- Tim Oliver, Gila River Indian Community
- Tom Condit, Gilbert
- Purab Adabala for Bob Darr, Glendale
- # Luke Albert for Hugh Bigalk, Goodyear
- # Thomas Chlebanowski for Darryl Crossman, Litchfield Park
- Bill Fay, City of Maricopa
- Laurie Kattreh for Jack M. Lorbeer, Maricopa County
- Maria Angelica Deeb, Mesa
- * James Shano, Paradise Valley
- Scott Bender, Pinal County
- Ben Wilson, Peoria
- Janet Martin, Queen Creek
- Jennifer Jack for Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- * Phil Kercher, Scottsdale
- Suneel Garg, Surprise
- Isaac Chivera, Tempe
- * Jason Earp, Tolleson
- * Grant Anderson, Youngtown

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

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program and the 2035 Regional Transportation Plan

SUMMARY:

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 28, 2014 and have been modified four times. The MAG Arterial Life Cycle Program was approved by the MAG Regional Council on June 25, 2014. Since then there is a need to make project changes.

The project changes in Table A include changes requested by the Arizona Department of Transportation and member agencies. The changes include revisions to project budgets and work years.

Additionally, the agencies of Phoenix and Tempe requested to split the Phoenix lead project, funding and scope into two projects from the originally awarded Congestion Mitigation and Air Quality Improvement funded joint 2015 bike share project. The Bicycle and Pedestrian Committee recommended the division of the project, funding and scope at the June 17, 2014 meeting.

The project changes in Table B (modifications to the TIP) and Table C (non-TIP modifications) contain modifications to the FY 2015 Arterial Life Cycle Program (ALCP). These modifications represent clerical corrections to match the TIP with the FY 2015 ALCP as approved by the Regional Council on June 25, 2014.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, to the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On August 13, 2014, the Transportation Policy Committee recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, to the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

- | | |
|--|--|
| Councilmember Jack Sellers, Chandler, Chair | Mayor W. J. "Jim" Lane, Scottsdale |
| Mayor Jerry Weiers, Glendale, Vice Chair | Mr. Joseph La Rue, State Transportation Board |
| Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee | * Lt. Governor Stephen Roe Lewis, Gila River Indian Community |
| Mr. Dave Berry, Swift Transportation | * Mayor Georgia Lord, Goodyear |
| * Mr. Jed Billings, FNF Construction | Mayor Mark Mitchell, Tempe |
| * Mayor Bob Barrett, Peoria | Mayor Lana Mook, El Mirage |
| * Councilmember Ben Cooper, Gilbert | * Mr. Garrett Newland, Macerich |
| # Mayor Alex Finter, Mesa | * Mayor Tom Rankin, Florence |
| Mr. Charles Huellmantel, Huellmantel and Affiliates | Mayor Greg Stanton, Phoenix |
| Supervisor Clint Hickman, Maricopa County | Ms. Karrin Kunasek Taylor, DMB Properties |
| * Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc. | # Mayor Kenneth Weise, Avondale |
| | * Mayor Sharon Wolcott, Surprise |

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On August 6, 2014, the MAG Management Committee recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, to the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

- | | |
|---|--|
| Christopher Brady, Mesa, Chair | Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation |
| Rick Buss, Gila Bend, Vice Chair | Ken Buchanan, Fountain Hills |
| # Matt Busby for George Hoffman, Apache Junction | * Tina Notah, Gila River Indian Community |
| * David Fitzhugh, Avondale | Patrick Banger, Gilbert |
| # George Diaz for Stephen Cleveland, Buckeye | Brent Stoddard for Brenda S. Fischer, Glendale |
| * Gary Neiss, Carefree | Brian Dalke, Goodyear |
| * Peter Jankowski, Cave Creek | Rosemary Arellano, Guadalupe |
| Patrice Kraus for Rich Dlugas, Chandler | Darryl Crossman, Litchfield Park |
| Dr. Spencer Isom, El Mirage | Gregory Rose, City of Maricopa |
| Charles Montoya, Florence | * Jim Bacon, Paradise Valley |
| | Carl Swenson, Peoria |

Ed Zuercher, Phoenix
Louis Andersen for Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River
Pima-Maricopa Indian Community
* Fritz Behring, Scottsdale
Michael Celaya for Bob Wingenroth, Surprise
Andrew Ching, Tempe

Chris Hagen for Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Floyd Roehrich for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
Wulf Grote for Steve Banta, Valley Metro/RPTA

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

On July 31, 2014, the Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, to the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
Phoenix: Rick Naimark, Vice Chair
ADOT: Brent Cain for Floyd Roehrich
Buckeye: Scott Lowe
* Cave Creek: Ian Cordwell
Chandler: Mike Mah for Dan Cook
El Mirage: Jorge Gastelum
* Fountain Hills: Randy Harrel
Gila Bend: Ernie Rubi
Gila River Indian Community: Tim Oliver
Gilbert: Kristin Myers for Leah Hubbard
Glendale: Bob Darr for Debbie Albert
Goodyear: Cato Esquivel

Litchfield Park: Woody Scoutten
* Maricopa (City): Paul Jepson
Maricopa County: John Hauskins
Mesa: Scott Butler
* Paradise Valley: Jim Shano
Peoria: Dan Nissen for Andrew Granger
Queen Creek: Mohamed Youssef
Scottsdale: Paul Basha
Surprise: Mike Gent for Dick McKinley
Tempe: Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Dana Owsiany, Phoenix
* ITS Committee: Catherine Hollow, Tempe
FHWA: Tomas Deitering for 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 July 15, 2014, the MAG Bicycle and Pedestrian Committee recommended approval to split the bike share project into two projects; one led by the City of Phoenix and the other by the City of Tempe.

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair
Tracy Stevens, Avondale, Vice-Chair

Michael Sanders, ADOT
Raquel Schatz, Apache Junction

- * Robert Wisener, Buckeye
D.J. Stapley, Carefree
Ian Cordwell, Cave Creek
Jason Crampton, Chandler
- * Jose Macias, El Mirage
Kristin Myers, Gilbert
Purab Adabala, Glendale
Joe Schmitz, Goodyear
Thomas Chlebanowski, Litchfield Park
- # David Maestas, Maricopa
- # Denise Lacey, Maricopa County

- Jim Hash, Mesa
Brandon Forrey, Peoria
- * Rich Purcell, Queen Creek
Amanda Leuker for Ben Limmer,
Valley Metro
Susan Conklu, Scottsdale
Stephen Chang, Surprise
Eric Iwersen, Tempe
- * Robert Carmona, Wickenburg
Grant Anderson, Youngtown

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

CONTACT PERSON:

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

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #5 | | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | |
|------------------|---------|------------------------|-------------|--------|---|--|-------|--------------|-------------|------|---------|-------|-------------|---------|---------------------------|-----------|----------|---------|--------------------------|--|-------------|--------|-------------|--------|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI | In ALCP | TRACS | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| ADOT | Highway | 2015 | DOT15-417 | 19638 | 10: 3rd Ave, 3rd St and 16th St | Design/Construct pump station improvements | 0.1 | 10 | 10 | ---- | No | ---- | Freeway | NHPP | 2015 | 2,074,600 | - | 125,400 | 2,200,000 | Amend: Add a new pump station improvement project in FY2015 for \$2,200,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2018 | DOT18-460 | 1888 | 10: Cotton Lane - Dysart Rd | Construct FMS | 5 | 10 | 10 | ---- | No | ---- | ITS | CMAQ | 2018 | 3,922,880 | 237,120 | - | 4,160,000 | Clerical: Project work year should be listed as 2018. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-133 | 6988 | 17: Buckeye Rd, Grant St, Jefferson St & Adams St | Construct Electrical Rehabilitation | 0.1 | 6 | 6 | ---- | No | ---- | Freeway | NHPP | 2015 | 1,886,000 | - | 114,000 | 2,000,000 | Amend: Increase total project budget by \$948,000 from \$1,052,000 to \$2,000,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2017 | DOT17-415 | 31546 | 17: Mores Gulch | Bridge replacement | 0.2 | 4 | 4 | ---- | No | ---- | Freeway | NHPP | 2017 | 4,715,000 | - | 285,000 | 5,000,000 | Amend: Increase total project budget by \$500,000 from \$4,500,000 to \$5,000,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-419 | 6966 | 347: John Wayne Parkway Sidewalk Enhancement Ph II | Sidewalk Enhancement | 1 | 4 | 4 | ---- | No | ---- | Bike/Ped | STP-TEA | 2015 | 736,483 | - | 44,517 | 781,000 | Amend: Add a new sidewalk enhancement construction project in FY2015 for \$781,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2014 | DOT12-836 | 35240 | 60 (Grand Ave): SR303L - SR101L corridor, Grand at Bell Traffic Interchange | Design traffic interchange | 0.25 | 6 | 6 | ---- | No | ---- | Street | NHPP | 2014 | 471,500 | 28,500 | - | 500,000 | Clerical: Design funding amount of \$500,000 approved RC 6/25/2014. ADOT requested clerical correction. | | ✓ | ✓ | |
| ADOT | Highway | 2014 | DOT13-952 | 35240 | 60 (Grand Ave): SR303L - SR101L corridor, Grand at Bell Traffic Interchange | Right of way acquisition for traffic interchange | 0.25 | 6 | 6 | ---- | No | ---- | Street | NHPP | 2014 | 4,243,500 | 256,500 | - | 4,500,000 | Clerical: Right of way acquisition funding amount of \$4,500,000 and 2014 work year approved RC 6/25/2014. ADOT requested clerical correction. | | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-418 | 11184 | 60(Grand Ave): New River WB #314 | Design bridge rehabilitation | 0.2 | 6 | 6 | ---- | No | ---- | Street | NHPP | 2015 | 235,750 | - | 14,250 | 250,000 | Amend: Add a new bridge rehabilitation design project in FY2015 for \$250,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-414 | 13018 | 85: Gila Bend Airport - MP 130.42 | Construct pavement preservation | 8.9 | 4 | 4 | ---- | No | ---- | Street | NHPP | 2015 | 4,196,350 | - | 253,650 | 4,450,000 | Amend: Change phase from design to construction. Increase total project budget by \$4,344,000 from \$106,000 to \$4,450,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT16-423C | 20301 | 88: Apache Junction - Tortilla Flat | Spot safety improvements and pavement preservation | 9 | 2 | 2 | ---- | No | ---- | Street | NHPP | 2015 | 4,590,455 | - | 277,472 | 4,867,927 | Amend: Advance project from FY2016 to FY2015. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT16-423C2 | 20301 | 88: Apache Junction - Tortilla Flat | Spot safety improvements and pavement preservation | 9 | 2 | 2 | ---- | No | ---- | Street | HSIP-AZ | 2015 | 2,185,000 | - | 132,073 | 2,317,073 | Amend: Advance project from FY2016 to FY2015. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-402 | 27452 | I-10 and SR101L - Various Locations | Construct Drainage-Tunnel Improvements | 0 | 8 | 8 | ---- | No | ---- | Maintenance | STP-AZ | 2015 | 1,487,111 | ----- | 89,889 | 1,577,000 | Amend: Delete project from TIP. | ✓ | ✓ | ✓ | |

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #5 | | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | |
|------------------|--------------------|------------------------|----------------------|------------------|--|--|--------------|--------------|--------------|-----------------|---------------|-----------------|--------------------|-------------------|---------------------------|----------------------|------------------|-------------------|--------------------------|---|-------------|--------|-------------|--------|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI | In ALCP | TRACS | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| ADOT | Highway | 2016 | DOT16-401 | 23305 | I-17: Peoria Ave and Union Hills | Construct Drainage Grate Improvements | 0.1 | 8 | 8 | ---- | No | ---- | Freeway | NHPP | 2016 | 377,200 | - | 22,800 | 400,000 | Amend: Increase total project budget by \$242,000 from \$158,000 to \$400,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-194 | 9967 | MAG regionwide | Dynamic Message Signs (DMS), Travel Times | 0 | 0 | 0 | ---- | No | ---- | Freeway | State | 2015 | - | - | 170,000 | 170,000 | Amend: Change funding source from RARF-HURF to State. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-413 | 47463 | MAG regionwide | Drainage tunnel improvements | 0 | 0 | 0 | ---- | No | ---- | Freeway | STP-AZ | 2015 | 1,487,111 | ----- | 89,899 | 1,577,010 | Amend: Delete project from TIP. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2016 | DOT16-407 | 9967 | MAG regionwide | Dynamic Message Signs (DMS), Travel Times | 0 | 0 | 0 | ---- | No | ---- | Freeway | State | 2016 | - | - | 170,000 | 170,000 | Amend: Change funding source from RARF-HURF to State. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2017 | DOT17-403 | 9967 | MAG regionwide | Dynamic Message Signs (DMS), Travel Times | 0 | 0 | 0 | ---- | No | ---- | Freeway | State | 2017 | - | - | 170,000 | 170,000 | Amend: Change funding source from RARF-HURF to State. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2018 | DOT18-404 | 9967 | MAG regionwide | Dynamic Message Signs (DMS), Travel Times | 0 | 0 | 0 | ---- | No | ---- | Freeway | State | 2018 | - | - | 170,000 | 170,000 | Amend: Change funding source from RARF-HURF to State. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-416 | 29806 | Sequoia Charter School, 1460 S. Home St., Mesa, AZ 85204 | Install new bicycle racks and enclosures on the east side and west side of campus; Demolish masonry wall on west side of the campus, install wrought iron. | - | - | - | - | No | ---- | Safety | SRTS | 2012 | 104,900 | - | - | 104,900 | Amend TIP: Add new project to TIP; Project was previously deleted and has been requested to be re-added by ADOT | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-198 | 218 | SR24 (Gateway Freeway): SR202L to Ellsworth | Repayment of advanced construction | 0 | 0 | 0 | ---- | No | ---- | Freeway | STP-MAG | 2015 | 500,000 | 77,335,000 | - | 77,835,000 | Amend: Decrease repayment of advanced construction by \$70,365,000 from \$148,200,000 to \$77,835,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-420 | 6350 | SR347: Union Pacific Railroad Crossing | Design | 1 | 3 | 3 | ---- | No | ---- | Street | NHPP | 2015 | 5,186,500 | - | 313,500 | 5,500,000 | Amend: Add a new railroad crossing design project in FY2015 for \$5,500,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-421 | 6350 | SR347: Union Pacific Railroad Crossing | Right of Way Acquisition | 1 | 3 | 3 | ---- | No | ---- | Street | NHPP | 2015 | 471,500 | - | 28,500 | 500,000 | Amend: Add a new railroad crossing right of way project in FY2015 for \$500,000. | ✓ | ✓ | ✓ | |

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #5 | | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | |
|------------------|---------|------------------------|-------------|--------|--|--|-------|--------------|-------------|------|---------|----------------|-------------|----------|---------------------------|-----------|----------|---------|--------------------------|--|-------------|--------|-------------|--------|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI | In ALCP | TRACS | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| ADOT | Highway | 2016 | DOT16-426 | 6350 | SR347: Union Pacific Railroad Crossing | Right of Way Acquisition | 1 | 3 | 3 | ---- | No | ---- | Street | NHPP | 2016 | 5,186,500 | - | 313,500 | 5,500,000 | Amend: Add a new railroad crossing right of way project in FY2016 for \$5,500,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2017 | DOT17-424 | 6350 | SR347: Union Pacific Railroad Crossing | Right of Way Acquisition | 1 | 3 | 3 | ---- | No | ---- | Street | NHPP | 2017 | 6,883,900 | - | 416,100 | 7,300,000 | Amend: Add a new railroad crossing right of way project in FY2017 for \$7,300,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2015 | DOT15-408 | 42481 | SR79 at SR79B | Construct Roundabout | 0.3 | 2 | 2 | ---- | No | ---- | Safety | HSIP-AZ | 2015 | 2,100,000 | - | - | 2,100,000 | Amend: Increase total project budget by \$100,000 from \$2,000,000 to \$2,100,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2017 | DOT15-410 | 25910 | SR87 at Gila River Bridge, S/r# 635 | Scour Retrofit | 0.3 | 2 | 2 | ---- | No | ---- | Other | STP-BR | 2017 | 600,000 | - | - | 600,000 | Amend: Increase total project budget by \$300,000 from \$300,000 to \$600,000. Defer project from FY2015 to FY2017. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2016 | DOT16-424 | 3776 | SR88 at Superstition Blvd | Right of Way and Utilities Roundabout | 0.3 | 2 | 2 | ---- | No | ---- | Street | HSIP-AZ | 2016 | 2,500,000 | - | - | 2,500,000 | Amend: Add a new roundabout Right of Way and Utility project in FY2016 for \$2,500,000. | ✓ | ✓ | ✓ | |
| ADOT | Highway | 2017 | DOT15-409 | 3776 | SR88 at Superstition Blvd | Construct Roundabout | 0.3 | 2 | 2 | ---- | No | ---- | Safety | HSIP-AZ | 2017 | 3,500,000 | - | - | 3,500,000 | Amend: Decrease total project budget by \$452,000 from \$3,952,000 to \$3,500,000. Defer project from FY2015 to FY2017. | ✓ | ✓ | ✓ | |
| Fountain-Hills | Highway | 2015 | FTH11-801 | 40763 | Shea Blvd-142nd St to Eagle Mountain Pkwy | Construct 12-ft multi-use path (Scottsdale-section) and 8-ft sidewalk (Fountain-Hills-section) | 1 | 6 | 6 | ---- | No | ---- | Bike/Ped | CMAQ | 2015 | 273,000 | ----- | 117,000 | 390,000 | Amend: Delete project. Project was previously combined with SCT15-401 as part of a separate action. | | ✓ | ✓ | |
| Gilbert | Highway | 2015 | GLB12-102D | 23182 | Various Gilbert School Locations | Design pedestrian crossing improvements | 0 | 0 | 0 | ---- | No | SF039 03D | Safety | TAP-AZ | 2015 | 130,000 | - | - | 130,000 | Amend: Change work year to 2015. Change Federal funding source to TAP-AZ. | ✓ | ✓ | ✓ | |
| Gilbert | Highway | 2016 | GLB12-102C | 23182 | Various Gilbert School Locations | Construct pedestrian crossing improvements | 0 | 0 | 0 | ---- | No | SF039 03C | Safety | TAP-AZ | 2016 | 270,000 | - | - | 270,000 | Amend: Change Federal funding source to TAP-AZ. | ✓ | ✓ | ✓ | |
| Maricopa (City) | Highway | 2015 | MAR14-407 | 38156 | Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north. | Design Roadway Paving. | 1.5 | 2 | 2 | ---- | No | SZ152 01C/01 D | Air Quality | Local | 2015 | - | - | 88,802 | 88,802 | Amend: Change work year to 2015. Update local design cost. | ✓ | ✓ | ✓ | |
| Maricopa (City) | Highway | 2015 | MAR14-407D2 | 38156 | Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north. | ADOT Design Review Fees | 1.5 | 2 | 2 | ---- | No | SZ152 01C/01 D | Air Quality | CMAQ-2.5 | 2015 | 28,290 | - | 1,710 | 30,000 | Amend: Add new phase for ADOT Design Review fees. Transfer \$28,290 of CMAQ-2.5 funding with \$1,710 local match from MAR15-407. | ✓ | ✓ | ✓ | |

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #5 | | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | |
|------------------|---------|------------------------|----------------------|------------------|--|---|----------------|--------------|--------------|-----------------|---------------|-----------------|---------------------|---------------------|---------------------------|-------------------|-----------------|-------------------|--------------------------|---|-------|-----|-------|-----|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI | In ALCP | TRACS | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| Maricopa (City) | Highway | 2016 | MAR15-407 | 38156 | Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north. | Pave Unpaved Roadway. | 1.5 | 2 | 2 | ---- | No | ---- | Air Quality | CMAQ-2.5 | 2016 | 501,232 | - | 30,297 | 531,529 | Amend: Change work year to 2016. Reduce federal/local funding from \$529,522/\$32,007 to \$501,232/\$30,297. Funding moved to MAR14-407D2. | ✓ | ✓ | ✓ | |
| Maricopa County | Highway | 2014 | MMA13-190 | 20230 | Avondale Blvd at MC 85: RR and Intersection modifications | Design, right-of-way, and utility relocation for Rail Safety Improvements | 0.1 | 4 | 4 | ---- | No | ---- | Safety | HSIP-RGC | 2014 | 205,616 | - | 131,305 | 340,455 | Admin: Combine MMA13-190 and MMA14-190 into one listing and add \$62,000/\$38,000 from MMA14-190 for ROW and \$47,150/\$2,850 from MMA15-190 for utility relocation. Work being done in 2014. | | ✓ | ✓ | |
| Maricopa County | Highway | 2014 | MMA14-190 | 20230 | Avondale Blvd at MC 85: RR and Intersection modifications | Acquisition of right-of-way for Rail Safety Improvements | 0.1 | 4 | 4 | ---- | No | ---- | Safety | HSIP-RGC | 2014 | 62,000 | ---- | 38,000 | 100,000 | Admin: Delete project. Combined with MMA13-190. | | ✓ | ✓ | |
| Maricopa County | Highway | 2015 | MMA15-190 | 20230 | Avondale Blvd at MC 85: RR and Intersection modifications | Construction for Rail Safety Improvements | 0.1 | 4 | 4 | ---- | No | ---- | Safety | HSIP-RGC | 2015 | 898,925 | - | 998,075 | 1,897,000 | Admin: Move \$47,150/\$2,850 to MMA13-190 for utility relocation. | | ✓ | ✓ | |
| Peoria | Highway | 2013 | PEO12-110 | 26578 | Intersection of Cactus Rd and 75th Avenue | Design Intersection Improvement. | 0.1 | 4 | 4 | ---- | No | SH535 01D | Safety | HSIP-AZ | 2013 | 647,765 | - | 212,235 | 860,000 | Amend: Adjust local and federal funding to match current IGA. | ✓ | ✓ | ✓ | |
| Peoria | Highway | 2015 | PEO14-102 | 26578 | Intersection of Cactus Rd and 75th Avenue | Acquisition of right-of-way for intersection improvement. | 0.1 | 4 | 4 | ---- | No | SH535 01R | Safety | HSIP-AZ | 2015 | 907,920 | - | 260,000 | 1,167,920 | Amend: Change work year from 2014 to 2015 per ADOT request. Adjust local and federal funding to match current IGA. | ✓ | ✓ | ✓ | |
| Peoria | Highway | 2016 | PEO15-104C1 | 26578 | Intersection of Cactus Rd and 75th Avenue | Relocate utilities | 0.1 | 4 | 4 | ---- | No | SH535 01C | Safety | HSIP-AZ | 2016 | 845,305 | - | 234,695 | 1,080,000 | Amend: Add separate workphase for utility relocation per ADOT request. | ✓ | ✓ | ✓ | |
| Peoria | Highway | 2017 | PEO15-104 | 26578 | Intersection of Cactus Rd and 75th Avenue | Construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at | 0.1 | 4 | 4 | ---- | No | SH535 01C | Safety | HSIP-AZ | 2017 | 3,012,544 | - | 1,548,633 | 4,561,177 | Amend: Change work year from 2016 to 2017 per ADOT request. Adjust local and federal funding to match current IGA. Change description to reflect separate utility relocation workphase. | ✓ | ✓ | ✓ | |
| Peoria | Highway | 2015 | PEO14-103 | 44015 | Peoria Ave and 75th Ave | Acquisition of right-of-way for intersection improvement. | 0.1 | 4 | 4 | ---- | No | SH536 01R | Street Intersection | HSIP-AZ | 2015 | 622,400 | - | 37,600 | 660,000 | Amend: Change work year from 2014 to 2015 per ADOT request. Adjust local and federal funding to match current IGA. | ✓ | ✓ | ✓ | |
| Peoria | Highway | 2016 | PEO15-105C1 | 44015 | Peoria Ave and 75th Ave | Utility relocation | 0.1 | 4 | 4 | ---- | No | SH536 01C | Street Intersection | HSIP-AZ | 2016 | 1,056,200 | - | 763,800 | 1,820,000 | Amend: Add separate workphase for utility relocation per ADOT request. | ✓ | ✓ | ✓ | |

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #5 | | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | |
|------------------|---------|------------------------|--------------|--------|---|--|-------|--------------|-------------|------|---------|---------------|---------------------|---------|---------------------------|----------------------|------------------|--------------------|--------------------------|---|-------------|--------|-------------|--------|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI | In ALCP | TRACS | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| Peoria | Highway | 2017 | PEO15-105 | 44015 | Peoria Ave and 75th Ave | Construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities | 0.1 | 4 | 4 | ---- | No | SH536 01C | Street Intersection | HSIP-AZ | 2017 | 3,510,200 | - | 667,600 | 4,177,800 | Amend: Change work year from 2016 to 2017 per ADOT request. Adjust local and federal funding to match current IGA. Change description to reflect separate utility relocation workphase. | ✓ | ✓ | ✓ | |
| Phoenix | Highway | 2016 | PHX16-415 | 6650 | Rio Salado Pathway: 32nd Street to SR-143 | Construct multiuse path and outlooks | 2.2 | 0 | 0 | ---- | No | SZ137 01C/01D | Bike/Ped | CMAQ | 2016 | 3,180,952 | - | 192,273 | 3,373,225 | Amend TIP: Combine PHX16-415 and PHX16-418. The amendment does not change the sum of the lengths or costs for the two projects and does not change the years programmed. | ✓ | ✓ | ✓ | |
| Phoenix | Highway | 2016 | PHX16-418 | 28949 | Rio Salado Pathway: 40th Street to SR-143 | construct multiuse path and underpasses | 1.1 | 0 | 0 | ---- | No | SZ138 01C/01D | Bike/Ped | CMAQ | 2016 | 2,058,310 | ----- | 124,415 | 2,182,725 | Amend TIP: Delete project. Combined with PHX16-415. | ✓ | ✓ | ✓ | |
| Phoenix | Highway | 2015 | PHX14-109 | 33107 | Various Locations | AASHTOWare Bridge Rating Software for bridge inspections | 0 | 0 | 0 | ---- | No | ----- | Bridge | STP-BR | 2015 | 88,072 | - | 5,324 | 93,396 | Amend TIP: Change work year from 2014 to 2015. | ✓ | ✓ | ✓ | |
| Phoenix | Highway | 2015 | PHX14-110 | 33174 | Various Locations | Equipment Rental for bridge inspections | 0 | 0 | 0 | ---- | No | ----- | Bridge | STP-BR | 2015 | 182,471 | - | 11,030 | 193,501 | Amend TIP: Change work year from 2014 to 2015. | ✓ | ✓ | ✓ | |
| Phoenix | Highway | 2015 | PHX14-141 | 46556 | Various locations | Bridge inspection program | 0 | 0 | 0 | ---- | No | ----- | Bridge | STP-BR | 2015 | 377,200 | - | 22,800 | 400,000 | Amend TIP: Change work year from 2014 to 2015. | ✓ | ✓ | ✓ | |
| Phoenix | Highway | 2015 | PHX15-446CR1 | 23908 | Various Locations in Phoenix | Procure bicycles, kiosks, racks, and smart bike technology for Regional Bike Share Program | 0 | 0 | 0 | ---- | No | ----- | Bike/Ped | CMAQ | 2015 | 777,975 | - | 47,025 | 825,000 | Amend TIP: Add new workphase to replace PHX15-446C with separate Phoenix sponsored workphase. | ✓ | ✓ | ✓ | |
| Phoenix | Highway | 2015 | PHX15-446C | 33349 | Various Locations in Tempe and Phoenix | Implementation of Regional Bike Share | 18 | 0 | 0 | ---- | No | ----- | Bike/Ped | CMAQ | 2015 | 1,414,500 | ----- | 85,500 | 1,500,000 | Amend TIP: Delete project. This project is replaced by PHX15-446CR1 and TMP15-403 as separate Phoenix and Tempe sponsored workphases. | ✓ | ✓ | ✓ | |
| Phoenix | Highway | 2013 | PHX12-107 | 8257 | Yuma Street: 33rd Avenue to 28th Avenue | Design sidewalk, curb gutter and ADA ramps, and streetlighting | 0.6 | 2 | 2 | ---- | No | SF018 01D | Safety | SRTS | 2013 | 88,000 | - | - | 88,000 | Amend: Change project location to reflect actual length of project. | ✓ | ✓ | ✓ | |
| Phoenix | Highway | 2015 | PHX12-107C | 8257 | Yuma Street: 33rd Avenue to 28th Avenue | Construct sidewalk, curb gutter and ADA ramps, and streetlighting | 0.6 | 2 | 2 | ---- | No | SF018 01C | Safety | SRTS | 2015 | 310,800 | - | - | 310,800 | Amend: Change project location to reflect actual length of project. | ✓ | ✓ | ✓ | |

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #5 | | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | |
|------------------|---------|------------------------|------------|--------|--|---|-------|--------------|-------------|----------|---------|----------------------|-------------|-----------|---------------------------|-----------|----------|---------|--------------------------|--|-------------|--------|-------------|--------|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI | In AICP | TRACS | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| Pinal County | Highway | 2015 | PNL14-410 | 44178 | Midway Rd from Gila Bend Highway to Casa Grande City limits. | Design Roadway Paving. | 1.5 | 2 | 2 | ----- | No | SZ147 01C/01 D | Air Quality | Local | 2015 | - | - | 145,000 | 145,000 | Amend: Increase local/total funding from \$115,000 to \$145,000. Change work year from 2014 to 2015. | ✓ | ✓ | ✓ | |
| Pinal County | Highway | 2017 | PNL15-410 | 44178 | Midway Rd from Gila Bend Highway to Casa Grande City limits. | Pave Unpaved Roadway. | 1.5 | 2 | 2 | ----- | No | SZ147 01C/01 D | Air Quality | CMAQ-2.5 | 2017 | 1,178,750 | - | 112,200 | 1,290,950 | Amend: Change work year from 2015 to 2017. | ✓ | ✓ | ✓ | |
| Tempe | Highway | 2015 | TMP15-403 | 27276 | Various Locations in Tempe | Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc. | 0 | 0 | 0 | ----- | No | ----- | Bike/Ped | CMAQ | 2015 | 636,525 | - | 38,475 | 675,000 | Amend TIP: Add new workphase to replace PHX15-446C with separate Tempe sponsored workphase. | ✓ | ✓ | ✓ | |
| Wickenburg | Highway | 2015 | WKN10-801 | 40083 | US93 Bypass at Hassayampa River | Construct Wickenburg Pedestrian and Bicycle Bridge | -- | -- | -- | -- | No | SL690 01C | Bike/Ped | STP-TEA | 2010 | 436,129 | - | 26,362 | 462,491 | Amend: Defer project work year from 2014 to 2015. Reduce federal/local from \$483,279/\$59,397 to \$436,129/\$26,362. Sponsoring agency is Wickenburg. | ✓ | ✓ | ✓ | |
| Scottsdale | Transit | 2015 | SCT13-901T | 45339 | Regionwide | Purchase bus: standard 40 foot - 7 replace | 0 | 0 | 0 | 11.12.01 | No | ----- | Transit Bus | CMAQ-Flex | 2013 | 4,065,254 | 245,726 | - | 4,310,980 | Amend TIP: Reinstate project which was deleted in error. Add \$400,000 from reprogramming of VMR12-838T to VMR12-840TR1. | ✓ | | ✓ | |

Notes

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

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

| ALCP - IN TIP | | | | | | | | | | | | | | | | | | |
|---------------|-----------------|---|--|-----------------|-------------------|----------------|--------------|--------------|------------------|-----------------------|------------------|----------------------|-----------------------|--------------------|-----------------|----------------------|--|-----------------|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length (miles) | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | RTP ID |
| CHN15-101CZ | Chandler | McQueen Road: Chandler Heights to Riggs Road | Construct roadway widening | 2015 | Jul-16 | 1 | 2 | 4 | Local | 5,478,000 | - | - | 10,956,000 | -- | -- | -- | Amend: Duplicate listings for CHN10-101CZ2. Change TIP ID to CHN15-101CZ. | ACI-PRC-10-03-J |
| CHN17-118RRB | Chandler | Old Price Rd at Queen Creek Rd: Intersection Improvements | Acquisition of right-of-way for roadway widening | 2018 | Jul-15 | 0.8 | 6 | 6 | RARF | (1,141,000) | | 1,141,000 | - | 2018 | RARF | 1,141,000 | Admin: Change phase from construction to right-of-way to match FY 2015 ALCP. Change TIP ID from CHN17-112CRB to CHN17-112RRB. | ACI-PRC-10-03-G |
| GLB15-107DRB | Gilbert | Guadalupe Rd at Cooper Rd | Design intersection improvement | 2015 | Dec-15 | 0.5 | 4 | 6 | RARF | (135,995) | - | 135,995 | - | 2015 | RARF | 135,995 | Amend: Correct amount to match FY 2015 ALCP. | AII-GUD-30-03 |
| GLB18-110DRB | Gilbert | Elliot Rd at Gilbert Rd | Design intersection improvement | 2018 | Dec-19 | 0.5 | 4 | 6 | RARF | \$ (739,272) | \$ - | \$ 739,272 | \$ - | 2018 | STP-MAG | \$ 739,272 | Amend: Correct year to match FY 2015 ALCP | AII-ELT-40-03 |
| MMA15-113DZ | Maricopa County | Northern Parkway: Dysart Overpass | Design roadway widening | 2016 | Feb-19 | 0.1 | 0 | 4 | STP-MAG | 85,714 | 200,000 | - | 285,714 | 2016 | STP-MAG | 200,000 | Amend: Correct amount to match FY 2015 ALCP. Update the TIP ID from MMA16-113DZ to MMA15-113DZ; project had duplicate TIP IDs. | ACI-NOR-10-03-E |
| MMA13-118CZ | Maricopa County | Northern Parkway: Dysart to 111th | Construct roadway widening | 2016 | Jul-16 | 2.5 | 2 | 4 | Local | 8,062,611 | - | - | 8,062,611 | -- | -- | -- | Admin: Update the TIP ID from MMA16-113CZ to MMA13-118CZ; duplicate TIP IDs existed. | ACI-NOR-10-03-B |
| MMA18-113DZ | Maricopa County | Northern Parkway: Dysart Overpass | Design roadway widening | 2017 | Feb-19 | 0.1 | 0 | 4 | STP-MAG | 1,049,742 | 2,449,399 | - | 3,499,141 | 2017 | STP-MAG | 2,449,399 | Admin: Change TIP ID from MMA16-113DZ to MMA18-113DZ; project had duplicate TIP IDs. Correct amount to match FY 2015 ALCP. | ACI-NOR-10-03-E |
| PHX15-102CZ | Phoenix | Black Mountain Blvd- SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd | Reimbursement for Advanced Construct Roadway Widening | 2015 | Oct-15 | 2 | 0 | 6 | Local | 10,730,955 | ----- | ----- | 10,730,955 | - | - | ----- | Amend: Delete TIP listing to match FY 2015 ALCP. | ACI-BMT-10-03 |
| SCT13-105SAVZ | Scottsdale | Northsight Blvd- Hayden to Frank Lloyd Wright | Project Savings for Roadway Widening | 2015 | Jun-14 | 0.4 | 2 | 4 | RARF | ----- | ----- | 1,194,568 | 1,194,568 | 2015 | RARF | 1,194,568 | Amend: Delete TIP listing to match FY 2015 ALCP. | ACI-SAT-10-03-C |
| SCT16-107DRB | Scottsdale | Redfield Rd: Scottsdale Rd to Hayden | Design roadway widening | 2016 | Jun-18 | 1.2 | 2 | 4 | RARF | (352,073) | - | 352,073 | - | 2016 | RARF | 352,073 | Amend: Create separate listings for work and reimbursement. Match the FY 2015 approved ALCP. | ACI-SAT-10-03-E |
| SCT14-122RRB | Scottsdale | Raintree Drive Extension: 76th Place to Hayden Rd | Acquisition of right-of-way for roadway widening | 2016 | Dec-17 | 1 | 0 | 2 | RARF | (5,016,725) | - | 5,016,725 | - | 2016 | RARF | 5,016,725 | Amend: Duplicate listings for SCT14-122RWZ. Change TIP ID to SCT14-122RRB. | ACI-SAT-10-03-F |
| SSCT18-125CZ | Scottsdale | Pima Rd- Pinnacle Peak Rd to Happy Valley Rd | Construct roadway widening | 2018 | Jun-19 | 1 | 4 | 6 | Local | 4,571,429 | ----- | ----- | 4,571,429 | 2019 | RARF | 3,200,000 | Amend: Delete TIP listing to match FY 2015 ALCP. | ACI-PMA-10-03-C |

Red indicates a change to the TIP
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Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program

8/7/2014

| ALCP - IN TIP | | | | | | | | | | | | | | | | | | |
|---------------|-----------------|--|--|-------------|----------------|----------------|--------------|-------------|-----------|-------------|--------------|---------------|------------|--------------------|-----------|-----------------|---|-----------------|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length (miles) | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | RTP ID |
| SCT14-118DZ | Scottsdale | Raintree Drive: Hayden Road to Loop 101 | Design roadway widening | 2016 | Jun-17 | 1 | 4 | 6 | Local | 1,005,922 | - | - | 1,005,922 | -- | -- | -- | Amend: Defer project design phase from 2015 to 2016. | ACI-SAT-10-03-G |
| MMA14-114RRB | Maricopa County | El Mirage Rd: Northern Avenue to Peoria Avenue | Acquisition of right-of-way for roadway widening | 2014 | Dec-15 | 2 | 2 | 6 | RARF | (86,887) | - | 86,887 | - | 2014 | RARF | 86,887 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-ELM-20-03-D |
| MMA14-114DZ2 | Maricopa County | El Mirage Rd: Northern Avenue to Peoria Avenue | Design roadway widening | 2014 | Dec-15 | 2 | 2 | 6 | RARF | 4,040 | - | 9,426 | 13,466 | 2014 | RARF | 9,426 | Amend: New TIP listing. Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-ELM-20-03-D |
| MES14-125CRB | Mesa | Mesa Dr: US-60 (Superstition Fwy) to Southern | Construct roadway widening | 2014 | Jun-14 | 1 | 4 | 6 | RARF | (3,147,284) | - | 3,147,284 | - | 2014 | RARF | 3,147,284 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-MES-10-03-A |
| MES14-125RWZ | Mesa | Mesa Dr: US-60 (Superstition Fwy) to Southern | Acquisition of right-of-way for roadway widening | 2014 | Jun-14 | 1 | 4 | 6 | RARF | 18,685 | - | 43,599 | 62,284 | 2014 | RARF | 43,599 | Amend: New TIP listing. Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-MES-10-03-A |
| MMA14-113CX2 | Maricopa County | Northern Parkway: Dysart to 111th | Construct Utilities | 2014 | Jun-16 | 2.5 | 2 | 4 | STP-MAG | 28,634 | 469,252 | - | 497,886 | 2014 | STP-MAG | 469,252 | Amend: Project obligated in August which falls in state fiscal year 2015 but federal fiscal year 2014. Update project work phase year to reflect federal obligation. | ACI-NOR-10-03-B |
| PHX15-102DZ | Phoenix | Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd | Design Roadway Widening | 2014 | Oct-15 | 2 | 0 | 6 | STP-MAG | 15,111 | 250,000 | - | 265,111 | 2014 | STP-MAG | 250,000 | Amend: Project obligated in August which falls in state fiscal year 2015 but federal fiscal year 2014. Update project work phase year to reflect federal obligation. | ACI-BMT-10-03 |
| PHX14-101CZ | Phoenix | Avenida Rio Salado: 51st Avenue to 7th Street | Construct roadway widening | 2014 | Oct-15 | 6 | 0 | 6 | STP-MAG | 791,641 | 13,096,805 | - | 13,888,446 | 2014 | STP-MAG | 13,096,805 | Amend: In addition to the 2014 programmed amount of \$10,418,197, there was \$2,678,608 of 2015 funds that obligated August. August falls in state fiscal year 2015 but federal fiscal year 2014. Update funding split between the 2014/2015 TIP IDs to reflect federal obligation. | ACI-RIO-10-03 |

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

8/7/2014

| ALCP - IN TIP | | | | | | | | | | | | | | | | | | |
|---------------|---------|---|----------------------------|-------------|----------------|----------------|--------------|-------------|-----------|------------|--------------|---------------|------------|--------------------|-----------|-----------------|---|---------------|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length (miles) | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | RTP ID |
| PHX15-101CZ | Phoenix | Avenida Rio Salado: 51st Avenue to 7th Street | Construct roadway widening | 2015 | Oct-15 | 6 | 0 | 6 | STP-MAG | 74,927 | 1,239,589 | - | 1,314,516 | 2014 | STP-MAG | 1,239,589 | Amend: In addition to the 2014 programmed amount of \$10,418,197, there was \$2,678,608 of 2015 funds that obligated August. August falls in state fiscal year 2015 but federal fiscal year 2014. Update funding split between the 2014/2015 TIP IDs to reflect federal obligation. | ACI-RIO-10-03 |

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Table C. ALCP Project Changes to the FY 2015 ALCP (Non-TIP Changes)

| ALCP - OUT OF TIP | | | | | | | | | | | | | | | | | | |
|-------------------|------------|---|--|-------------|----------------|----------------|--------------|-------------|-----------|-------------|--------------|---------------|------------|--------------------|-----------|-----------------|--|-----------------|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length (miles) | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | RTP ID |
| -- | Chandler | Ray Rd at McClintock Dr | Acquisition of right-of-way for intersection improvement | 2024 | Jun-25 | 0.3 | 4 | 6 | STP-MAG | (545,864) | 545,864 | - | - | 2024 | STP-MAG | 545,864 | Amend: Previous listing incorrectly recorded as \$54,586.36. Increase to \$545,863.56 to match FY 2015 approved ALCP. | AI-RAY-40-03 |
| -- | Mesa | Southern Ave at Lindsay Rd | Construct intersection improvement | 2024 | Jun-22 | 0.5 | 4 | 6 | RARF | (1,764,272) | - | 1,764,272 | - | 2024 | RARF | 1,764,272 | Amend: Correct amount to match FY 2015 ALCP. | ACI-SOU-10-03-C |
| -- | Mesa | Signal Butte Rd: Ray Rd to Pecos Rd | Design roadway widening | 2024 | Jun-26 | 2 | 0 | 6 | STP-MAG | (1,688,490) | 1,688,490 | - | - | 2024 | STP-MAG | 1,688,490 | Amend: Correct year to match FY 2015 ALCP | ACI-SGB-10-03-C |
| -- | Mesa | Southern Ave: Crismon Rd to Meridian Rd | Acquisition of right-of-way for roadway widening | 2027 | Jun-25 | 2 | 4 | 6 | RARF | (2,193,915) | - | 2,193,915 | - | Unfunded | RARF | 2,193,915 | Amend: Correct amount to match FY 2015 ALCP. | ACI-SOU-20-03-B |
| -- | Mesa | Southern Ave: Crismon Rd to Meridian Rd | Construct Roadway Widening | 2027 | Jun-25 | 2 | 4 | 6 | RARF | (2,371,033) | - | 2,371,033 | - | Unfunded | RARF | 2,371,033 | Amend: Correct amount to match FY 2015 ALCP. | ACI-SOU-20-03-B |
| PEO13-104CZ | Peoria | 75th Avenue at Thunderbird Rd: Intersection Improvement | Construct intersection improvement | 2013 | Oct-12 | 0.2 | 4 | 6 | RARF | 42,765 | - | 99,785 | 142,549 | 2013 | RARF | 99,785 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-BRD-10-03-D |
| PEO13-104RWZ | Peoria | 75th Avenue at Thunderbird Rd: Intersection Improvement | Acquisition of right-of-way for intersection improvement | 2013 | Oct-12 | 0.2 | 4 | 6 | RARF | 26,106 | - | 60,913 | 87,019 | 2013 | RARF | 60,913 | Amend: New TIP listing. Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-BRD-10-03-D |
| PEO10-101DZ | Peoria | Lake Pleasant Pkwy: Dynamite Blvd to CAP | Design roadway widening | 2011 | Jun-14 | 2.5 | 2 | 4 | Local | 587,927 | - | - | 587,927 | 2012 | RARF | 411,549 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-LKP-10-03-A |
| PEO12-101DZ | Peoria | Lake Pleasant Pkwy: Dynamite Blvd to CAP | Design roadway widening | 2012 | Jun-14 | 2.5 | 2 | 4 | RARF | 176,378 | - | 411,549 | 587,927 | 2012 | RARF | 411,549 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-LKP-10-03-A |
| PEO13-101DZ | Peoria | Lake Pleasant Pkwy: Dynamite Blvd to CAP | Design roadway widening | 2012 | Jun-14 | 2.5 | 2 | 4 | RARF | 209,176 | - | 411,549 | 620,724 | 2012 | RARF | 434,507 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-LKP-10-03-A |
| PEO11-101RWZ | Peoria | Lake Pleasant Pkwy: Dynamite Blvd to CAP | Acquisition of right-of-way for roadway widening | 2011 | Jun-14 | 2.5 | 2 | 4 | Local | 931,086 | - | - | 931,086 | 2012 | RARF | 651,760 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-LKP-10-03-A |
| SCT11-014DZ | Scottsdale | Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd (Phase I) | Design roadway widening | 2011 | Dec-14 | 2 | 4 | 4 | Local | 870,916 | - | - | 870,916 | 2013 | RARF | 609,641 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-SCT-10-03-A |

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Table C. ALCP Project Changes to the FY 2015 ALCP (Non-TIP Changes)

8/7/2014

| ALCP - OUT OF TIP | | | | | | | | | | | | | | | | | | |
|-------------------|------------|---|--|-------------|----------------|----------------|--------------|-------------|-----------|------------|--------------|---------------|------------|--------------------|-----------|-----------------|---|-----------------|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length (miles) | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | RTP ID |
| SCT210-10ARW | Scottsdale | Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd (Phase I) | Acquisition of right-of-way for roadway widening | 2012 | Dec-14 | 2 | 4 | 4 | Local | 183,912 | - | - | 183,912 | 2013 | RARF | 128,739 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-SCT-10-03-A |
| SCT210-10AC | Scottsdale | Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd (Phase I) | Construct Roadway Widening | 2013 | Dec-14 | 2 | 4 | 4 | RARF | 1,288,768 | - | 3,007,125 | 4,295,893 | 2013 | RARF | 3,007,125 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | ACI-SCT-10-03-A |

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 Yellow highlight indicates an update since Management Committee

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

Revisions to the National Highway System and Principal Arterial Network in the MAG Region

SUMMARY:

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the Interstate Highway System, other principal arterials, the Strategic Highway Network, Major Strategic Highway Network Connectors, and intermodal connectors. The NHS was developed by the U. S. Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations. Modifications to the classification of roadways in the arterial network and modification to roadways included in the NHS are required.

Congress automatically added 60,000 miles of roadways that were classified as principal arterials to the National Highway System (NHS) with the enactment of Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. In Maricopa County, this added approximately 817 centerline miles of member agency owned roadways to the NHS. The NHS is shown on the map, "Current Principal Arterial Network as of October 1, 2012," and these roadways are subject to additional federal restrictions and requirements.

The last major regional update of the functional classification of the principal arterial roadway system occurred in 1992 and it neither reflects the expansion of the regional freeway system and regional growth, nor adheres fully to federal functional classification guidelines as updated in 2013. Working with member agencies, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), the Street Committee has completed an extensive technical analysis and review of the functional classification of principal arterial facilities and their NHS designation and is recommending a number of changes as shown on map Option 2F. Modifications include:

- The classification of some roadways to principal arterial to address population growth. Addition to the NHS is not requested as they do not meet federal requirements for addition to the NHS.
- The reclassification of a number of roadways to minor arterial, and based on this classification change, their removal from the NHS. The FHWA Office of Planning, Environment and Realty has suggested that the states review the functional classification of roadways to remove facilities that are improperly classified as principal arterial and thereby removal from the National Highway System.
- The removal of NHS designation from a small number of principal arterial roadways to improve the coherence of the NHS in the MAG region. Federal guidance allows for the removal of NHS designation on a case-by-case basis, but does not allow en masse removal of NHS designations. It has been determined by the FHWA that it was the mandate of Congress to add all roadways that were classified as principal arterial as of October 1, 2012, to the National Highway System.

This item was heard at the MAG Transportation Review Committee (TRC) and the MAG Management Committees. Members of both committees discussed the fact that the largest shares of principal arterials in the MAG region are locally owned, and the automatic addition of all principal arterials to the NHS without

state or local consultation resulted in an unfunded mandate to meet the National Highway standards for future improvements, reporting requirements, and the yet-to-be-determined performance measures and asset management requirements. Members of both the TRC and Management Committee requested that ADOT and MAG review funding options to meet these new requirements on locally owned and operated facilities that are included in the NHS. At the MAG Transportation Policy Committee (TPC), in addition to a discussion of the increased responsibilities for locally owned facilities from the Act's automatic inclusion of roadways into the NHS, and the lack of commensurate funding to address the requirements, members discussed the national and local need for improved freight access in urban areas. Specific concerns were brought up regarding large warehousing and distribution centers and the accessibility and level of design of roadway access to meet freight and trucking needs which are important to our local and national economy. Additional information related to truck and freight traffic needs in the region will be provided in the upcoming months to the TPC.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of this action will update the functional classification of the Principal and Minor Arterial network, and will update the National Highway System in the MAG planning area.

It will provide an up-to-date, rational Principal and Minor Arterial network. It will reduce the regulatory burden on member agencies from facilities removed from the NHS resulting from the automatic inclusion of the agency-owned facilities by enactment of MAP-21, and will reduce the scope of anticipated federally required performance and asset management programs for NHS facilities.

CONS: Approval of this proposal will reduce the number of agency-owned roadways eligible to receive National Highway Performance Program funding and may in the future affect federal funding available to member agencies should Congress decide to focus federal funding on the National Highway System.

NHS facilities are assured higher design, construction and aesthetic standards as they are subject to greatly expanded federal oversight and a variety of federal regulations concerning geometrical design, design approvals, sign and junkyard control and quality assurance programs.

In addition, NHS facilities will have to meet statewide performance targets per the Moving Ahead for Progress in the Twenty-first Century (MAP-21) Act. Targets will be based on national goals to be determined within the next 15 months. States will have to establish targets for these measures within one year of the final rule at the national level. Inability to meet performance and asset management targets ultimately may result in reduced National Highway Performance Program shares, federal guidance on allocations at the state level, and potentially, increased state match requirements.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: A principal arterial network review and recommendation have been developed by the MAG Street Committee proposing changes to the Principal Arterial Network and changes to the NHS facilities within the MAG region.

MAP-21 added more than 800 miles of locally owned NHS facilities in Maricopa County that are eligible to receive National Highway Performance Program funding. However, the amount of National Highway Performance Program funding did not significantly increase above the funding sources it replaced and these funding sources were already committed to improvements on the State Highway System. Under federal regulation, the selection of projects for National Highway Performance Program funding resides with the state highway agency.

Federal regulations require that NHS facilities comply with a number of geometric design, sign and junkyard controls and quality assurance program requirements. When these facilities are improved, these facilities must be upgraded to comply with these requirements. Design exceptions for these facilities must receive approval from the FHWA and work performed on these facilities funded from federal sources is subject to increased federal oversight.

Failure to comply with these requirements may expose the owning agency to increased legal liability from crashes and may require the owning agency to NHS standards when federal funds are used to improve the facility.

All NHS facilities need to be included in the performance measures and performance targets to be established for maintaining the system. ADOT would have to commit to implementing improvements that demonstrate progress toward the performance targets, and the ability to meet the minimum standards for NHS facility conditions. The National Highway Performance Program also requires states to develop and adhere to a risk-based, performance-based asset management plan for preserving and improving the NHS.

The requirements noted here are general to provide perspective, and additional requirements may be required. If the Regional Council approves this item, the package will be submitted for approval by the FHWA and ADOT.

POLICY: On May 22, 2014, FHWA issued a letter to ADOT stating that FHWA will implement the requirements on the NHS starting July 1, 2014.

Pursuant to MAP-21 requirements, the U. S. Department of Transportation will publish rulemaking establishing the process for states to develop performance and asset management plans. The facilities identified to be kept in the NHS for the MAG region will be subject to these requirements and have been considered to be critical to the nation's economy and defense. The request to remove a number of principal arterials from the NHS has been the result of a consultation and collaboration between MAG member agencies, ADOT and the FHWA.

ACTION NEEDED:

Approval of the included map Option 2F that updates the functional classification for the Principal and Minor Arterial network and of the modifications in the National Highway System for the MAG region and, as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On August 13, 2014, the MAG Transportation Policy Committee recommended approval of the modifications to the roadways included in map Option 2F updating the roadway functional classification for the Principal Arterial Network, and to the modifications in the National Highway System for the MAG region, for approval by the Federal Highway Administration and the Arizona Department of Transportation. The motion passed with two voting no (*italics*).

MEMBERS ATTENDING

- Councilmember Jack Sellers, Chandler, Chair
- Mayor Jerry Weiers, Glendale, Vice Chair
- Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee
- Mr. Dave Berry, Swift Transportation*
- * Mr. Jed Billings, FNF Construction
- * Mayor Bob Barrett, Peoria

- * Councilmember Ben Cooper, Gilbert
- # Mayor Alex Finter, Mesa
- Mr. Charles Huellmantel, Huellmantel and Affiliates
- Supervisor Clint Hickman, Maricopa County
- * Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc.
- Mayor W. J. "Jim" Lane, Scottsdale*

- Mr. Joseph La Rue, State Transportation Board
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- * Mayor Georgia Lord, Goodyear
- Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage

- * Mr. Garrett Newland, Macerich
- * Mayor Tom Rankin, Florence
- Mayor Greg Stanton, Phoenix
- Ms. Karrin Kunasek Taylor, DMB Properties
- # Mayor Kenneth Weise, Avondale
- * Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On August 6, 2014, the MAG Management Committee recommended approval of the modifications to the roadways included in map Option 2F updating the roadway functional classification for the Principal Arterial Network, and to the modifications in the National Highway System for the MAG region, for approval by the Federal Highway Administration and the Arizona Department of Transportation.

MEMBERS ATTENDING

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

- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- * Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Louis Andersen for Greg Stanley, Pinal Co.
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Fritz Behring, Scottsdale
- Michael Celaya for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa Co.
- Wulf Grote for Steve Banta, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

On July 31, 2014, the MAG Transportation Review Committee recommended approval of the modifications to the roadways included in map Option 2F that included two minor corrections since the MAG Street Committee approved map 2E. Option 2F requests updating the roadway functional classification for the Principal Arterial Network, and to the modifications in the National Highway System for the MAG region, for approval by the Federal Highway Administration and the Arizona Department of Transportation.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair

- ADOT: Brent Cain for Floyd Roehrich
- Buckeye: Scott Lowe

- * Cave Creek: Ian Cordwell
- Chandler: Mike Mah for Dan Cook
- El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Bob Darr for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson

- Maricopa County: John Hauskins
- Mesa: Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Dan Nissen for Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Paul Basha
- # Surprise: Mike Gent for Dick McKinley
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Dana Owsiany, Phoenix
- * ITS Committee: Catherine Hollow, Tempe
- FHWA: Tomas Deitering for 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

At the July 22, 2014 meeting, MAG Street Committee recommended approval of the modifications to the roadways included in map Option 2E, updating the roadway functional classification for the Principal Arterial Network, and to the modifications in the National Highway System for the MAG region, for approval by the Federal Highway Administration and the Arizona Department of Transportation.

MEMBERS ATTENDING

- Dana Owsiany, Phoenix, Chair Woman
- * Steve Beasley, ADOT
- Emil Schmid, Apache Junction
- Charles Andrews, Avondale
- Jose Heredia, Buckeye
- Dan Cook, Chandler
- Chris Hauser, El Mirage
- Tom Deitering for Aryan Lirange, FHWA
- # Morris Taylor for Wayne Costa, Florence
- Tim Oliver, Gila River Indian Community
- Tom Condit, Gilbert
- Purab Adabala for Bob Darr, Glendale
- Cato Esquivel for Hugh Bigalk, Goodyear
- # Thomas Chlebanowski for Darryl Crossman, Litchfield Park

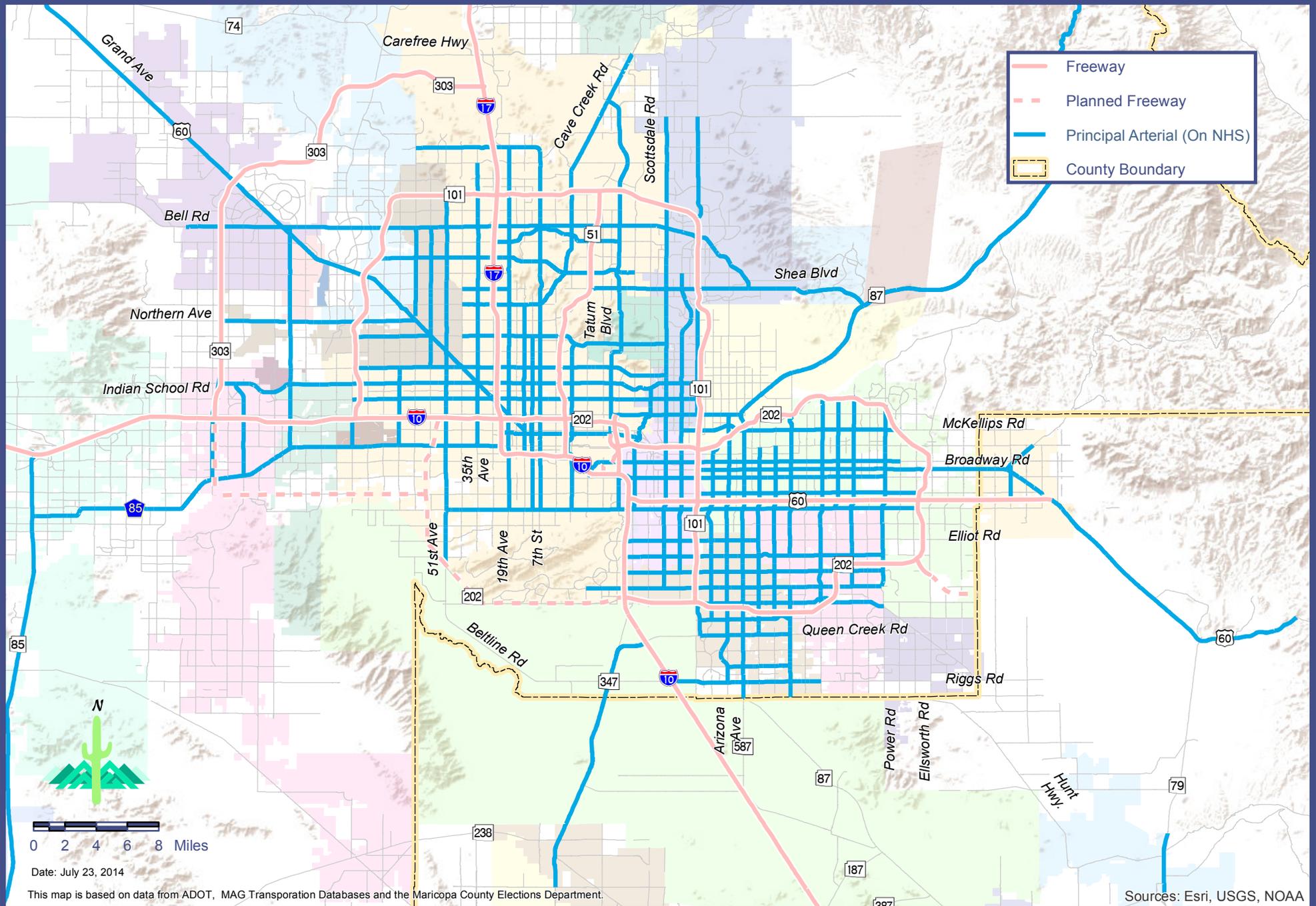
- * Bill Fay, City of Maricopa
- Jack M. Lorbeer, Maricopa County
- # Maria Angelica Deeb, Mesa
- * James Shano, Paradise Valley
- # Scott Bender, Pinal County
- Ben Wilson, Peoria
- * Janet Martin, Queen Creek
- Jennifer Jack for Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- Phil Kercher, Scottsdale
- Suneel Garg, Surprise
- * Isaac Chivera, Tempe
- * Jason Earp, Tolleson
- * Grant Anderson, Youngtown

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

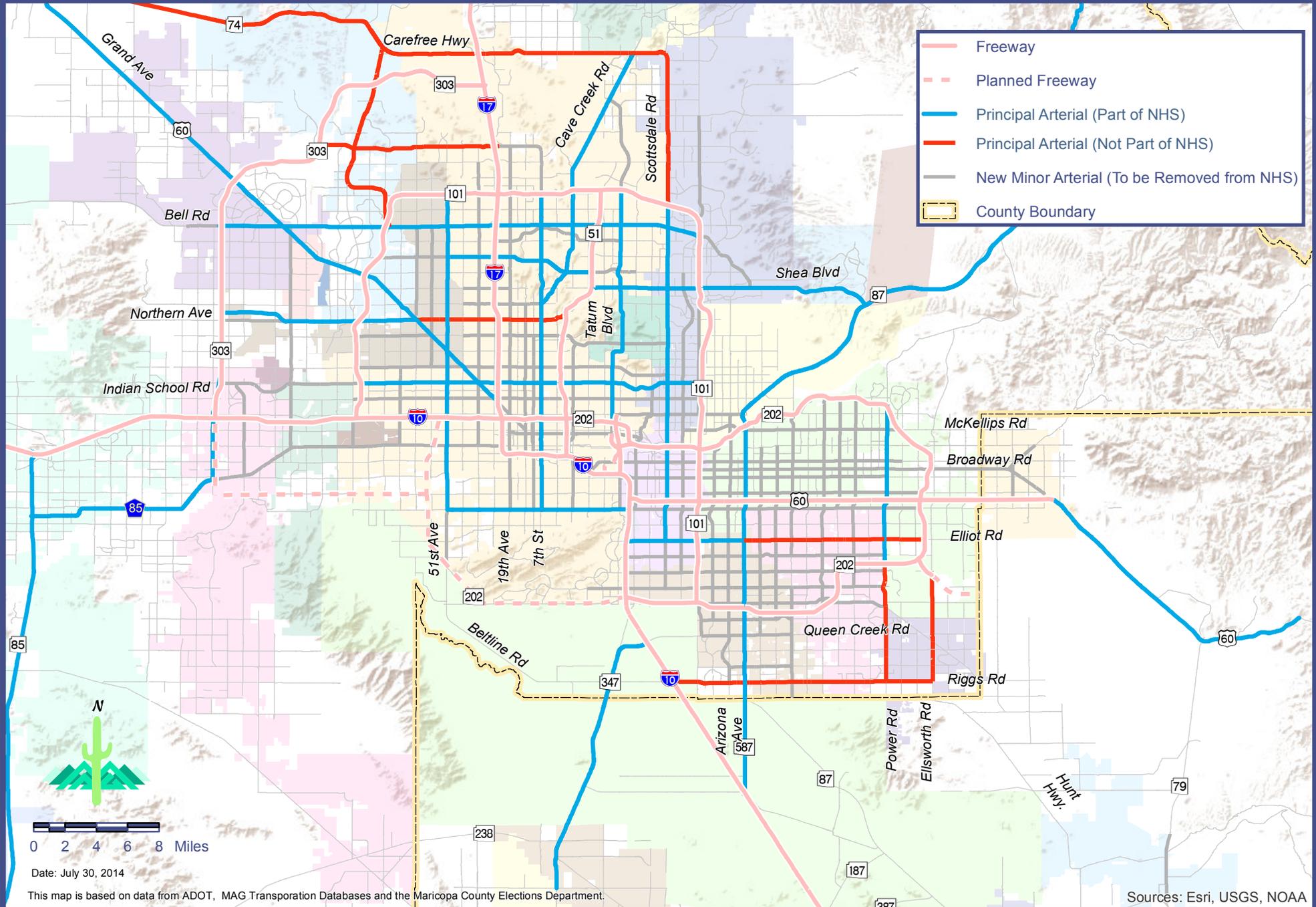
CONTACT PERSON:

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

Current Principal Arterial Network as of October 1, 2012



Revised Principal Arterial Proposal: Option 2F



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area

SUMMARY:

The Maricopa Association of Governments has prepared the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area. In accordance with Clean Air Act Section 202(a)(6), the Environmental Protection Agency (EPA) made a determination that onboard refueling vapor recovery systems are in widespread use throughout the motor vehicle fleet, effective May 16, 2012. Since Stage II is a duplicative system, this plan revision requests that EPA remove the requirement for Stage II vapor recovery in this area for new gasoline dispensing facilities beginning in 2014 and for existing facilities beginning in October 2016, before a regional disbenefit begins to occur in 2018.

Based upon the calculation methods in the EPA guidance issued on August 7, 2012, the emission reduction benefits of Stage II vapor recovery from 2006-2020 continue to decline in this area as the market penetration for the onboard refueling vapor recovery systems increases in the motor vehicle fleet. In 2018, there is a disbenefit that begins to occur due to the incompatibility of the Vacuum Assist Stage II systems used in this area, with the onboard vehicle equipment. The incompatibility causes emissions to be released during vehicle refueling at gasoline dispensing facilities. This results in a regionwide increase of volatile organic compound emissions that contribute to ozone formation. A resolution to adopt the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area is attached.

PUBLIC INPUT:

On June 3, 2014, a public hearing was conducted on the Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area. The draft document was made available for public review on May 2, 2014. No public comments were received. No public comments were received at the June 26, 2014, the MAG Air Quality Technical Advisory Committee or at the August 6, 2014, MAG Management Committee meeting.

PROS & CONS:

PROS: The MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls is designed to remove the Stage II vapor recovery controls before a regionwide disbenefit begins to occur in 2018, due to incompatibility with the onboard vehicle equipment. In the May 16, 2012 final rule, EPA indicated that the emissions reductions from the onboard vehicle equipment are essentially equal to and will soon surpass the emissions reductions achieved by Stage II alone. The plan revision will also eliminate an unnecessary economic burden to Arizona businesses, since Stage II vapor recovery controls at gasoline dispensing facilities are redundant systems.

CONS: If the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls for the Maricopa Eight-Hour Ozone Nonattainment Area is not submitted, the disbenefit begins to occur in 2018 due to the incompatibility of Stage II and the onboard vehicle

equipment. Consequently, there could be regionwide increases in volatile organic compound emissions that contribute to ozone formation.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Arizona Department of Weights and Measures estimated that it would take two years to decommission the over 1,000 gasoline dispensing facilities in the area. The removal would be completed by September 2018, the year in which the regional disbenefit begins to occur. In addition, there would be temporary increases in emissions during the removal period, based upon the EPA calculation methods. Two analyses were performed in this plan revision to demonstrate that the loss of temporary emission reduction benefits resulting from the scheduled removal of Stage II controls would not interfere with attainment of the ozone standard or reasonable further progress toward attainment, as required by Clean Air Act Section 110(l). The first analysis indicated that the temporary increases with the scheduled removal represent less than 0.05 percent of ozone season day mobile source volatile organic compound emissions in years 2014 through 2018. The second analysis demonstrated that the removal of Stage II controls beginning in 2014 for new facilities and beginning in October 2016 for existing facilities still produces a downward trend in mobile source emissions in future years.

POLICY: In accordance with the 1990 Clean Air Act Amendments, Stage II gasoline vapor recovery systems have been a required emissions control measure in Serious, Severe, and Extreme ozone nonattainment areas. The Clean Air Act also required that beginning with model year 1998, onboard refueling vapor recovery equipment be phased in for new vehicles. It has been a required control on nearly all new highway vehicles since 2006. Since the two systems are duplicative, Clean Air Act Section 202(a)(6) provided EPA with the authority to waive the Stage II requirements, after EPA determines that the onboard vehicle equipment is in widespread use throughout the motor vehicle fleet. On May 16, 2012, EPA published a final rule determining that the onboard refueling vapor recovery technology was in widespread use throughout the motor vehicle fleet for controlling motor vehicle refueling emissions.

ACTION NEEDED:

Adoption of the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.

PRIOR COMMITTEE ACTIONS:

Management Committee: On August 6, 2014, the MAG Management Committee recommended adoption of the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.

MEMBERS ATTENDING

Christopher Brady, Mesa, Chair
Rick Buss, Gila Bend, Vice Chair
Matt Busby for George Hoffman,
Apache Junction
* David Fitzhugh, Avondale
George Diaz for Stephen Cleveland,
Buckeye
* Gary Neiss, Carefree
* Peter Jankowski, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
Dr. Spencer Isom, El Mirage
Charles Montoya, Florence
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
* Tina Notah, Gila River Indian Community
Patrick Banger, Gilbert

Brent Stoddard for Brenda S. Fischer,
Glendale
Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Gregory Rose, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Louis Andersen for Greg Stanley, Pinal
County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
* Fritz Behring, Scottsdale
Michael Celaya for Bob Wingenroth,
Surprise

Andrew Ching, Tempe
Chris Hagen for Reyes Medrano,
Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown

Floyd Roehrich for John Halikowski,
ADOT
John Hauskins for Tom Manos,
Maricopa County
Wulf Grote for Steve Banta,
Valley Metro/RPTA

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

Air Quality Technical Advisory Committee: On June 26, 2014, the MAG Air Quality Technical Advisory Committee reviewed the transcript from the public hearing. No comments were received during the public hearing comment period. The Air Quality Technical Advisory Committee then unanimously recommended adoption of the Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.

MEMBERS ATTENDING

| | |
|---|--|
| Philip McNeely, Phoenix, Chairman | Steve Trussell, Arizona Rock Products Association |
| William Mattingly, Peoria, Vice Chair | Claudia Whitehead, Greater Phoenix Chamber of Commerce |
| * Daniel Culotta, Avondale | # Amanda McGennis, Associated General Contractors |
| John Minear, Buckeye | * Spencer Kamps, Homebuilders Association of Central Arizona |
| # Jim Weiss, Chandler | # Mannie Carpenter, Valley Forward |
| # Jamie McCullough, El Mirage | Kai Umeda, University of Arizona Cooperative Extension |
| Kristin Myers for Jessica Koberna, Gilbert | Joonwon Joo for Beverly Chenausky, Arizona Department of Transportation |
| Megan Sheldon, Glendale | Diane Arnst, Arizona Department of Environmental Quality |
| * Cato Esquivel, Goodyear | * Environmental Protection Agency |
| # Rudolfo Lopez for Kazi Haque, Maricopa | Beverly Chenausky for Thomas Ekren, Maricopa County Air Quality Department |
| # Greg Edwards for Scott Bouchie, Mesa | # Scott DiBiase, Pinal County |
| Tim Conner, Scottsdale | Michelle Wilson, Arizona Department of Weights and Measures |
| # Antonio DeLaCruz, Surprise | # Ed Stillings, Federal Highway Administration |
| Oddvar Tveit, Tempe | Jenny Moyers for Judi Nelson, Arizona State University |
| * Youngtown | Stan Belone, Salt River Pima-Maricopa Indian Community |
| Ramona Simpson, Queen Creek | |
| # Walter Bouchard, American Lung Association of Arizona | |
| Kristin Watt, Salt River Project | |
| Rebecca Hudson, Southwest Gas Corp. | |
| * Ann Carlton, Arizona Public Service Co. | |
| * Gina Grey, Western States Petroleum Assn. | |
| Robert Forrest, Valley Metro/RPTA | |
| * Dave Berry, Arizona Motor Transport Assn. | |
| Jeannette Fish, Maricopa County Farm Bureau | |

*Members neither present nor represented by proxy.
#Participated via telephone conference call.
+Participated via video conference call.

CONTACT PERSON:

Lindy Bauer, Environmental Director, (602) 254-6300.

RESOLUTION TO ADOPT THE MAG 2014 STATE IMPLEMENTATION PLAN REVISION
FOR THE REMOVAL OF STAGE II VAPOR RECOVERY CONTROLS IN THE
MARICOPA EIGHT-HOUR OZONE NONATTAINMENT AREA

WHEREAS, the Maricopa Association of Governments (MAG) is a Council of Governments composed of twenty-seven cities and towns within Maricopa County and portions of Pinal County, Maricopa County, Pinal County, the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, Fort McDowell Yavapai Nation, Arizona Department of Transportation, and Citizens Transportation Oversight Committee; and

WHEREAS, the Governor of Arizona designated MAG as the regional air quality planning agency and metropolitan planning organization for transportation for all jurisdictions in Maricopa County, including the Phoenix urbanized area and the contiguous urbanized area in Pinal County, including the Town of Florence and City of Maricopa; and

WHEREAS, the 1990 Clean Air Act Amendments required Stage II gasoline vapor recovery systems at gasoline dispensing facilities in Serious, Severe, and Extreme ozone nonattainment areas; and

WHEREAS, the Clean Air Act also required that beginning with model year 1998, onboard refueling vapor recovery equipment be phased in for new vehicles; and

WHEREAS, Clean Air Act Section 202(a)(6) provided the Environmental Protection Agency (EPA) with the authority to waive the Stage II requirements, after EPA determines that the onboard vehicle equipment is in widespread use throughout the motor vehicle fleet, since the two systems are duplicative; and

WHEREAS, EPA made a determination that onboard refueling vapor recovery systems are in widespread use throughout the motor vehicle fleet effective May 16, 2012; and

WHEREAS, MAG has prepared the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area; and

WHEREAS, A.R.S. 49-406 H. requires that the governing body of the metropolitan planning organization adopt the nonattainment area plan.

NOW THEREFORE, BE IT RESOLVED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS REGIONAL COUNCIL as follows:

SECTION 1. That the MAG Regional Council adopts the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.

SECTION 2. That the MAG Regional Council authorizes the submission of the plan to the Arizona Department of Environmental Quality and the U.S. Environmental Protection Agency.

PASSED AND ADOPTED BY THE REGIONAL COUNCIL OF THE MARICOPA ASSOCIATION OF GOVERNMENTS THIS TWENTY-SEVENTH DAY OF AUGUST 2014.

Michael LeVault
Chair, MAG Regional Council
Mayor of Youngtown

ATTEST:

Dennis Smith
Executive Director, MAG

PUBLIC HEARING
MAG 2014 STATE IMPLEMENTATION PLAN REVISION FOR THE
REMOVAL OF STAGE II VAPOR RECOVERY CONTROLS
IN THE MARICOPA EIGHT-HOUR OZONE NONATTAINMENT AREA

Phoenix, Arizona

June 3, 2014

5:32 p.m.

PREPARED FOR:

Maricopa Association of Governments

(ORIGINAL)

REPORTED BY:

Debora Mitchell

Arizona CCR No. 50768



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MAG 2014 STATE IMPLEMENTATION PLAN

REVISION FOR THE REMOVAL OF STAGE II VAPOR RECOVERY CONTROLS IN THE MARICOPA EIGHT-HOUR OZONE NONATTAINMENT AREA, taken on June 3, 2014, commencing at 5:32 p.m. at Maricopa Association of Governments, 302 North 1st Avenue, Saguaro Room, Phoenix, Arizona, before Debora Mitchell, an Arizona Certified Reporter, in and for the County of Maricopa, State of Arizona.

APPEARANCES:

Ms. Lindy Bauer, Maricopa Association of Governments

Mr. Matt Poppen, Maricopa Association of Governments

Ms. Lisa Tomczak, Arizona Department of Environmental Quality

1 MS. BAUER: I would like to welcome everyone to
2 our public hearing on the MAG 2014 State Implementation
3 Plan Revision for the Removal of Stage II Vapor
4 Recovery Controls in the Maricopa Eight-Hour Ozone
5 Nonattainment Area.

6 This public hearing is being jointly conducted
7 by the Arizona Department of Environmental Quality and
8 the Maricopa Association of Governments to receive
9 public comments on the draft document.

10 Those driving to the meeting who parked in the
11 garage can have their parking tickets validated by the
12 MAG staff.

13 And now we'll talk about the public hearing
14 process. The public hearing will begin with some
15 introductory remarks by the Arizona Department of
16 Environmental Quality and then an overview presentation
17 by the MAG staff.

18 Following the presentation, hearing
19 participants are invited to make comments for the
20 public record. A court reporter is present to provide
21 an official record of the hearing, and written comments
22 are also welcomed this evening.

23 For those participants wishing to speak, please
24 fill out a form on the table and place it in the box.
25 If you need to speak early to meet a bus schedule,

1 please tell the MAG staff, and we will accommodate your
2 request. As you come up to the podium, please state
3 some information for the formal record, your name and
4 who you represent.

5 I would like to note that we do have a timer on
6 the podium to assist the public with their
7 presentations. We have a three-minute time limit.
8 When two minutes have elapsed, the yellow light will
9 come on notifying the speaker that they have one minute
10 to sum up. At the end of the three-minute period, the
11 red light will come on.

12 And now I'd like to introduce Lisa Tomczak with
13 the Arizona Department of Environmental Quality, Air
14 Quality Division.

15 MS. TOMCZAK: ADEQ just wants to say that we
16 really appreciated the opportunity to work with MAG,
17 the Department of Weights and Measures, and the other
18 agencies and individuals involved with this process.
19 We thank everyone for their work, and we also look
20 forward to working with all of them in the future
21 regarding fuels and any vapor recovery issues.

22 MS. BAUER: Thank you very much, Lisa. And
23 that echoes MAG's comments as well. We very much
24 appreciated the opportunity to work with the Arizona
25 Department of Weights and Measures, the Arizona

1 Department of Environmental Quality, and the Maricopa
2 County Air Quality Department.

3 Now we will moved to that item on the agenda,
4 No. 4, the presentation on this MAG 2014 State
5 Implementation Plan Revision for the Removal of Stage
6 II Vapor Recovery Controls in the Maricopa Eight-Hour
7 Ozone Nonattainment Area. And Matt Poppen of the MAG
8 staff will give the presentation.

9 MR. POPPEN: Thank you, Lindy.

10 On May 16, 2012, EPA made a determination that
11 onboard refueling vapor recovery is in widespread use
12 throughout the motor vehicle fleet. States may now
13 evaluate the removal of Stage II vapor recovery systems
14 at gasoline dispensing facilities since ORVR and Stage
15 II are duplicative control systems.

16 This plan revision requests that EPA remove the
17 requirement to install and operate Stage II vapor
18 recovery systems in the Maricopa eight-hour ozone
19 nonattainment area for new gasoline dispensing
20 facilities beginning in 2014, and for existing
21 facilities beginning in October 2016, before a regional
22 disbenefit begins to occur in 2018.

23 Stage II vapor recovery systems are designed to
24 capture gasoline vapors from motor vehicle gas tanks
25 and return them to an underground storage tank during

1 vehicle refueling. This prevents gasoline vapors from
2 entering the air during vehicle refueling.

3 Beginning in 1998, manufacturers began
4 installing onboard refueling vapor recovery, or ORVR,
5 in their vehicles. ORVR consists of an activated
6 carbon canister, which collects gasoline vapors during
7 vehicle refueling. Those vapors are then used as fuel
8 during engine start up.

9 Incompatibility issues exist between ORVR and
10 vacuum assisted Stage II controls. When both systems
11 are active during refueling, the Stage II controls can
12 pull air into the underground tank instead of gasoline
13 vapors. This increases the pressure in the underground
14 tank and can cause venting of excess emissions into the
15 air.

16 On August 7, 2012, EPA released guidance on
17 removing Stage II gasoline vapor control programs from
18 state implementation plans and assessing comparable
19 measures, which includes equations that are used to
20 estimate the area-wide impact of Stage II vapor
21 recovery systems on vehicle refueling volatile organic
22 compound, or VOC, emissions.

23 The results of the EPA equations are presented
24 in the following table. The table shows that as the
25 percentage of vehicles equipped with ORVR increases

1 each year, the benefits of Stage II controls lessen.
2 Beginning in 2018, Stage II controls no longer provide
3 area-wide VOC emission benefits, but rather produce a
4 VOC emissions disbenefit due to the incompatibility
5 issues between ORVR and Stage II systems.

6 Clean Air Act, Section 110(l), precludes the
7 EPA from approving a state implementation plan revision
8 if it would interfere with attainment of the National
9 Ambient Air Quality Standards, reasonable further
10 progress towards attainment, or any other applicable
11 requirement under the Clean Air Act.

12 As such, EPA recommended following a Stage II
13 removal schedule for new facilities beginning in 2014,
14 and for existing facilities beginning in October 2016
15 after the 2016 ozone season, as this schedule results
16 in the smallest temporary increase in VOC emissions of
17 the scheduling options considered. The temporary
18 increase in VOC emissions from the scheduled removal of
19 Stage II are too small to interfere with attainment, or
20 progress towards attainment.

21 The following table shows the temporary
22 increase in VOC emissions from new and existing
23 gasoline dispensing facilities that result from
24 following a scheduled removal of Stage II controls that
25 begins in 2014 for new facilities and in October 2016

1 for existing facilities. All facilities are scheduled
2 to have Stage II controls removed by September 30,
3 2018.

4 An additional analysis on mobile source VOC
5 emissions found that when Stage II controls are assumed
6 to be completely removed beginning in 2014, mobile
7 source VOC emissions still exhibit a downward trend in
8 future years. This conservative analysis provides a
9 second demonstration that removal of Stage II controls
10 in the Maricopa eight-hour ozone nonattainment area
11 will not interfere with attainment or progress towards
12 attainment as required by Section 110(l) of the Clean
13 Air Act.

14 The results of this analysis are shown in the
15 following table. The table shows that non-road and
16 on-road mobile source VOC emissions continue to decline
17 each year even after assuming Stage II controls are
18 completely removed beginning in 2014. The table also
19 shows that mobile source VOC emissions are less without
20 Stage II controls beginning in 2018 when the Stage II
21 emissions disbenefit begins.

22 This figure also shows the decline in mobile
23 source VOC emissions even when Stage II is removed in
24 2014 and shows that mobile source VOC emissions are
25 less without Stage II controls beginning in 2018.

1 So in summary, Stage II controls no longer
2 provide area-wide VOC emission reduction benefits in
3 the Maricopa eight-hour ozone nonattainment area
4 beginning in 2018. The scheduled removal of Stage II
5 controls beginning in 2014 for new gasoline dispensing
6 facilities and October 2016 for existing facilities
7 results in the smallest temporary increase in VOC
8 emissions of the scheduling options considered.

9 The temporary increase in emissions does not
10 alter the downward trend in mobile source VOC emissions
11 and is too small to interfere with attainment of the
12 ozone standard, or reasonable progress towards
13 attainment, as required by Section 110(1) of the Clean
14 Air Act.

15 The schedule for the revision is laid out as
16 follows:

17 On May 2, 2014, the draft revision was
18 available for public review.

19 On June 3, 2014, a public hearing was held.

20 On June 26, 2014, the MAG Air-Quality Technical
21 Advisory Committee may make a recommendation on the
22 revision.

23 On August 6, 2014, the MAG Management Committee
24 may make a recommendation on the revision.

25 And on August 27, 2014, the MAG Regional

1 Council may adopt the revision.

2 MAG would submit the revision to ADEQ and EPA
3 by August 29, 2014.

4 Thank you, and that concludes my presentation.

5 MS. BAUER: Thank you very much, Matt.

6 And now for public comments. At this time,
7 public comments are invited. Again, if you would like
8 to speak, please fill out a form and place it in the
9 box and then adhere to the three-minute time limit. Do
10 we have any?

11 It appears that we do not have any speaker
12 forms. I would like to ask if anyone in the audience
13 would like to present any comments? And we see that no
14 comments are forthcoming.

15 At this time, we would like to thank you very
16 much for attending our public hearing, and we thank you
17 for your interest in regional air quality issues. We
18 will report to the MAG Air Quality Technical Advisory
19 Committee at their June 26, 2014 meeting that we did
20 not receive any comments this evening.

21 Thank you very much. The hearing is now
22 closed.

23 (Conclusion of hearing at 5:44 p.m.)

24

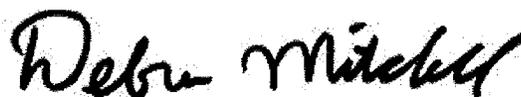
25

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing transcript was taken before me, Debora Mitchell, a Certified Court Reporter, in and for the County of Maricopa, State of Arizona; that the foregoing proceedings were taken down by me using the Voice Writing method and translated into text via speech recognition under my direction; and that the foregoing typewritten pages are a full, true, and accurate transcript of all proceedings, all done to the best of my ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 4th day of June, 2014.



Debora Mitchell - Digital Signature

AZ Certified Reporter No. 50768

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

DATE:

August 19, 2014

SUBJECT:

Conformity Consultation

SUMMARY:

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

Since the August 6, 2014 Management Committee meeting, additional project information has been received. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A new table with the additional project information (shaded) is attached.

PUBLIC INPUT:

An opportunity for public comment was provided at the August 6, 2014 Management Committee meeting and no public comments were received.

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP and 2035 Regional Transportation Plan.

CONS: The review of the conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment and administrative modification may not be considered until the consultation process for the conformity assessment is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the August 6, 2014 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

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

- * Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Louis Andersen for Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Fritz Behring, Scottsdale
- Michael Celaya for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Wulf Grote for Steve Banta, Valley Metro/RPTA

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

CONTACT PERSON:

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

August 19, 2014

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

FROM: Dean Giles, Air Quality Planning Program Specialist

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

We are providing notification of an update to the information included in the July 29, 2014 memorandum for consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A new table with additional project information (shaded) is attached. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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

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

| Agency | Work Year | TIP ID | Location | Work | Funding | Federal | Regional | Local | Total | TIP Change Request | Conformity Assessment |
|--------|-----------|-----------|---|--|---------|-----------|----------|---------|-----------|--|--|
| ADOT | 2015 | DOT15-417 | 10: 3rd Ave, 3rd St and 16th St | Design/Construct pump station improvements | NHPP | 2,074,600 | - | 125,400 | 2,200,000 | Amend: Add a new pump station improvement project in FY2015 for \$2,200,000. | The new project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2018 | DOT18-460 | 10: Cotton Lane - Dysart Rd | Construct FMS | CMAQ | 3,922,880 | 237,120 | - | 4,160,000 | Clerical: Project work year should be listed as 2018. | A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-133 | 17: Buckeye Rd, Grant St, Jefferson St & Adams St | Construct Electrical Rehabilitation | NHPP | 1,886,000 | - | 114,000 | 2,000,000 | Amend: Increase total project budget by \$948,000 from \$1,052,000 to \$2,000,000. | A minor project revision is needed to increase funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2017 | DOT17-415 | 17: Mores Gulch | Bridge replacement | NHPP | 4,715,000 | - | 285,000 | 5,000,000 | Amend: Increase total project budget by \$500,000 from \$4,500,000 to \$5,000,000. | A minor project revision is needed to increase funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-419 | 347: John Wayne Parkway Sidewalk Enhancement Ph II | Sidewalk Enhancement | TEA | 736,483 | - | 44,517 | 781,000 | Amend: Add a new sidewalk enhancement construction project in FY2015 for \$781,000. | The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2014 | DOT12-836 | 60 (Grand Ave): SR303L - SR101L corridor, Grand at Bell Traffic Interchange | Design traffic interchange | NHPP | 471,500 | 28,500 | - | 500,000 | Clerical: Design funding amount of \$500,000 approved RC 6/25/2014. ADOT requested clerical correction. | A minor project revision is needed to correct listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2014 | DOT13-952 | 60 (Grand Ave): SR303L - SR101L corridor, Grand at Bell Traffic Interchange | Right of way acquisition for traffic interchange | NHPP | 4,243,500 | 256,500 | - | 4,500,000 | Clerical: Right of way acquisition funding amount of \$4,500,000 and 2014 work year approved RC 6/25/2014. ADOT requested clerical correction. | A minor project revision is needed to correct listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-418 | 60(Grand Ave): New River WB #314 | Design bridge rehabilitation | NHPP | 235,750 | - | 14,250 | 250,000 | Amend: Add a new bridge rehabilitation design project in FY2015 for \$250,000. | The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| Agency | Work Year | TIP ID | Location | Work | Funding | Federal | Regional | Local | Total | TIP Change Request | Conformity Assessment |
|--------|-----------|-------------|-------------------------------------|--|---------|-----------|----------|---------|-----------|--|--|
| ADOT | 2015 | DOT15-414 | 85: Gila Bend Airport - MP 130.42 | Construct pavement preservation | NHPP | 4,196,350 | - | 253,650 | 4,450,000 | Amend: Change phase from design to construction. Increase total project budget by \$4,344,000 from \$106,000 to \$4,450,000. | The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT16-423C | 88: Apache Junction - Tortilla Flat | Spot safety improvements and pavement preservation | NHPP | 4,590,455 | - | 277,472 | 4,867,927 | Amend: Advance project from FY2016 to FY2015. | A minor project revision is needed to advance the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT16-423C2 | 88: Apache Junction - Tortilla Flat | Spot safety improvements and pavement preservation | HSIP-AZ | 2,185,000 | - | 132,073 | 2,317,073 | Amend: Advance project from FY2016 to FY2015. | A minor project revision is needed to advance the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-402 | I-10 and SR101L - Various Locations | Construct Drainage Tunnel Improvements | STP-AZ | 1,487,111 | - | 89,889 | 1,577,000 | Amend: Delete project from TIP. | The deleted project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2016 | DOT16-401 | I-17: Peoria Ave and Union Hills | Construct Drainage Grate Improvements | NHPP | 377,200 | - | 22,800 | 400,000 | Amend: Increase total project budget by \$242,000 from \$158,000 to \$400,000. | A minor project revision is needed to increase funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-194 | MAG region wide | Dynamic Message Signs (DMS), Travel Times | State | - | - | 170,000 | 170,000 | Amend: Change funding source from RARF-HURF to State. | A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-413 | MAG region wide | Drainage tunnel improvements | STP-AZ | 1,487,111 | - | 89,899 | 1,577,010 | Amend: Delete project from TIP. | The deleted project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| Agency | Work Year | TIP ID | Location | Work | Funding | Federal | Regional | Local | Total | TIP Change Request | Conformity Assessment |
|--------|-----------|-----------|---|--|---------|-----------|------------|---------|------------|---|---|
| ADOT | 2016 | DOT16-407 | MAG region wide | Dynamic Message Signs (DMS), Travel Times | State | - | - | 170,000 | 170,000 | Amend: Change funding source from RARF-HURF to State. | A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2017 | DOT17-403 | MAG region wide | Dynamic Message Signs (DMS), Travel Times | State | - | - | 170,000 | 170,000 | Amend: Change funding source from RARF-HURF to State. | A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2018 | DOT18-404 | MAG region wide | Dynamic Message Signs (DMS), Travel Times | State | - | - | 170,000 | 170,000 | Amend: Change funding source from RARF-HURF to State. | A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-416 | Sequoia Charter School, 1460 S. Horne St., Mesa, AZ 85204 | Install new bicycle racks and enclosures on the east side and west side of campus; Demolish masonry wall on west side of the campus, install wrought iron. | SRTS | 104,900 | - | - | 104,900 | Amend TIP: Add new project to TIP; Project was previously deleted and has been requested to be re-added by ADOT | The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-198 | SR24 (Gateway Freeway): SR202L to Ellsworth | Repayment of advanced construction | STP-MAG | 500,000 | 77,335,000 | - | 77,835,000 | Amend: Decrease repayment of advanced construction by \$70,365,000 from \$148,200,000 to \$77,835,000. | A minor project revision is needed to change repayment amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-420 | SR347: Union Pacific Railroad Crossing | Design | NHPP | 5,186,500 | - | 313,500 | 5,500,000 | Amend: Add a new railroad crossing design project in FY2015 for \$5,500,000. | The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-421 | SR347: Union Pacific Railroad Crossing | Right of Way Acquisition | NHPP | 471,500 | - | 28,500 | 500,000 | Amend: Add a new railroad crossing right of way project in FY2015 for \$500,000. | The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| Agency | Work Year | TIP ID | Location | Work | Funding | Federal | Regional | Local | Total | TIP Change Request | Conformity Assessment |
|----------------|-----------|------------|--|--|---------|-----------|----------|---------|-----------|---|---|
| ADOT | 2016 | DOT16-426 | SR347: Union Pacific Railroad Crossing | Right of Way Acquisition | NHPP | 5,186,500 | - | 313,500 | 5,500,000 | Amend: Add a new railroad crossing right of way project in FY2016 for \$5,500,000. | The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2017 | DOT17-424 | SR347: Union Pacific Railroad Crossing | Right of Way Acquisition | NHPP | 6,883,900 | - | 416,100 | 7,300,000 | Amend: Add a new railroad crossing right of way project in FY2017 for \$7,300,000. | The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2015 | DOT15-408 | SR79 at SR79B | Construct Roundabout | HSIP-AZ | 2,100,000 | - | - | 2,100,000 | Amend: Increase total project budget by \$100,000 from \$2,000,000 to \$2,100,000. | A minor project revision is needed to increase funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2017 | DOT15-410 | SR87 at Gila River Bridge, Str# 635 | Scour Retrofit | Bridge | 600,000 | - | - | 600,000 | Amend: Increase total project budget by \$300,000 from \$300,000 to \$600,000. Defer project from FY2015 to FY2017. | A minor project revision is needed to increase funding amount and defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2016 | DOT16-424 | SR88 at Superstition Blvd | Right of Way and Utilities Roundabout | HSIP-AZ | 2,500,000 | - | - | 2,500,000 | Amend: Add a new roundabout Right of Way and Utility project in FY2016 for \$2,500,000. | The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| ADOT | 2017 | DOT15-409 | SR88 at Superstition Blvd | Construct Roundabout | HSIP-AZ | 3,500,000 | - | - | 3,500,000 | Amend: Decrease total project budget by \$452,000 from \$3,952,000 to \$3,500,000. Defer project from FY2015 to FY2017. | A minor project revision is needed to decrease funding amount and defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Fountain Hills | 2015 | FTH11-801 | Shea Blvd: 142nd St to Eagle Mountain Pkwy | Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain Hills section) | CMAQ | 273,000 | - | 117,000 | 390,000 | Amend: Delete project. Project was previously combined with SCT15-401 as part of a separate action. | The deleted project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Gilbert | 2015 | GLB12-102D | Various Gilbert School Locations | Design pedestrian crossing improvements | TAP-AZ | 130,000 | - | - | 130,000 | Amend: Change work year to 2015. Change Federal funding source to TAP-AZ. | A minor project revision is needed to change funding source and work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| Agency | Work Year | TIP ID | Location | Work | Funding | Federal | Regional | Local | Total | TIP Change Request | Conformity Assessment |
|-----------------|-----------|-------------|--|---|----------|---------|----------|---------|-----------|---|---|
| Gilbert | 2016 | GLB12-102C | Various Gilbert School Locations | Construct pedestrian crossing improvements | TAP-AZ | 270,000 | - | - | 270,000 | Amend: Change Federal funding source to TAP-AZ. | A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Maricopa (City) | 2015 | MAR14-407 | Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north. | Design Roadway Paving. | Local | - | - | 88,802 | 88,802 | Amend: Change work year to 2015. Update local design cost. | A minor project revision is needed to update funding and work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Maricopa (City) | 2015 | MAR14-407D2 | Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north. | ADOT Design Review Fees | CMAQ-2.5 | 28,290 | - | 1,710 | 30,000 | Amend: Add new phase for ADOT Design Review fees. Transfer \$28,290 of CMAQ-2.5 funding with \$1,710 local match from MAR15-407. | The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Maricopa (City) | 2016 | MAR15-407 | Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north. | Pave Unpaved Roadway. | CMAQ-2.5 | 501,232 | - | 30,297 | 531,529 | Amend: Change work year to 2016. Reduce federal/local funding from \$529,522/\$32,007 to \$501,232/\$30,297. Funding moved to MAR14-407D2. | A minor project revision is needed to change funding amounts and work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Maricopa County | 2014 | MMA13-190 | Avondale Blvd at MC 85: RR and Intersection modifications | Design, right-of-way, and utility relocation for Rail Safety Improvements | HSIP-RGC | 205,616 | - | 131,305 | 340,455 | Admin: Combine MMA13-190 and MMA14-190 into one listing and add \$62,000/\$38,000 from MMA14-190 for ROW and \$47,150/\$2,850 from MMA15-190 for utility relocation. Work being done in 2014. | A minor project revision is needed to combine projects and change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Maricopa County | 2014 | MMA14-190 | Avondale Blvd at MC 85: RR and Intersection modifications | Acquisition of right-of-way for Rail Safety Improvemtns | HSIP-RGC | 62,000 | - | 38,000 | 100,000 | Admin: Delete project. Combined with MMA13-190. | A minor project revision is needed to combine projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Maricopa County | 2015 | MMA15-190 | Avondale Blvd at MC 85: RR and Intersection modifications | Construction for Rail Safety Improvements | HSIP-RGC | 898,925 | - | 998,075 | 1,897,000 | Admin: Move \$47,150/\$2,850 to MMA13-190 for utility relocation. | A minor project revision is needed to change funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Peoria | 2013 | PEO12-110 | Intersection of Cactus Rd and 75th Avenue | Design intersection improvement. | HSIP-AZ | 647,765 | - | 212,235 | 860,000 | Amend: Adjust local and federal funding to match current IGA. | A minor project revision is needed to adjust funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| Agency | Work Year | TIP ID | Location | Work | Funding | Federal | Regional | Local | Total | TIP Change Request | Conformity Assessment |
|---------|-----------|-------------|---|---|---------|-----------|----------|-----------|-----------|--|---|
| Peoria | 2015 | PEO14-102 | Intersection of Cactus Rd and 75th Avenue | Acquisition of right-of-way for intersection improvement. | HSIP-AZ | 907,920 | - | 260,000 | 1,167,920 | Amend: Change work year from 2014 to 2015 per ADOT request. Adjust local and federal funding to match current IGA. | A minor project revision is needed to change work year and adjust funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Peoria | 2016 | PEO15-104C1 | Intersection of Cactus Rd and 75th Avenue | Relocate utilities | HSIP-AZ | 845,305 | - | 234,695 | 1,080,000 | Amend: Add separate work phase for utility relocation per ADOT request. | The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Peoria | 2017 | PEO15-104 | Intersection of Cactus Rd and 75th Avenue | Construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities. | HSIP-AZ | 3,012,544 | - | 1,548,633 | 4,561,177 | Amend: Change work year from 2016 to 2017 per ADOT request. Adjust local and federal funding to match current IGA. Change description to reflect separate utility relocation work phase. | A minor project revision is needed to change work year, adjust funding amount, and change work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Peoria | 2015 | PEO14-103 | Peoria Ave and 75th Ave | Acquisition of right-of-way for intersection improvement. | HSIP-AZ | 622,400 | - | 37,600 | 660,000 | Amend: Change work year from 2014 to 2015 per ADOT request. Adjust local and federal funding to match current IGA. | A minor project revision is needed to adjust funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Peoria | 2016 | PEO15-105C1 | Peoria Ave and 75th Ave | Utility relocation | HSIP-AZ | 1,056,200 | - | 763,800 | 1,820,000 | Amend: Add separate work phase for utility relocation per ADOT request. | The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Peoria | 2017 | PEO15-105 | Peoria Ave and 75th Ave | Construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities | HSIP-AZ | 3,510,200 | - | 667,600 | 4,177,800 | Amend: Change work year from 2016 to 2017 per ADOT request. Adjust local and federal funding to match current IGA. Change description to reflect separate utility relocation work phase. | A minor project revision is needed to change work year, adjust funding amount, and change work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Phoenix | 2016 | PHX16-415 | Rio Salado Pathway: 32nd Street to SR-143 | Construct multiuse path and outlooks | CMAQ | 3,180,952 | - | 192,273 | 3,373,225 | Amend TIP: Combine PHX16-415 and PHX16-418. The amendment does not change the sum of the lengths or costs for the two projects and does not change the years programmed. | A minor project revision is needed to combine two projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| Agency | Work Year | TIP ID | Location | Work | Funding | Federal | Regional | Local | Total | TIP Change Request | Conformity Assessment |
|---------|-----------|--------------|---|--|---------|-----------|----------|---------|-----------|--|--|
| Phoenix | 2016 | PHX16-418 | Rio Salado Pathway: 40th Street to SR-143 | construct multiuse path and underpasses | CMAQ | 2,058,310 | - | 124,415 | 2,182,725 | Amend TIP: Delete project. Combined with PHX16-415. | A minor project revision is needed to delete project and combine two projects into one. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Phoenix | 2015 | PHX14-109 | Various Locations | AASHTOWare Bridge Rating Software for bridge inspections | STP-BR | 88,072 | - | 5,324 | 93,396 | Amend TIP: Change work year from 2014 to 2015. | A minor project revision is needed to change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Phoenix | 2015 | PHX14-110 | Various Locations | Equipment Rental for bridge inspections | STP-BR | 182,471 | - | 11,030 | 193,501 | Amend TIP: Change work year from 2014 to 2015. | A minor project revision is needed to change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Phoenix | 2015 | PHX14-141 | Various locations | Bridge inspection program | STP-BR | 377,200 | - | 22,800 | 400,000 | Amend TIP: Change work year from 2014 to 2015. | A minor project revision is needed to change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Phoenix | 2015 | PHX15-446CR1 | Various Locations in Phoenix | Procure bicycles, kiosks, racks, and smart bike technology for Regional Bike Share Program | CMAQ | 777,975 | - | 47,025 | 825,000 | Amend TIP: Add new work phase to replace PHX15-446C with separate Phoenix sponsored work phase. | A minor project revision is needed for new project with separate sponsor. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Phoenix | 2015 | PHX15-446C | Various Locations in Tempe and Phoenix | Implementation of Regional Bike Share | CMAQ | 1,414,500 | - | 85,500 | 1,500,000 | Amend TIP: Delete project. This project is replaced by PHX15-446CR1 and TMP15-403 as separate Phoenix and Tempe sponsored work phases. | A minor project revision is needed to delete project and divide into two separate projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Phoenix | 2013 | PHX12-107 | Yuma Street: 33rd Avenue to 28th Avenue | Design sidewalk, curb gutter and ADA ramps, and street lighting | SRTS | 88,000 | - | - | 88,000 | Amend: Change project location to reflect actual length of project. | A minor project revision is needed to change description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Phoenix | 2015 | PHX12-107C | Yuma Street: 33rd Avenue to 28th Avenue | Construct sidewalk, curb gutter and ADA ramps, and street lighting | SRTS | 310,800 | - | - | 310,800 | Amend: Change project location to reflect actual length of project. | A minor project revision is needed to change description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| Agency | Work Year | TIP ID | Location | Work | Funding | Federal | Regional | Local | Total | TIP Change Request | Conformity Assessment |
|--------------|-----------|------------|--|---|-----------|-----------|----------|-----------|-----------|--|---|
| Pinal County | 2017 | PNL17-401 | McCartney Rd: I-10 to Evans Rd | Design Roadway Improvements | Local | - | - | 350,000 | 350,000 | Amend: Delete project. Project located outside MAG planning area. | The deleted project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Pinal County | 2018 | PNL18-402 | McCartney Rd: I-10 to Evans Rd | Construct Roadway Improvements | Local | - | - | 1,000,000 | 1,000,000 | Amend: Delete project. Project located outside MAG planning area. | The deleted project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Pinal County | 2015 | PNL14-410 | Midway Rd from Gila Bend Highway to Casa Grande City limits. | Design Roadway Paving. | Local | - | - | 145,000 | 145,000 | Amend: Increase local/total funding from \$115,000 to \$145,000. Change work year from 2014 to 2015. | A minor project revision is needed to adjust funding amount and change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Pinal County | 2017 | PNL15-410 | Midway Rd from Gila Bend Highway to Casa Grande City limits. | Pave Unpaved Roadway. | CMAQ-2.5 | 1,178,750 | - | 112,200 | 1,290,950 | Amend: Change work year from 2015 to 2017. | A minor project revision is needed to change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Scottsdale | 2015 | SCT13-901T | Region wide | Purchase bus: standard 40 foot - 7 replace | CMAQ-Flex | 4,065,254 | 245,726 | - | 4,310,980 | Amend TIP: Reinstate project which was deleted in error. Add \$400,000 from reprogramming of VMR12-838T to VMR12-840TR1. | The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Tempe | 2015 | TMP15-403 | Various Locations in Tempe | Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc. | CMAQ | 636,525 | - | 38,475 | 675,000 | Amend TIP: Add new work phase to replace PHX15-446C with separate Tempe sponsored work phase. | A minor project revision is needed for new project with separate sponsor. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| Wickenburg | 2015 | WKN10-801 | US93 Bypass at Hassayampa River | Construct Wickenburg Pedestrian and Bicycle Bridge | STP-TEA | 436,129 | - | 26,362 | 462,491 | Amend: Defer project work year from 2014 to 2015. Reduce federal/local from \$483,279/\$59,397 to \$436,129/\$26,362 | A minor project revision is needed to decrease funding amount and defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | Conformity Assessment |
|--------------|-----------------|---|--|-------------|-----------|--------------|--------------|---------------|------------|--------------------|-----------|-----------------|---|---|
| CHN15-101CZ | Chandler | McQueen Road: Chandler Heights to Riggs Road | Construct roadway widening | 2015 | Local | 5,478,000 | - | - | 10,956,000 | -- | -- | -- | Amend: Duplicate listings for CHN10-101CZ2. Change TIP ID to CHN15-101CZ. | A minor project revision is needed to change TIP ID number. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| CHN17-118RRB | Chandler | Old Price Rd at Queen Creek Rd: Intersection Improvements | Acquisition of right-of-way for roadway widening | 2018 | RARF | (1,141,000) | | 1,141,000 | - | 2018 | RARF | 1,141,000 | Admin: Change phase from construction to right-of-way to match FY 2015 ALCP. Change TIP ID from CHN17-112CRB to CHN17-112RRB. | A minor project revision is needed to change project phase and TIP ID. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| GLB15-107DRB | Gilbert | Guadalupe Rd at Cooper Rd | Design intersection improvement | 2015 | RARF | (135,995) | - | 135,995 | - | 2015 | RARF | 135,995 | Amend: Correct amount to match FY 2015 ALCP. | A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| GLB18-110DRB | Gilbert | Elliot Rd at Gilbert Rd | Design intersection improvement | 2018 | RARF | \$ (739,272) | \$ - | \$ 739,272 | \$ - | 2018 | STP-MAG | \$ 739,272 | Amend: Correct year to match FY 2015 ALCP | A minor project revision is needed to change year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| MMA15-113DZ | Maricopa County | Northern Parkway: Dysart Overpass | Design roadway widening | 2016 | STP-MAG | 85,714 | 200,000 | - | 285,714 | 2016 | STP-MAG | 200,000 | Amend: Correct amount to match FY 2015 ALCP. | A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| MMA13-118CZ | Maricopa County | Northern Parkway: Dysart to 111th | Construct roadway widening | 2016 | Local | 8,062,611 | - | - | 8,062,611 | -- | -- | -- | Admin: Update the TIP ID from MMA16-113CZ to MMA13-118CZ; duplicate TIP IDs existed. | A minor project revision is needed to change TIP ID number. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| MMA18-113DZ | Maricopa County | Northern Parkway: Dysart Overpass | Design roadway widening | 2017 | STP-MAG | 1,049,742 | 2,449,399 | - | 3,499,141 | 2017 | STP-MAG | 2,449,399 | Admin: Change TIP ID from MMA16-113DZ to MMA17-113DZ; project had duplicate TIP IDs. Correct amount to match FY 2015 ALCP. | A minor project revision is needed to change TIP ID number and correct amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | Conformity Assessment |
|---------------|-----------------|--|---|-------------|-----------|-------------|--------------|---------------|------------|--------------------|-----------|-----------------|---|--|
| PHX15-102CZ | Phoenix | Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd | Reimbursement for Advanced Construct Roadway Widening | 2015 | Local | 10,730,955 | - | - | 10,730,955 | -- | -- | -- | Amend: Delete TIP listing to match FY 2015 ALCP. | A minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| SCT13-105SAVZ | Scottsdale | Northsight Blvd: Hayden to Frank Lloyd Wright | Project Savings for Roadway Widening | 2015 | RARF | - | - | 1,194,568 | 1,194,568 | 2015 | RARF | 1,194,568 | Amend: Delete TIP listing to match FY 2015 ALCP. | A minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| SCT16-107DRB | Scottsdale | Redfield Rd: Scottsdale Rd to Hayden | Design roadway widening | 2016 | RARF | (352,073) | - | 352,073 | - | 2016 | RARF | 352,073 | Amend: Create separate listings for work and reimbursement. Match the FY 2015 approved ALCP. | A minor project revision is needed to add TIP listings. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| SCT14-122RRB | Scottsdale | Raintree Drive Extension: 76th Place to Hayden Rd | Acquisition of right-of-way for roadway widening | 2016 | RARF | (5,016,725) | - | 5,016,725 | - | 2016 | RARF | 5,016,725 | Amend: Duplicate listings for SCT14-122RWZ. Change TIP ID to SCT14-122RRB. | A minor project revision is needed to change TIP ID number. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| SSCT18-125CZ | Scottsdale | Pima Rd: Pinnacle Peak Rd to Happy Valley Rd | Construct roadway widening | 2018 | Local | 4,571,429 | - | - | 4,571,429 | 2019 | RARF | 3,200,000 | Amend: Delete TIP listing to match FY 2015 ALCP. | A minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| SCT14-118DZ | Scottsdale | Raintree Drive: Hayden Road to Loop 101 | Design roadway widening | 2016 | Local | 1,005,922 | - | - | 1,005,922 | -- | -- | -- | Amend: Defer project design phase from 2015 to 2016. | A minor project revision is needed to defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| MMA14-114RRB | Maricopa County | El Mirage Rd: Northern Avenue to Peoria Avenue | Acquisition of right-of-way for roadway widening | 2014 | RARF | (86,887) | - | 86,887 | - | 2014 | RARF | 86,887 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | Conformity Assessment |
|--------------|-----------------|--|--|-------------|-----------|-------------|--------------|---------------|------------|--------------------|-----------|-----------------|---|--|
| MMA14-114DZ2 | Maricopa County | El Mirage Rd: Northern Avenue to Peoria Avenue | Design roadway widening | 2014 | RARF | 4,040 | - | 9,426 | 13,466 | 2014 | RARF | 9,426 | Amend: New TIP listing. Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to add new TIP listing and update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| MES14-125CRB | Mesa | Mesa Dr: US-60 (Superstition Fwy) to Southern | Construct roadway widening | 2014 | RARF | (3,147,284) | - | 3,147,284 | - | 2014 | RARF | 3,147,284 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| MES14-125RWZ | Mesa | Mesa Dr: US-60 (Superstition Fwy) to Southern | Acquisition of right-of-way for roadway widening | 2014 | RARF | 18,685 | - | 43,599 | 62,284 | 2014 | RARF | 43,599 | Amend: New TIP listing. Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to add new TIP listing and update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| MMA14-113CX2 | Maricopa County | Northern Parkway: Dysart to 111th | Construct Utilities | 2014 | STP-MAG | 28,634 | 469,252 | - | 497,886 | 2014 | STP-MAG | 469,252 | Amend: Project obligated in August which falls in state fiscal year 2015 but federal fiscal year 2014. Update project work phase year to reflect federal obligation. | A minor project revision is needed to update work phase year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| PHX15-102DZ | Phoenix | Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd | Design Roadway Widening | 2014 | STP-MAG | 15,111 | 250,000 | - | 265,111 | 2014 | STP-MAG | 250,000 | Amend: Project obligated in August which falls in state fiscal year 2015 but federal fiscal year 2014. Update project work phase year to reflect federal obligation. | A minor project revision is needed to update work phase year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| PHX14-101CZ | Phoenix | Avenida Rio Salado: 51st Avenue to 7th Street | Construct roadway widening | 2014 | STP-MAG | 791,641 | 13,096,805 | - | 13,888,446 | 2014 | STP-MAG | 13,096,805 | Amend: In addition to the 2014 programmed amount of \$10,418,197, there was \$2,678,608 of 2015 funds that obligated August. August falls in state fiscal year 2015 but federal fiscal year 2014. Update funding split between the 2014/2015 TIP IDs to reflect federal obligation. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | Conformity Assessment |
|-------------|---------|---|----------------------------|-------------|-----------|------------|--------------|---------------|------------|--------------------|-----------|-----------------|---|--|
| PHX15-101CZ | Phoenix | Avenida Rio Salado: 51st Avenue to 7th Street | Construct roadway widening | 2015 | STP-MAG | 74,927 | 1,239,589 | - | 1,314,516 | 2014 | STP-MAG | 1,239,589 | Amend: In addition to the 2014 programmed amount of \$10,418,197, there was \$2,678,608 of 2015 funds that obligated August. August falls in state fiscal year 2015 but federal fiscal year 2014. Update funding split between the 2014/2015 TIP IDs to reflect federal obligation. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

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

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | Conformity Assessment |
|--------------|----------|---|--|-------------|-----------|-------------|--------------|---------------|------------|--------------------|-----------|-----------------|--|--|
| -- | Chandler | Ray Rd at McClintock Dr | Acquisition of right-of-way for intersection improvement | 2024 | STP-MAG | (545,864) | 545,864 | - | - | 2024 | STP-MAG | 545,864 | Amend: Previous listing incorrectly recorded as \$54,586.36. Increase to \$545,863.56 to match FY 2015 approved ALCP. | A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| -- | Mesa | Southern Ave at Lindsay Rd | Construct intersection improvement | 2024 | RARF | (1,764,272) | - | 1,764,272 | - | 2024 | RARF | 1,764,272 | Amend: Correct amount to match FY 2015 ALCP. | A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| -- | Mesa | Signal Butte Rd: Ray Rd to Pecos Rd | Design roadway widening | 2024 | STP-MAG | (1,688,490) | 1,688,490 | - | - | 2024 | STP-MAG | 1,688,490 | Amend: Correct year to match FY 2015 ALCP | A minor project revision is needed to change year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| -- | Mesa | Southern Ave: Crismon Rd to Meridian Rd | Acquisition of right-of-way for roadway widening | 2027 | RARF | (2,193,915) | - | 2,193,915 | - | | Unfunded | 2,193,915 | Amend: Correct amount to match FY 2015 ALCP. | A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| -- | Mesa | Southern Ave: Crismon Rd to Meridian Rd | Construct Roadway Widening | 2027 | RARF | (2,371,033) | - | 2,371,033 | - | | Unfunded | 2,371,033 | Amend: Correct amount to match FY 2015 ALCP. | A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| PEO13-104CZ | Peoria | 75th Avenue at Thunderbird Rd: Intersection Improvement | Construct intersection improvement | 2013 | RARF | 42,765 | - | 99,785 | 142,549 | 2013 | RARF | 99,785 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| PEO13-104RWZ | Peoria | 75th Avenue at Thunderbird Rd: Intersection Improvement | Acquisition of right-of-way for intersection improvement | 2013 | RARF | 26,106 | - | 60,913 | 87,019 | 2013 | RARF | 60,913 | Amend: New TIP listing. Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to add new TIP listing and update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| PEO10-101DZ | Peoria | Lake Pleasant Pkwy: Dynamite Blvd to CAP | Design roadway widening | 2011 | Local | 587,927 | - | - | 587,927 | 2012 | RARF | 411,549 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Reimb. Fiscal Year | Fund Type | Regional Reimb. | Notes: | Conformity Assessment |
|--------------|------------|---|--|-------------|-----------|------------|--------------|---------------|------------|--------------------|-----------|-----------------|---|--|
| PEO12-101DZ | Peoria | Lake Pleasant Pkwy: Dynamite Blvd to CAP | Design roadway widening | 2012 | RARF | 176,378 | - | 411,549 | 587,927 | 2012 | RARF | 411,549 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| PEO13-101DZ | Peoria | Lake Pleasant Pkwy: Dynamite Blvd to CAP | Design roadway widening | 2012 | RARF | 209,176 | - | 411,549 | 620,724 | 2012 | RARF | 434,507 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| PEO11-101RWZ | Peoria | Lake Pleasant Pkwy: Dynamite Blvd to CAP | Acquisition of right-of-way for roadway widening | 2011 | Local | 931,086 | - | - | 931,086 | 2012 | RARF | 651,760 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| SCT11-014DZ | Scottsdale | Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd (Phase I) | Design roadway widening | 2011 | Local | 870,916 | - | - | 870,916 | 2013 | RARF | 609,641 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| SCT210-10ARW | Scottsdale | Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd (Phase I) | Acquisition of right-of-way for roadway widening | 2012 | Local | 183,912 | - | - | 183,912 | 2013 | RARF | 128,739 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |
| SCT210-10AC | Scottsdale | Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd (Phase I) | Construct Roadway Widening | 2013 | RARF | 1,288,768 | - | 3,007,125 | 4,295,893 | 2013 | RARF | 3,007,125 | Amend: Update split between project phases to reflect actual expenditures. Total reimbursement remains unchanged. | A minor project revision is needed to update funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged. |



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August 19, 2014

TO: Members of the MAG Regional Council

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: STATUS OF REMAINING MAG APPROVED PM-10 CERTIFIED STREET SWEEPER PROJECTS THAT HAVE NOT REQUESTED REIMBURSEMENT

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

At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example.

In some cases approved sweeper projects have taken up to three years to request reimbursement. The delay in requesting reimbursement for street sweepers results in obligated federal funds being carried forward in the MAG Unified Planning Work Program and Annual Budget. The Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. To assist MAG member agencies in tracking the purchase of approved sweepers, periodic updates will be provided on the status of the reimbursement requests.

The purchase of PM-10 certified street sweeper projects supports the measure "PM-10 Efficient Street Sweepers" in the Revised MAG 1999 Serious Area Particulate Plan for PM-10. In addition, the MAG 2012 Five Percent Plan for PM-10 includes PM-10 Certified Street Sweepers. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement.

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

Attachment

**STATUS OF REMAINING PM-10 CERTIFIED STREET SWEEPER PROJECTS
THAT HAVE RECEIVED APPROVAL**

August 19, 2014

| | Remaining Projects | CMAQ Allocated | Status |
|--|--------------------|--------------------|--|
| FY 2014 CMAQ | | | |
| Approved March 26, 2014 | | | |
| To address new Federal Highway Administration procedures to minimize inactive obligations, we are requesting that the street sweepers be purchased and reimbursement requests be submitted to MAG by March 26, 2015. | Phoenix (2) | \$448,386 | Expects delivery by December 2014 /January 2015. |
| | El Mirage | \$166,840 | Currently in the purchasing process; will be going to City Council in late August or early September. |
| | Queen Creek | \$178,472 | Going to Council with the purchase on August 6th, ordering August 7th, and estimating delivery in mid to late September. |
| | Surprise (2) | \$382,380 | Purchase order has been sent to vendor; expect delivery in the second week of August. |
| | Goodyear | \$229,717 | In the process of evaluating two PM-10 certified sweepers to see which is best suited to our needs; to purchase by the beginning of August. |
| | Pinal County | \$225,784 | Working on a purchase request. |
| | Florence | \$177,496 | The bid evaluation has been completed by our Department and will be forwarded to others for their concurrence and approval. We anticipate that the successful proposal will be sent for Council action on August 18, 2014. |
| | Mesa (2) | \$483,440 | Fleet Services has solicited bids and will be making a recommendation for Council approval. |
| | Litchfield Park | \$225,516 | Currently working on final pricing for a new street sweeper with the contract to be presented to our City Council on September 17, 2014. |
| Total Remaining Project Costs | | \$2,518,031 | |

MAG staff contact: Lindy Bauer or Dean Giles, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

Locally Preferred Alternative and Proposed Major Amendment to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road to the 2035 Regional Transportation Plan

SUMMARY:

METRO Light Rail and the City of Phoenix are requesting approval of the Locally Preferred Alternative (LPA) for South Central Avenue and to add the five-mile light rail transit (LRT) extension on Central Avenue from Washington/Jefferson to Baseline Road to the 2035 Regional Transportation Plan (RTP). The preliminary estimated capital cost for the project is approximately \$680 million and will be funded through City of Phoenix sales tax funds and potentially, federal funds. No regional Public Transportation Funds/Proposition 400 funds are planned to be used for this project. Adding this project to the RTP requires a major amendment in accordance with A.R.S. 28-6301. The process to implement a major amendment is outlined in A.R.S. 28-6353. This requires MAG to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. Following that consultation, the item would be brought back through the MAG process for consideration and possible approval.

An Alternatives Analysis for the South Central Corridor in Phoenix was initiated in 2012 by Valley METRO Rail. The purpose of this study is to identify a preferred transit technology and alignment for the corridor. The South Central Corridor was originally identified for Bus Rapid Transit (BRT) service in the Proposition 400 plan developed in 2003.

In May 2013, the Phoenix City Council approved a preliminary leading alternative and recommended that a Community Working Group (CWG) be formed to assist in further developing the South Central alternative. Valley METRO Rail and City of Phoenix staffs, and the CWG reviewed street configurations and proposed station locations. The CWG met monthly for six months and supported the alternative that is recommended as the LPA.

In December 2013 the Phoenix City Council approved the LPA, which includes light rail transit on Central Avenue from Baseline Road north to Downtown Phoenix, then using the Central/1st Avenue couplet under the Union Pacific Railroad and Madison Street to connect into the existing light rail system. The LPA was selected because it offers the highest ridership potential, greatest level of mobility improvements, potential for economic development and has the highest level of community support. The City Council also agreed that further analysis and community engagement to finalize station locations and a roadway configuration (e.g., 4-lane, 2-lane, bike lines and landscaping) are necessary. In addition, the City of Phoenix supported future study west, east and south of Baseline Road for possible future light rail extensions.

In April 2014, the Phoenix City Council approved the creation of a community-based committee to assist the City to develop a transit plan and funding strategy to address transit needs after the current Transit 2000 sales tax expires in 2020. In conjunction with this agenda item, the Council also approved a financing plan for the South Central Corridor to be included in the MAG Regional Transportation Plan

(RTP). The financing plan makes the reasonable assumption of an extension to Transit 2000 to provide local funding for design, construction and operating expenses for this light rail project.

On June 19, 2014, the METRO Board of Directors accepted the South Central LPA and recommended it be forwarded to MAG to conduct the Major Amendment process to include the South Central project in the Regional Transportation Plan to be completed in 2034.

These actions make it possible for the South Central Light Rail Transit Project to be added as a Major Amendment to the RTP for completion in 2034. This schedule may change as Phoenix completes the development of its transit plan and associated future funding is defined.

Cost and Budget

The preliminary estimated capital costs for the project are approximately \$680 million and will be funded through Phoenix sales tax funds and possible federal funds. No regional Public Transportation Funds are planned for this project. Annual operating costs are approximately \$16 million per year for operations and will be paid by Phoenix.

Access the South Central LPA Report here:

<http://www.azmag.gov/Events/Event.asp?CMSID=5712>, and the project page here: http://www.valleymetro.org/projects_and_planning/project_detail/south_central

Major Amendment Process

The proposed amendment to the RTP qualifies as a Major Amendment in accordance with A.R.S. 28-6301, which states that a Major Amendment means 'the addition or deletion of . . . a fixed guideway transit system that either exceeds one mile in length or exceeds an estimated cost of forty million dollars as provided in the RTP.'

If approved, the next steps would be to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process in September 2014, as required by A.R.S. 28-6353. After that, this Major Amendment would come back through the MAG process in October - December 2014 to be approved for an amendment to the RTP pending an air quality conformity analysis. Air Quality Conformity Analysis/New Finding of Conformity would be completed sometime in Spring, 2015.

PUBLIC INPUT:

There was extensive public involvement through the alternatives analysis study by Valley METRO Rail that included a formal City of Phoenix community working group and 70 meetings with businesses and organizations. No comments were received during public comment opportunities at the July 31, 2014, MAG Transportation Review Committee meeting, the August 6, 2014, MAG Management Committee meeting, and the August 13, 2014, Transportation Policy Committee meeting.

PROS & CONS:

PROS: The LPA for the South Central LRT extension was selected because it offers the highest ridership potential, greatest level of mobility improvements, potential for economic development and has the highest level of community support.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The alternatives analysis conducted by METRO found that the recommended LPA will best meet the purpose and need for the project, meeting the travel demands of increased riders

anticipated within the South Central Avenue study area as well as providing the potential to promote economic development opportunities in coordination with transit-supportive policies and investments by the City of Phoenix.

POLICY: The South Central LPA was accepted by the City of Phoenix Council in December 2013 and the METRO Board of Directors on June 19, 2014. The proposed amendment is a major amendment to the Regional Transportation Plan (RTP) since more than one-mile of fixed guideway transit is being added.

ACTION NEEDED:

Approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

PRIOR COMMITTEE ACTIONS:

On August 13, 2014, the MAG Transportation Policy Committee recommended approval with one no vote (*in Italics*) of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- Councilmember Jack Sellers, Chandler, Chair
- Mayor Jerry Weiers, Glendale, Vice Chair
- Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee
- Mr. Dave Berry, Swift Transportation
- * Mr. Jed Billings, FNF Construction
- * Mayor Bob Barrett, Peoria
- * Councilmember Ben Cooper, Gilbert
- # Mayor Alex Finter, Mesa
- Mr. Charles Huellmantel, Huellmantel and Affiliates
- Supervisor Clint Hickman, Maricopa County
- * Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc.

- Mayor W. J. "Jim" Lane, Scottsdale
- Mr. Joseph La Rue, State Transportation Board
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- * Mayor Georgia Lord, Goodyear
- Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage
- * Mr. Garrett Newland, Macerich
- * Mayor Tom Rankin, Florence
- Mayor Greg Stanton, Phoenix
- Ms. Karrin Kunasek Taylor, DMB Properties
- # Mayor Kenneth Weise, Avondale
- * Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On August 6, 2014, the MAG Management Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

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

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

On July 31, 2014, the Transportation Review Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- ADOT: Brent Cain for Floyd Roehrlich
- Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Mike Mah for Dan Cook

- El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Bob Darr for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: John Hauskins

- Mesa: Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Dan Nissen for Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Paul Basha
- # Surprise: Mike Gent for Dick McKinley
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Dana Owsiany, Phoenix
- * ITS Committee: Catherine Hollow, Tempe
- FHWA: Tomas Deitering for 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 July 10, 2014, the Transit Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from Downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- ADOT: Nicole Patrick
- Avondale: Kristen Sexton
- * Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- El Mirage: Jorge Gastelum
- Gilbert: Kristin Myers
- Glendale: Matthew Dudley for Debbie Albert
- Goodyear: Cato Esquivel
- Maricopa: David Maestas
- * Maricopa County DOT: Mitch Wagner
- Mesa: Jodi Sorrell

- * Paradise Valley: Jeremy Knapp
- Peoria: Bill Mattingly as Proxy
- Phoenix: Ken Kessler for Maria Hyatt
- Queen Creek: Mohamed Youssef
- Scottsdale: Madeline Clemann, Chair
- Surprise: Martin Lucero for 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 O. Yazzie, (602) 254-6300



BACKGROUND

In 2011 Valley Metro and the city of Phoenix initiated a transit study analyzing the opportunity to connect downtown Phoenix with South Central with high capacity transit. The study, called an Alternatives Analysis, included the area from 7th Street to 7th Avenue and Washington Street to Dobbins Road to determine what type of high capacity transit would best serve the community and where the best alignment or route would be located.

The three transit types that were evaluated were bus rapid transit, light rail, and modern streetcar. The route locations that were considered were Central/1st Avenue, 7th Street, and 7th Avenue from the existing light rail system to Baseline Road.

LOCALLY PREFERRED ALTERNATIVE

After two years of technical analysis and working with the local community, staff is recommending light rail on Central and 1st Avenues connecting from the existing light rail system at Washington/Jefferson Streets south to Baseline Road.

The study used a wide variety of criteria including ridership potential, land use, economic development, and traffic impacts to analyze options and determine that light rail would best serve the South Central community. With extensive community input, street configurations, proposed station locations, and possible extensions for future studies were also identified and included in the recommendation.

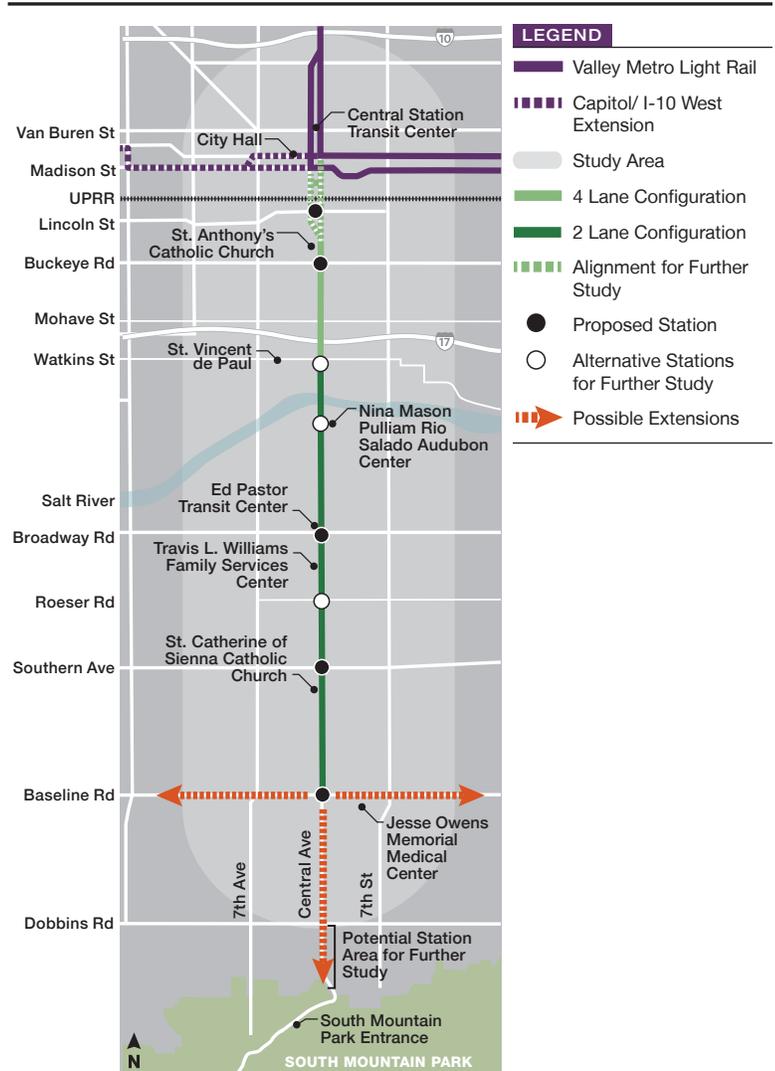
Valley Metro proposes a 4-lane street configuration (2 lanes in each direction) connecting from the existing light rail system in downtown Phoenix to just north of Watkins Street, transitioning to a 2-lane street configuration (1 lane in each direction) at Watkins Street south to Baseline Road. The proposed station locations are at Lincoln Street, Buckeye Road, Broadway Road, Southern Avenue, and Baseline Road. Three additional station locations are identified for further study; Watkins Street, the Audubon Center, and Roeser Road. Staff also identified Baseline Road east and west bound, and south on Central from Baseline to the South Mountain Park area entrance as areas for further study in the future.

NEXT STEPS



8 - 10 YEARS

LOCALLY PREFERRED ALTERNATIVE



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

Funding for Department of Public Safety Officers to Co-Locate in the ADOT Traffic Operations Center

SUMMARY:

On October 31, 2012, representatives from the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), MAG, the Cities of Chandler, Phoenix, and Tempe, and Valley Metro/RPTA, met in a workshop to identify the steps forward for improving the 35-mile north-south Interstate 10/Interstate 17 corridor between the Loop 202 Pecos Stack and the Loop 101 North Stack. As presented to the Transportation Policy Committee on November 14, 2012, a multi-phase process was identified for improving the corridor that included a Near-Term Improvements Strategy to address bottleneck locations, and a Corridor Master Plan to establish a long-term vision for a corridor that has been referred to as the transportation "Spine" of Metro Phoenix.

The Near-Term Improvements Strategy was presented to the MAG Regional Council, Transportation Policy Committee, and Management Committee in May 2014. Within this strategy, it was recommended to invest in significant Intelligent Transportation Systems (ITS) technologies, with sufficient budget for traffic operations staffing at the ADOT Traffic Operations Center, to provide more efficient responses to freeway incidents, improve traffic flow at entry ramps, and expand traveler information for corridor users to enhance their day-to-day decisions for accessing the 35-mile segment of Interstate 10 and Interstate 17. Envisioned within this strategy is a proposal for the co-location of Arizona Department of Public Safety (DPS) officers with ADOT Traffic Operations Center (TOC) staff to enhance the region's ability for responding to traffic incidents on the MAG Regional Freeway System. This strategy was included in the Action Plan for Improving Operations on the Interstate 10 and Interstate 17 Spine that was recommended by the MAG ITS Committee in May 2013. A three-year pilot project, with an evaluation component, is being proposed at this time.

This proposal represents an early action from the Near-Term Improvements Strategy for the Interstate 10 and Interstate 17 Spine corridor. As the other capital actions are preliminary and still under study, subject to final environmental clearances, as well as approvals of the MAG Regional Council for incorporation into the Transportation Improvement Program (TIP), this action provides the potential for quicker responses to freeway incidents and helps minimize the impacts from serious crashes, including those due to wrong-way drivers. MAG staff still anticipates that remaining construction and ITS items from the Near-Term Improvements Strategy will be recommended for inclusion in the MAG TIP later this year. The effort for implementing this near-term improvement strategy for Interstate 10 and Interstate 17 is being led by ADOT.

The proposed co-location provides a distinct advantage to both DPS and ADOT for working together to reduce response times to freeway traffic incidents and minimize the need for extended freeway closures. For example, a DPS officer co-located in the ADOT TOC would be able to coordinate with the ADOT staff to observe incidents utilizing the freeway cameras, enabling him to summon appropriate emergency services sooner and potentially save significant time in responding. This enhances public safety, provides quicker medical attention (when needed), and has the potential for shorter closures. ADOT also benefits by being able to better manage the agency response to such

events through enhanced cooperation with DPS to restore freeway operations to normal as soon as possible following an incident. Due to agency priority and urgency of this regional strategy, ADOT has funded a temporary position to co-locate one DPS officer at the TOC starting on July 26, 2014.

The co-location program's cost estimate for the first year is \$450,000 with annual costs of approximately \$425,000. MAG is proposing a three-year pilot project, with an evaluation component, that would equally share the costs with ADOT. It is proposed that half of these funds be provided from ADOT federal funds. The MAG share of funding would come from the budget already at ADOT approved for ADOT Management Consultants working on the Proposition 400 Regional Freeway and Highway Program. Presently, the Management Consultants provide oversight, environmental, and preliminary engineering services for the freeway program and are funded with the Proposition 400 sales tax. At this point in the implementation of the MAG Regional Freeway and Highway Program, most Management Consultant duties have been completed, and MAG and ADOT staff believe that the funding redirection for the DPS officers can be accommodated without compromising program delivery. The evaluation component will be addressed by MAG through the establishment of a performance monitoring system, in coordination with ADOT and DPS. An annual report will be produced by MAG, utilizing data gathered on performance metrics, to document the outcome of this effort.

Although many state DOTs across the country have traffic operations facilities with law enforcement staff co-located, it appears that no national studies have been performed to establish the actual benefits due to co-location. An analysis was performed by MAG staff, utilizing a simulation model, to estimate the likely benefits from this pilot project. The analysis examined a hypothetical freeway incident that resulted in I-10 westbound being closed for 2-hours from 6:00 a.m. to 8:00 a.m. on a weekday (the average duration for I-10 closures over the last 12-months was 3-hours). The reduction in incident clearance time attributable to DPS officer co-location was assumed as 25 percent. This was based on anecdotal evidence for co-location benefits provided to MAG staff by a Utah DOT official (See Attachment One). The results of the analysis showed that the simulated two-hour freeway closure would result in an increased traffic delay and lost productivity of nearly 35,200 vehicle-hours or 40,000 person-hours. With a DPS officer co-located at the TOC for facilitating faster incident clearance, the overall traffic delay and lost productivity would be reduced by nearly 33 percent. The reduced duration of freeway closure would also lead to reductions in secondary crashes.

At the June 11, 2014, MAG Management Committee meeting, a number of questions were posed regarding this proposal. At the August 6, 2014, MAG Management Committee meeting, detailed responses to these questions, shown in Attachment One, were presented and discussed. It was suggested that a robust discussion on the continuation of the program be initiated at the 2.5 year mark. This program was also recognized as worthy of public recognition for FHWA, DPS, ADOT and MAG. If the program is approved, staff will explore holding a media event to announce the benefits of the program.

PUBLIC INPUT:

During development of the Interstate 10 Corridor Improvement Study, the Interstate 17 Corridor Improvement Study, and the Central Phoenix Transportation Framework Study, public comment was received at a very preliminary level about the concepts that led to the Near-Term Improvements Strategy. Presentations have been made on the DPS officer co-location in the ADOT Traffic Operations Center during the deliberations of the MAG ITS Committee in establishing the ITS investments recommendation for the Near-Term Improvements Strategy.

PROS & CONS:

PROS: As noted, the co-location of DPS officers in the ADOT Traffic Operations Center provides distinct advantages. The most significant advantage is an improvement in response times. Time for

quicker response, time for identifying the proper response to an incident, and time for shortening the potential for freeway closures. Reducing the overall duration of major freeway incidents helps avoid secondary crashes with consequences that are sometimes more severe than the primary crash. In addition, the implications of this recommendation not only improve responsiveness to incidents along the Interstate 10 and Interstate 17 Spine, but the remaining MAG Regional Freeway and Highway Program network as well. MAG has funded similar projects in the past, in partnership with ADOT and DPS. The Freeway Service Patrol Program, operated by DPS, was initiated by MAG in 2000 as a three-year pilot project. The program was later included in the RTP due to its significant contributions toward making the freeways safer by providing prompt assistance to nearly 10,000 motorists stranded on the freeway system each year due to disabled vehicles or minor crashes.

CONS: Funding for the DPS officer co-location program has been identified by redirecting Proposition 400 revenues. The Proposition 400 sales tax is set to end on December 31, 2025. At that time, an assessment will be needed of an available funding stream should the MAG Regional Council desire to continue with this program.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Planning for the Near-Term Improvement Strategy has been a coordinated effort between the Arizona Department of Transportation, and the Maricopa Association of Governments. As noted, the MAG ITS Committee took a lead in establishing the ITS component of this strategy that included this recommendation for the DPS officer co-location program. The Arizona Department of Public Safety participates on that Committee. MAG staff will establish a performance monitoring process for this recommendation for future reports on the outcome of this effort.

POLICY: The Near-Term Improvements Strategy for Interstate 10 and Interstate 17 is well within the program recommendations for both freeways as identified in the MAG Regional Transportation Plan. The DPS officer co-location program is an early action part of that strategy and contributes to the mobility goals identified for both corridors. The capital portions of the Near-Term Improvements Strategy (specific projects) will need to be incorporated into the MAG TIP before the strategy is fully implemented. This request is anticipated later this year.

ACTION NEEDED:

Approval to fund a three-year pilot project, with an evaluation component, to co-locate three Department of Public Safety (DPS) officers and one DPS supervisor in the Arizona Department of Transportation (ADOT) Traffic Operations Center, to equally share the first year cost of \$450,000 and subsequent annual cost of \$425,000 with ADOT, and to redirect the MAG share from the MAG Regional Freeway and Highway Program Management Consultant funds of \$225,000 for the first year and \$212,000 annually for the second and third years.

PRIOR COMMITTEE ACTIONS:

On August 6, 2014, the MAG Management Committee recommended approval to fund a three-year pilot project, with an evaluation component, to co-locate three Department of Public Safety (DPS) officers and one DPS supervisor in the Arizona Department of Transportation (ADOT) Traffic Operations Center, to equally share the first year cost of \$450,000 and subsequent annual cost of \$425,000 with ADOT, and to redirect the MAG share from the MAG Regional Freeway and Highway Program Management Consultant funds of \$225,000 for the first year and \$212,000 annually for the second and third years.

MEMBERS ATTENDING

Christopher Brady, Mesa, Chair
Rick Buss, Gila Bend, Vice Chair

Matt Busby for George Hoffman,
Apache Junction
* David Fitzhugh, Avondale

- # George Diaz for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- * Peter Jankowski, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Dr. Spencer Isom, El Mirage
- Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- * Jim Bacon, Paradise Valley
- Carl Swenson, Peoria

- Ed Zuercher, Phoenix
- # Louis Andersen for Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Fritz Behring, Scottsdale
- Michael Celaya for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Wulf Grote for Steve Banta, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

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

On June 11, 2014, the MAG Management Committee discussed this proposal and requested staff to provide more information at the next meeting on August 6, 2014, with answers to a number of questions that were raised by committee members.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- Scott Butler for Christopher Brady, Mesa
- # Matt Busby for George Hoffman, Apache Junction
- David Fitzhugh, Avondale
- Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- * Peter Jankowski, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * Tina Notah, 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 Gregory Rose, City of Maricopa
- Jim Bacon, Paradise Valley
- Jeff Tyne for Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- Michael Celaya for Chris Hillman, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Trent Kelso for 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 Wednesday, May 28, 2014, the MAG Regional Council received a briefing on the Near-Term Improvements Strategy that included a discussion on the DPS officer co-location program.

On Wednesday, May 21, 2014, the Transportation Policy Committee received a briefing on the Near-Term Improvements Strategy that included a discussion on the DPS officer co-location program.

On Wednesday, May 14, 2014, the MAG Management Committee received a briefing on the Near-Term Improvements Strategy.

On Wednesday, May 1, 2013, the MAG ITS Committee recommended the Action Plan for Improving Operations on the I-10 and I-17 Corridors that addressed the ITS investment portion of the Near-Term Improvements Strategy.

MEMBERS ATTENDING:

- | | |
|--|--|
| Tempe: Catherine Hollow, Chair | Gilbert: Erik Guderian |
| Phoenix: Marshall Riegel, Vice Chair | Glendale: Trevor Ebersole for Debbie Albert, |
| ADOT: Farzana Yasmin for Reza Karimvand | Goodyear: Luke Albert |
| * ASU: Soyoung Ahn | Maricopa County: Nicolaas Swart |
| Avondale: Chris Hamilton | Mesa: Tricia Boyer for Avery Rhodes |
| * Buckeye: Thomas Chlebanowski | # Peoria: Ron Amaya |
| Chandler: Mike Mah | Queen Creek: Bill Birdwell |
| DPS: Capt Jeff Eavenson for Captain Burley | Scottsdale: Steve Ramsey |
| Copeland | Surprise: Albert Garcia for Jason Mahkovtz |
| * El Mirage: Jorge Gastelum | Valley Metro: Ratna Korepella |
| * FHWA: Jennifer Brown | |

- * Not present
- # Participated by teleconference

CONTACT PERSON:

Bob Hazlett, Senior Engineering Manager, 602 254-6300.
Sarath Joshua, Senior Program Manager - ITS and Safety, 602 254-6300.

MAG Management Committee

August 6, 2014

Agenda Item#7: Funding for Department of Public Safety Officers to Co-locate in the ADOT Traffic Operations Center

Responses to questions posed during the meeting on June 11, 2014

How would a DPS officer's presence in the TOC improve response times and the ability to improve the situation?

DPS officers in the TOC would be able to utilize the ADOT Freeway Management System (FMS) camera system to quickly locate or verify traffic incidents and determine resources needed. Early notification coupled with precise resource allocation will reduce risks to both the motoring public and first responders. Traffic incident management (TIM) practices are employed to reduce risks caused by traffic flow restrictions at roadway incidents. For every minute traffic flow is affected, opportunities increase for both secondary collisions and first responders being struck by passing traffic. Despite statewide TIM efforts secondary collisions still account for six percent of crashes on state highways and one first responder is still injured or killed almost monthly on Arizona roadways.

An officer housed in the TOC would have the authority to notify the DPS dispatch center and mobilize field officers, fire/ambulances, and tow trucks. Coordination efforts with ADOT and local agency traffic response teams could begin sooner.

Expediting roadway clearance will reduce traffic flow recovery times which in turn will decrease the number of vehicles rerouted onto city streets. For those municipalities with override capabilities for traffic control devices, the officer at the TOC can become a consistent point of contact during major detours.

How would ADOT and DPS evaluate the pilot project's performance and what metrics will be used?

The following are well established metrics for evaluating the performance of Traffic Incident Management Programs:

- A. **Detection Time** – the time between the occurrence of an incident and notification of a response agency.*
- B. **Preparation (or verification) Time** – the elapsed time between when an incident is detected to when the response vehicles are dispatched.*

- C. **Response Time** – the elapsed time between when response vehicles were dispatched and when response vehicles arrive at the incident scene.
- D. **Clearance Time** - the elapsed time between when response vehicles arrive at the incident scene to when traffic completely recovers after the incident.
- E. **Response Time** - the elapsed time between when an incident is detected to when the response vehicles arrive at the scene.
- F. **Incident Duration** - the elapsed time between when an incident occurred to when the response vehicles depart at the scene.

Source: Identifying Methods and Metrics for Evaluating Interagency Coordination in Traffic Incident Management, University of Minnesota Duluth, 2009

Current Practice: Since 2012 DPS officers have been gathering incident related data on the metrics B, C, D and F. In addition, data are also collected by DPS on secondary collisions. DPS utilizes this data for the evaluation of roadway clearance times and secondary collision numbers. ADOT maintains records of a similar set of data in the Highway Condition Reporting System (HCRS) for traffic incidents to which ADOT assistance was requested by DPS.

Next Steps: An interagency initiative between DPS, ADOT and MAG will be launched to establish and maintain an electronic data archive to house TIM data at the TOC (possibly funded with federal highway safety funds). This archive will contain data on all six TIM metrics, A through F, and data on secondary collisions. The TIM metrics will be utilized by MAG to produce an annual performance report on the freeway TIM activities and would also compare TIM performance, before-and-after co-location to determine the effectiveness of the co-location program.

Are there any cost savings benefits associated with DPS and ADOT working together at the TOC?

Business and the motoring public will realize cost-impact and convenience benefits of reduced traffic congestion, and the reduction in secondary crashes as a result of DPS/ADOT co-location efforts at the TOC. Utilizing the TIM data archive, and a regional traffic simulation model currently available at MAG, it would be possible in the future to estimate the costs and benefits of the program over an entire year.

A number of state DOTs with co-located facilities were contacted by MAG to gather any documented cost-benefit information. Although no such studies were identified there is a lot of anecdotal evidence on the value of co-location. Here are two quotes:

“VDOT and the Virginia State Police have a long history of co-location ... The newest one in Northern Virginia actually is a fully integrated emergency operations center as well as a traffic/transportation operations management center. It has the VDOT, Virginia State Police, Fairfax county Police and Fire Departments all in one Operations Center sharing data and responding to incidents 24/7. We could not imagine how we would operate any other way. ... The benefits of having them on site are incalculable.

By being on site, we have relationships that we just don't have at other sites. We now have some type of co-location either permanently on site or very close to all 5 TMCs operated around Virginia.”

– Connie Sorrell, Former Chief of Systems Operations, Virginia DOT

“Most DOT TOCs that I have visited have highway patrol co-located at the TOC. This includes Virginia DOT (Fairfax), Minnesota DOT (Minneapolis), Las Vegas FAST, Indiana DOT (Indianapolis), Georgia DOT, Caltrans (San Diego and Sacramento), and Florida DOT. I just returned from the Indiana DOT's TOC in Indianapolis. They have a setup very similar to what you are considering. I am not familiar with any studies on co-location. However, anecdotally the benefits are undeniable. In Utah we have seen a 25% reduction in incident clearance time over the past 12 years. I attribute that to the cooperation and collaboration between our agencies, both at the TOC and in the field. As we better understand each other's perspective, we develop a stronger shared vision.”

– Rob Clayton, PE, PTOE, Director of Traffic Management, Utah DOT

What functions would DPS officers perform at the TOC?

All functions and protocols will not be fully realized until we have an officer in the TOC. The officer will have to integrate his efforts with the resources and procedures of the TOC as well as the DPS dispatch center in Phoenix. At a minimum, we believe the officer will:

- *Locate active incidents on traffic cameras and mobilize an effective response.*
- *Coordinate ADOT and DPS responses to incidents and collisions.*
- *Provide timely updates to police and fire regarding active incidents such as suicidal subjects, hazardous materials spills, explosions, and criminal actions.*
- *Liaison with police and traffic management units at surrounding agencies to efficiently detour traffic.*
- *Serve as a point of contact for*
 - *Other agencies.*
 - *Media requests and incident updates.*
 - *Incident commanders.*
- *Dispatch officers directly to low-priority calls.*
- *Provide a law enforcement perspective to TOC employees.*

How would trained non-sworn personnel (civilians) perform in comparison to sworn officers?

DPS officers have the legal authority and expertise to mobilize resources and evaluate events that civilian personnel cannot. Neither ADOT nor a police dispatch center will dictate a number of responding officers, call for a medical helicopter, or send a tow truck to a scene without an officer's approval. Officers, with an eye for evidence and safety, can order vehicles removed from or left upon a roadway. Officers can provide vital tactical information to responding law enforcement when presented with a threat or other dangerous situation. An officer at the TOC could view and describe actions that can cause the arrest of an individual by arriving officers.

Credibility and respect given to the law enforcement profession will play a role when the officer is coordinating efforts with another law enforcement agency, providing criminal information, providing officer safety/tactical information, describing necessary tow equipment, and a myriad of other applicable situations.

Police experience will also give the officer at the TOC an advantage that cannot be utilized by a civilian employee. The officer would understand how traffic and criminal laws apply to roadway incidents, how roadway hazards/construction could affect first responders driving at high speeds, and how overall scene dynamics can influence the number of first responders needed. The experience that comes with years of working on freeway systems, investigating hundreds of collisions, enforcing laws, and commanding scenes is unique to the profession.

Why do DPS and ADOT want to create a presence together at the TOC?

A partnership between ADOT and DPS at the TOC would increase the cooperation and collaboration between the agencies and ensure their resources were utilized in the most efficient manner possible. ADOT personnel have restricted access to DPS dispatching and the DPS computer aided dispatch (CAD) program, which can often delay the response of ADOT traffic personnel. Both ADOT and DPS would benefit from an environment where information about dynamic, ongoing events could be immediately shared, discussed, and evaluated.

Cooperation and collaboration between the two agencies will greatly enhance TIM principles.

It is possible that DPS officers and ADOT personnel at the TOC could be utilized in a manner similar to how "Detour Dan" is used on KTAR radio. Local media outlets could utilize DPS officers or ADOT personnel to assist them with providing "rush hour" traffic updates during the commute hours of the day. This type of public relation could be invaluable when dealing with large-scale incidents that result in lengthy highway closures.

Imagine the scene of a multi-vehicle collision scene blocking several lanes of Interstate 10 with injured victims and suspects who have run from the scene on foot. The officer in the TOC will:

- *Ensure an adequate number of medical personnel are responding.*
- *Send police radio and CAD messages to responding officers regarding the safest, quickest way to arrive on scene in light of the blocked roadway.*
- *Warn responding officers of fleeing suspects and whether they were armed.*
- *Pre-determine an extended road closure and notify ADOT and surrounding agencies.*
- *Advise the media of this significant event to encourage the use of other routes and diminish anticipated traffic congestion.*
- *Utilize dispatch and other ADOT personnel to assist with contacting other entities such as surrounding agencies and tow trucks.*
- *Talk with the on-scene incident commander to ensure adequate resources to resolve the incident.*
- *Watch updated CAD information, listen to the police radio, watch the television media response, and share/discuss information with ADOT counterparts within the TOC to ensure effective communication amongst all incident responders and public stakeholders.*

Could retired DPS officers be used?

Retired DPS officers would not be effective as replacements for officers in the TOC. As listed above, officers have authority, credibility and experience that allow them to mobilize resources and evaluate events that civilians cannot. Retired DPS officers would only come with the experience element and some professional credibility/respect, but would lack the authority as they are no longer sworn.

Another hurdle to hiring retired DPS officers is the lack of an employment classification at either DPS or ADOT. Generally, it takes many months to create a job description and testing process for a new position. There is, additionally, no way of knowing in advance whether retired DPS officers would be attracted to this job opportunity.

An effort to hire retired DPS officers for the position at the TOC would significantly delay the initiation of the co-location program, and would also result in less qualified candidate applicants.



Town of Gilbert, Arizona
A Community of Excellence
Municipal Center
50 East Civic Center Drive
Gilbert, Arizona 85296

From the Office of
Mayor
John W. Lewis

"Most Livable City"
U.S. Conf. of Mayors



June 19, 2014

Mayor Michael Levault
Chair, Maricopa Association of Governments, Regional Council
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

Dear Mayor Levault –

I understand the recent changes in the officers of the Maricopa Association of Governments (MAG) has created a vacancy for the position of Chairman of the Economic Development Committee. I would be honored to be considered to fill the vacancy. Please accept this letter as my formal interest in continuing to serve MAG and the committee in this capacity.

It has been a privilege to serve on the Economic Development committee since it was first created in 2010. During this time, I have directly contributed to enhancing economic development opportunities for the region and helped foster partnerships between the public and private sector and important trade partners such as Canada and Mexico.

As Mayor of Gilbert, I have served on numerous regional economic development organizations including the Greater Phoenix Economic Council and the Canada Arizona Business Council. Serving in these capacities, I have gained a strong understanding of the necessary attraction and retention tools the region needs in order to create jobs and generate economic activity. Additionally, my time working in the private sector has afforded me the opportunity to understand the challenges faced by the business community and what organizations such as MAG can do to solve them. I believe that these skills, combined with the expertise of the various members of the Economic Development Committee, will allow our work to continue to play a vital role in MAG's operations and fostering economic development for the region.

Thank you for your consideration of my interest in serving as Chair of the Economic Development Committee. Should you have any questions, please don't hesitate to contact me.

Sincerely,

John Lewis
Mayor

Economic Development Committee Elected Official Members
(August 2014)

Committee members on EDC due to their committee appointments

| <u>POSITION</u> | <u>REPRESENTATIVE</u> | |
|--|--|----|
| RC Immediate Past Chair - VACANT: <i>Recommended appointment:</i> | <i>Mayor John Lewis, Town of Gilbert</i> | EV |
| Regional Council Chair | *Mayor Michael LeVault, Youngtown (EDC Vice Chair) | WW |
| Regional Council Vice Chair | *Mayor W.J. "Jim" Lane, Scottsdale | EV |
| TPC Chair | *Councilmember Jack Sellers, Chandler | EV |
| TPC Vice Chair | *Mayor Jerry Weiers, Glendale | WW |

* On June 25, 2014, the MAG Regional Council approved the Regional Council and Transportation Policy Committee officers.

Dedicated Seats

| | | |
|-------------------|------------------------------------|--------------|
| Currently held by | Mayor Greg Stanton, Phoenix | Central City |
| Currently held by | Supervisor Steve Chucri | MC |
| Currently held by | Mayor Christian Price, Maricopa | PC |
| Currently held by | John Nelson, Senior Policy Advisor | ADOT |

EDC positions eligible for reappointment

| | | |
|-------------------|--------------------------------------|----|
| Currently held by | Mayor Gail Barney, Queen Creek | EV |
| Currently held by | Mayor Linda Kavanagh, Fountain Hill | EV |
| Currently held by | Mayor Georgia Lord, Goodyear | WW |
| Currently held by | Mayor Jackie Meck, Buckeye | WW |
| Currently held by | Mayor Mark Mitchell, Tempe | EV |
| Currently held by | Mayor Thomas Schoaf, Litchfield Park | WW |
| Currently held by | Mayor Sharon Wolcott, Surprise | WW |

EDC positions eligible for appointment as a new member

| | | |
|--|--------------------------------------|----|
| Recommended new member to fill EV seat: | <i>Mayor Alex Finter, Mesa</i> | EV |
| Recommended new member to fill WW seat: | <i>Mayor Kenneth Weise, Avondale</i> | WW |



Town of Youngtown
12030 Clubhouse Square
Youngtown, Arizona 85363



July 28, 2014

MAG Executive and Regional Council Members

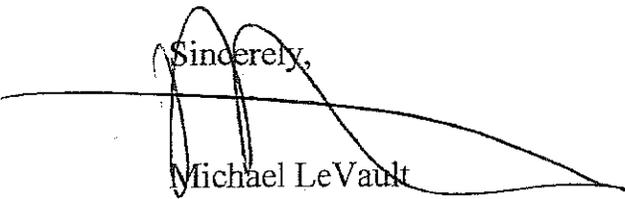
To Whom It May Concern:

I look forward to serving as Vice-Chairman of the Economic Development Committee (EDC) this next year.

I believe my private sector background, along with my understanding of the MAG process and my position as MAG Chairman, uniquely qualifies me to continue to serve and contribute during these challenging times.

I offer my thanks to the Executive Committee and Regional Council Members for their consideration and continued support.

Sincerely,



Michael LeVault
Mayor, Youngtown

OFFICE OF THE MAYOR

Town Hall: (623) 933-8286 Public Safety: (623) 974-3665 Court: (623) 972-8226 Fax: (623) 933-5951 TDD: (623) /974-3665



"Most Livable City"
U.S. Conference of Mayors
W.J. "JIM" LANE
Mayor



July 25th, 2014

The Honorable Michael LeVault, Mayor
Town of Youngtown
Maricopa Association of Governments
302 N. First Avenue, Suite 300
Phoenix, AZ 85003

RE: MAG Economic Development Committee

Dear Mayor LeVault:

I am pleased to write to you today to notify you of my desire to continue to serve as a member of the Maricopa Association of Governments (MAG) Economic Development committee.

I have been on this committee since it began and have been very active with this committee.

I would appreciate support for this important position and the opportunity to serve the region in this regard. Please contact me if you have any questions or require additional information.

Thank you for your consideration.

Sincerely,

W.J. "Jim" Lane
Mayor



Chandler • Arizona
Where Values Make The Difference



Jay Tibshraeny

Mayor

Rick Heumann

Vice Mayor

Trinity Donovan

Councilmember

Nora Ellen

Councilmember

Kevin Hartke

Councilmember

Jack W. Sellers

Councilmember

Jeff Weninger

Councilmember

**Office of the Mayor
and Council**

Telephone
(480) 782-2200

Fax
(480) 782-2233

E-mail
mayor&council@chandleraz.gov

Web
www.chandleraz.gov

Mailing Address
Mail Stop 603
PO Box 4008
Chandler, Arizona 85244-4008

Location
Fifth Floor
175 South Arizona Avenue
Chandler, Arizona 85225

July 31, 2014

Honorable Michael LeVault
Chairman, Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

Dear Mayor LeVault:

Please accept this letter as my official request to be reappointed to the
MAG Economic Development Committee.

I have served on the Economic Development Committee and have a
long history of involvement in economic development and transportation
activities in the East Valley and the region.

I believe my experience in both economic development and
transportation will allow me to continue to contribute substantively to the
work of the Economic Development Committee.

Please do not hesitate to contact me if you have questions about my
interest in this position or need additional information. Thank you for your
consideration.

Sincerely,

Jack W. Sellers
Councilmember

Chandler



2010

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



Mayor
City of Glendale

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



August 8, 2014

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

Dear Mayor LeVault:

I am writing to express my interest in being re-appointed as a member of the Economic Development Committee at the Maricopa Association of Governments (MAG). I look forward to serving with you and other members of the Committee. Thank you very much for your consideration.

In your service,

A handwritten signature in black ink, appearing to read 'Jerry P. Weiers'.

Jerry P. Weiers
Mayor

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



City of Phoenix

OFFICE OF THE MAYOR



July 28, 2014

The Honorable Michael LeVault
Chair, MAG Regional Council
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

Dear Mayor LaVault:

I would like to express my interest in continuing to serve on the Maricopa Association of Governments Economic Development Committee as the Central City representative.

My current participation in MAG has allowed me to work to improve the quality of life for all residents of the region. I look forward to working in cooperation with all MAG member agencies to address common regional concerns and to take a role in long-range regional issues.

If you would like to contact me with any questions, I can be reached at 602-262-7111.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Greg Stanton".

Greg Stanton
Mayor

cc: Dennis Smith, Maricopa Association of Governments
Karen Peters, Office of Mayor Greg Stanton
Tom Remes, Office of Government Relations

200 WEST WASHINGTON STREET, 11TH FLOOR, PHOENIX, ARIZONA 85003-1611
PHONE 602-262-7111 FAX 602-495-5583 TTY 602-534-5500

WWW.PHOENIX.GOV



Maricopa County

STEVE CHUCRI
Board of Supervisors, District 2



301 West Jefferson Street
10th Floor
Phoenix, AZ 85003-2143
Phone: 602-506-7431
www.maricopa.gov

July 11, 2014

The Honorable Mayor Michael LeVault
Chair, Regional Council
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Dear Mayor LeVault:

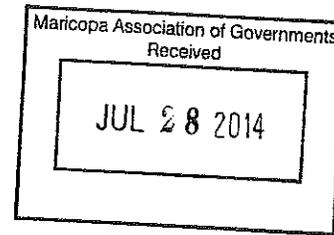
I am writing to request reappointment to serve as the Maricopa County representative on the MAG Economic Development Committee.

I have enjoyed working with my colleagues from across the region on this important Committee and sincerely appreciate the opportunity to serve.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Chucri".

Steve Chucri
Maricopa County Board of Supervisors



July 24, 2014

Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, AZ 85003

RE: Economic Development Committee

Dear Members of the MAG Regional Council,

I am interested in maintaining my current position in the Economic Development Committee. I am eager to continue our combined efforts to advance the goals and objectives of the committee.

My vision of regionalism, along with my direct experience in working to maintain and develop Maricopa's economic viability remains and I commit to continue to bring both practical experience and an expanded sense of what is possible.

Sincerely,

A handwritten signature in black ink, appearing to read "Christian Price".

Christian Price
Mayor



Director's Office

Janice K. Brewer, Governor
John S. Halikowski, Director
John H. Nichols, Deputy Director for Business Operations
Floyd Roehrich, Jr., Deputy Director for Policy
Jennifer Toth, Deputy Director for Transportation

August 8, 2014

Honorable Michael LeVault
Chair of Regional Council
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, AZ 85003

RE: Reappointment on the Economic Development Committee
John B. Nelson, ADOT

Dear Mayor LeVault,

Please accept this letter as my official request to be reappointed to the MAG Economic Development Committee.

Sincerely,

for John B. Nelson
Senior Policy Advisor
Arizona Department of Transportation

C Floyd P. Roehrich, Jr., ADOT, Deputy Director for Policy
Scott Omer, ADOT, Assistant Director, Multimodal Planning Division



TOWN OF
QUEEN CREEK
ARIZONA



July 16, 2014

Mayor Michael LeVault, Youngtown, Chair
MAG Regional Council
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

Dear Mayor LeVault:

Re: Statement of Interest

Over the last two years, I have had the privilege of being elected to serve as a member of the Maricopa Association of Governments (MAG) Economic Development Committee. With this letter, I wish to express my interest in continuing my service on the MAG Economic Development Committee.

I am currently serving in my first term as Mayor of the Town of Queen Creek. Prior to being elected Mayor, I served on the Town Council for eight years. As a Town Council Member, I had the opportunity to serve on MAG's Transportation Policy Committee. As a current member of the Executive Committee, Regional Council and Economic Development Committee, I've had the opportunity to learn more about the breadth of programs and services MAG offers. One of the key reasons I am interested in continuing to serve on the Economic Development Committee is that it gives me the opportunity to play a more active role in addressing the regional issues affecting all member agencies concerning the integration of employment, land use and transportation.

Recognizing the direct link between our region's transportation network and economic development, MAG has taken a more active role in economic development. If I am re-appointed to the Economic Development Committee, I plan to continue working with my fellow committee members, as well as all MAG member agencies and key stakeholders to look for strategies to help Arizona take advantage of trade and tourism opportunities with Mexico and increase the state's competitiveness.

I would be honored to continue serving as an Economic Development Committee member in the coming year and actively participate in the MAG process. Should you have any questions or require any additional information about me for this process, please contact me at (480) 358-3000 or by e-mail at gail.barney@queencreek.org.

Sincerely,

A handwritten signature in cursive script that reads "Gail Barney".

Gail Barney
Mayor

cc: Dennis Smith, Executive Director, Maricopa Association of Governments



Town of FOUNTAIN HILLS



July 23, 2014

Michael LeVault
Chair of the Regional Council
Maricopa Association of Governments
302 North 1st Avenue #300
Phoenix, AZ 85003

Dear Mayor LeVault:

I am writing to communicate my interest in serving once again on the MAG Economic Development Committee as the representative for the East Valley.

I believe that this committee performs a valuable function and I feel fortunate to have been a part of it for the past year. As a Mayor of one of the smaller municipalities, I appreciate the opportunity to serve not only my town of Fountain Hills, but also the regional area as well.

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.

Therefore I respectfully request reappointment to the MAG Economic Committee.

Kindest regards,

Linda M. Kavanagh
Mayor



July 17, 2014

Mayor Michael LeVault
Chair
Maricopa Association of Governments
302 N. 1st Ave, Suite 300
Phoenix, AZ 85003

Dear Mayor LeVault:

Please accept this letter as my official request to be re-appointed to the Maricopa Association of Governments Economic Development Committee.

My dedicated service to the City of Goodyear started in 2005 when I was elected to serve as a Goodyear Council Member, followed by my appointment to Vice Mayor in 2009. I became Acting Mayor in November 2010, shortly before resigning my seat to run, successfully, for Mayor.

I represent Goodyear on the Greater Phoenix Economic Council (GPEC) Board of Directors, the GPEC Resource Development Committee, and I am past chair of the GPEC Ambassadors Steering Committee. I am active on several regional boards and committees, including Maricopa County Association of Governments Regional Council and Transportation Policy Committee, the WESTMARC Board of Directors and Executive Committee, and the West-MEC Bond Committee. I am also a member of the Arizona Mayor's Education Roundtable and previously served as Vice Chair of the Arizona Municipal Tax Code Commission. Furthermore, I currently Co-Chair the Luke West Valley Council, West Valley Partners and the Luke Forward Campaign, which played a key role in bringing the F-35 Mission to Luke Air Force Base.

As Mayor, one of my priorities is the economic vitality of our region and state. I want to assist MAG's efforts as we work to promote the economic development interests of all cities in our region.

I would be honored to represent the City of Goodyear and the entire West Valley as a member of the Economic Development Committee. I appreciate your favorable consideration of this request.

Sincerely,

Georgia Lord
Mayor
City of Goodyear





**CITY OF BUCKEYE
OFFICE OF THE MAYOR**

July 24, 2014



Mayor Michael LeVault
Chair, Regional Council
Maricopa Association of Governments
302 N. 1st Ave., Suite 300
Phoenix, Arizona 85003

Re: MAG Economic Development Committee Appointment

Dear Mayor LeVault:

Please accept this letter as an expression of my interest in serving on the MAG Economic Development Committee. I would like the opportunity to participate on this Committee to help develop a plan for the Sun Corridor, as well as future I-11 dealing with transportation infrastructure that would further economic development opportunities.

Consideration of my request to serve on this Committee is appreciated, and I would be honored to serve in such capacity.

Sincerely,

Jackie Meck, Mayor
City of Buckeye



City of Tempe
P.O. Box 5002
31 East Fifth Street
Tempe, AZ 85280
480-350-8225



July 23, 2014

Mark W. Mitchell
Mayor

Dennis Smith, Executive Director
Maricopa Association of Governments
302 North First Avenue
Phoenix, Arizona 85003

Dear Mr. Smith,

This letter is to express my interest in continuing to serve on the Economic Development Committee (EDC). I have been serving as a member of EDC for the past 2 years and would be honored to continue on the committee.

If you have any questions, please contact my office at (480) 350-8811.

Sincerely,

Mark W. Mitchell
Mayor

Cc: Andrew Ching, City Manager
Marge Zylla, Government Relations Officer



THE CITY OF
Litchfield Park



Office of the Mayor

July 24, 2014

MAILED BY USPS & ELECTRONIC TRANSMITTAL ON 7/24/14

Honorable Mayor Michael LeVault
Chairman MAG Regional Council
Town of Youngtown
12030 Clubhouse Square
Youngtown, Arizona 85363

Dear Chairman LeVault:

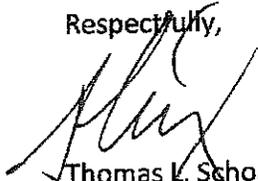
Please accept this letter as an expression of my interest to continue to serve as a member on the MAG Economic Development Committee. I have served as Mayor of Litchfield Park since 2006 and have served on the EDC since its inception. I would value the opportunity to extend my service to the Economic Development Committee.

Over the last 32 years, I have actively served on numerous Boards, Commissions, and Committees for the community, region, and state. My formal education includes a Bachelor of Science in Engineering and a Juris Doctor from the University of Notre Dame.

I believe my education and experience in local and regional issues will provide a wealth of resources to draw upon and will prove to be very beneficial to the Economic Development Committee.

If you have any further questions, please contact me.

Respectfully,



Thomas L. Schoaf
Mayor



The Honorable Sharon Wolcott
Mayor, City of Surprise
16000 N. Civic Center Plaza
Surprise, AZ 85374
623-222-1320

July 16, 2014



Honorable Michael LeVault
Chairman, MAG Regional Council
302 N 1st Ave., Ste. 300
Phoenix, AZ 85003

Chairman LeVault:

Please except this letter of interest and my desire to continue serving on the Maricopa Association of Governments (MAG) Economic Development Committee (EDC).

For the past year, I have served as a member on the Maricopa Association of Governments on the Regional Council (RC), Transportation Policy Committee (TPC) and the Economic Development Committee (EDC). I have an extensive background and experience in developing public policy in the areas of transportation and economic development. I recognize the importance of the committee in setting the stage for Arizona's economic recovery, particularly in Maricopa County.

Thank you in advance for your consideration. Please let me know if you have any questions.

Respectfully submitted,

Sharon Wolcott
Mayor, City of Surprise

cc: Mr. Dennis Smith, Executive Director, MAG
Mayor Wolcott, City of Surprise



20 E Main St Suite 750
PO Box 1466
Mesa, Arizona 852111-1466



July 28, 2014

The Honorable Michael LeVault
Regional Council Chair
Maricopa Association of Governments
302 N. 1st Ave. Suite 300
Phoenix, AZ 85003

Dear Mayor LeVault,

Please accept this letter as my request to represent the City of Mesa for a one-year term on the Maricopa Association of Governments Economic Development Committee. Mesa has held a seat since the formation of this committee and has been a strong and active participant in the committee's endeavors. With the recent resignation of Mayor Scott Smith, the seat became vacant and I have a strong desire to continue this work and participate on the MAG Economic Development Committee.

Thank you for your consideration.

Sincerely,

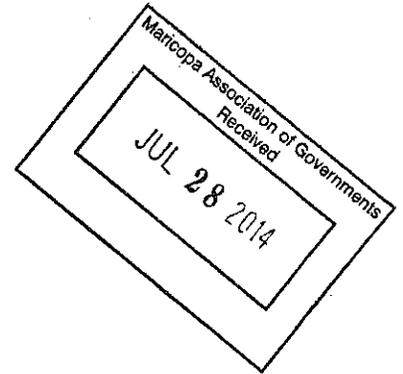
A handwritten signature in black ink, appearing to read "Alex Finter". The signature is fluid and cursive, with a large initial "A" and "F".

Alex Finter
Mayor



TOWN OF CAREFREE

8 SUNDIAL CIRCLE
P.O. BOX 740
CAREFREE, ARIZONA 85377
(480) 488-3686 • FAX (480) 488-3845



July 28, 2014

Mayor Michael LeVault, Regional Council Chair
MAG Management Committee
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Re: EDC Committee Position Letter of Interest

Dear Mayor LeVault:

I would like to be considered for the vacant committee position of the MAG Economic Development Committee. I have enclosed my professional profile for your review.

Sincerely,

Michael Farrar

Councilman for Town of Carefree

Enclosure

Transmitted via: Via email Mayor@youngtown.org



Michael E. Farrar MBA, MIM

VICE PRESIDENT | GREATER PHOENIX



mike.farrar@colliers.com

EDUCATION AND QUALIFICATIONS

Master of Business Administration (MBA)
International Finance
Helsinki School of Economics, Finland

Masters in International Management (MIM)
Thunderbird School of Global Management

Bachelor of Science International Economics
W.A. Franke College of Business
Northern Arizona University

AZ Dept of Real Estate Broker's License

AFFILIATIONS AND MEMBERSHIPS

Colliers International Land Advisory Group

Arizona Rental Housing Association

CONTACT DETAILS

MOB +1 480 231 0767
DIR +1 480 655 3321
FAX +1 480 948 0502

Colliers International
14080 N Northsight Blvd
Scottsdale, AZ 85260

www.colliers.com

www.colliers.com/greaterphoenix

AREA OF EXPERTISE

Michael Farrar is a vice president with Colliers International, specializing in residential land acquisitions and dispositions. Michael is a member of the Colliers International Land Advisory Group and works with owners, investors, buyers, developers and land users to maximize the value of their land assets.

He also serves clients in the sale and leasing of office and retail properties.

Michael has extensive experience in sales and leasing, development, entitlements, asset analysis, feasibility studies, asset valuation, project management, and receivership. He works with commercial agents and lenders in transaction brokerage for real estate projects across varying asset classes throughout Arizona.

His industry expertise and thorough knowledge of the market lead to successful real estate solutions for his clients. With a service-oriented and disciplined approach, Michael is dedicated to ensuring his clients' business objectives are met.

PROFESSIONAL ACCOMPLISHMENTS

CBC Top Producer of the Year Greater Phoenix – 2010, 2011 and 2012

National Association of Homebuilders' Sales & Marketing Council Awards:

- Regional Marketing Director of the Year – 2002
- Gold Award, National Salesperson of the Year – 1999
- Platinum Award, Million Dollar Circle – 1998 and 1997

BUSINESS BACKGROUND

Michael has in-depth experience in transactional commercial real estate, investment sales and corporate leasing. He has worked with individual investors and owners of land, office, retail, industrial and multifamily properties. He has brokered everything from single-family lots to multi-million dollar investment properties, as well as leasing of small retail spaces and large office and warehouse buildings.

Prior to joining Colliers International, Michael was the President and designated broker for Coldwell Banker Commercial (CBC) Metro Central for the Phoenix region. Michael offered strategic counsel and a full range of services to help leading companies create value and manage risk in dealing with challenged real estate and mortgage assets.

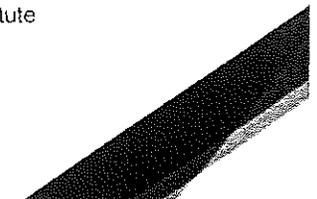
Michael has been actively involved in commercial real estate for more than 20 years. He has served as an asset manager, land acquisition director, entitlement/project director, marketing consultant, affordable multi-housing risk assessment officer, and real estate broker.

COMMUNITY INVOLVEMENT

Michael serves his community as:

- Councilman for the Town of Carefree, Arizona
- Member of the Board of Directors of the Carefree Water Company
- Member of the Regional Council of the Maricopa Association of Governments
- Valley Partnership
- Urban Land Institute

Accelerating success.





July 22, 2014

Maricopa Association of Governments
Chairman Michael LeVault
302 North 1st Avenue, Suite 300
Arizona 85003

Dear Chairman LeVault:

Please accept this letter as my interest in to serve on the Maricopa Association of Governments (MAG) Economic Development Committee to fulfill one of the West Valley Geographic Balance members.

As the new Mayor for the City of Avondale, I look forward to working with the Economic Development Committee on one of the most important issues facing our region.

Thank you for your consideration. If you have any questions, please contact me at 623-333-1917 or kweise@avondale.org.

Sincerely,

A handwritten signature in black ink that reads 'Kenneth N. Weise' with a circled 'N'.

Kenneth N. Weise
Mayor

Office of the Mayor

Avondale City Hall - 11465 W. Civic Center Drive • Avondale, AZ 85323
Phone: (623) 333-1900 • Fax: (623) 333-0120 • TDD: (623) 333-0010
www.avondale.org



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Town of Gilbert, Arizona
A Community of Excellence
Municipal Center
50 East Civic Center Drive
Gilbert, Arizona 85296

From the Office of
Mayor
John W. Lewis



June 19, 2014

Honorable Mayor Michael Levault
Chair, Maricopa Association of Governments, Regional Council
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Dear Mayor Levault:

As a member of the MAG Economic Development Committee since its inception in 2010, I would be honored to be reappointed to my seat this year. Please accept this letter as my formal interest in continuing to serve MAG in this capacity.

I have enjoyed working with the Committee on the critical issue of regional economic growth. Coming out of the recession, I appreciated the opportunity to coordinate with other communities as we foster advantageous developments for Maricopa County residents. Together, we have contributed to Arizona's success story and I look forward to continuing the good work.

Thank you for your consideration. Should you have any questions, please don't hesitate to contact me.

Sincerely,

John W. Lewis
Mayor

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 19, 2014

SUBJECT:

Representation by Providers of Public Transportation on MPO Boards

SUMMARY:

A new requirement under the federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), requires transit representation on the governing bodies of Metropolitan Planning Organizations (MPOs) such as MAG. Options for the transit representative position on the MAG Regional Council have been developed and are presented in the related memorandum. Discussions of the options will be held during August, with action on a recommended option and any associated By-Laws changes will be brought forward for action during September.

On August 6, 2014, the MAG Management Committee heard this item for information and discussion. The Florence Town Manager mentioned that the Town of Florence does have transit service which is supported by local and federal funds. The transit service that runs between Florence, the City of Coolidge and into Casa Grande is operated by the City of Coolidge. Additionally, the City of Maricopa does have a local transit dial-a-ride system. MAG Staff noted that the City of Coolidge is not a MAG member agency, nor a member of the Regional Public Transportation Authority (RPTA), but MAG has been coordinating with the City of Coolidge and the City of Maricopa on transit operations and has done site visits to tour the transit facilities and routes. The memorandum for this agenda item lists the MAG member agencies and the local funds spent on transit. This list includes the City of Maricopa. MAG is coordinating with the Town of Florence to document their annual expenditures for transit.

On August 18, 2014, the MAG Regional Council Executive Committee, was presented this item for information and discussion. The committee requested that staff develop pros and cons for each of the suggested options in preparation for the August 2014 MAG Regional Council meeting. This was requested to assist members of the MAG Regional Council in determining a desired option as staff prepares to make potential changes to the By-Laws and related documents. It is anticipated that approval of a selected option and By-Laws changes might occur at the September 2014 MAG Regional Council meeting.

The attached memorandum outlines the requirements of the federal guidance and options on establishing a process for a Transit Representative on the MAG Regional Council.

PUBLIC INPUT:

No public input has been received concerning this item.

PROS & CONS:

PROS: The federal guidance for representative of providers of public transportation on MPO Boards require that this guidance is met by October 1, 2014. Receiving input on the proposed options in August 2014 by MAG Management Committee, MAG Regional Council Executive Committee, and the MAG Regional Council allows this item to move forward for action and any changes to the MAG By-Laws in September 2014. This will result in the Transit Representative serving on the MAG Regional Council in October 2014.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Once approved, MAG will be in compliance with the current federal transportation authorization requirements related to the representative of providers of public transportation serving on a MPO Board.

POLICY: None.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item is on the August 18, 2014, MAG Regional Council Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

Mayor Michael LeVault, Youngtown, Chair
Mayor W. J. "Jim" Lane, Scottsdale,
Vice Chair
Mayor Gail Barney, Queen Creek

Mayor Jackie Meck, Buckeye
Mayor Mark Mitchell, Tempe
Mayor Lana Mook, El Mirage
* Mayor Greg Stanton, Phoenix

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

On August 6, 2014, the MAG Management Committee heard this item for information and discussion.

MEMBERS ATTENDING

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

Darryl Crossman, Litchfield Park
Gregory Rose, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Louis Andersen for Greg Stanley, Pinal
County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
* Fritz Behring, Scottsdale
Michael Celaya for Bob Wingenroth,
Surprise
Andrew Ching, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Floyd Roehrich for John Halikowski, ADOT
John Hauskins for Tom Manos,
Maricopa County
Wulf Grote for Steve Banta, Valley Metro/RPTA

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

CONTACT PERSON:

Eileen O. Yazzie, Transportation Planning Project Manager, (602) 452-5073

August 19, 2014

TO: Members of the MAG Regional Council

FROM: Eileen Yazzie, MAG Transportation Planning Project Manager

SUBJECT: REPRESENTATION BY PROVIDERS OF PUBLIC TRANSPORTATION ON
MPO BOARDS

A new requirement under the federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), requires transit representation on the governing bodies of Metropolitan Planning Organizations (MPOs) such as MAG. Options for the transit representative position on the MAG Regional Council have been developed and are presented in this memorandum. Discussions of the options will be held during August, with action on a recommended option and any associated By-Laws changes will be brought forward for action during September.

Background

MAP-21 was passed by Congress and signed by the President in July 2012. One of the provisions of the law was for a transit representative to be part of the governing bodies of Metropolitan Planning Organizations (MPOs) such as MAG. On June 2, 2014, the U.S. Department of Transportation released policy guidance related to this requirement.

The federal guidance reads as follows:

“By October 1, 2014, MPOs that serve an area designated as a Transportation Management Area (TMA) must include (A) local elected officials; (B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and (C) appropriate State officials.

“A representative of providers of public transportation should be an elected or appointed member of the provider’s board of directors or a senior officer of the provider, such as a chief executive officer or a general manager.

“To satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), a representative of a provider of public transportation **that operates** in a TMA should be eligible to be a designated recipient, a direct recipient, or a sub-recipient of the Urbanized Area Formula funding program.

“To select representatives of providers of public transportation, MPOs, States, and providers of public transportation have the flexibility to determine the most effective process that best serves the interests of the metropolitan planning area.”¹

The U.S. Department of Transportation guidance makes it clear that the transit representative should only represent transit interests and not also represent an individual jurisdiction as a member of the Regional Council.

Operators of Public Transportation in the MAG Region

Staff consulted with the operators of public transportation in the MAG region in early July to discuss the process and options to select a representative of providers of public transportation for the MAG Regional Council. Current public transportation operators in the MAG Region:

Municipal Providers:

- Glendale
- Peoria
- Phoenix
- Scottsdale

Regional Providers:

- Regional Public Transportation Authority (RPTA)
- Metro Rail

Proposed Voting Procedures for MAG Regional Council Transit Representative

The MAG By-Laws provide the voting procedures for MAG committees. Specific positions on the MAG Regional Council, besides MAG member agencies, include the members from the Arizona State Transportation Board and the Chair of the Citizens Transportation Oversight Committee (CTOC). A representative from the RPTA serves on the MAG Management Committee.

The Arizona State Transportation Board, RPTA, and CTOC representatives on MAG committees have one vote each and only vote on transportation-related issues. For weighted voting, the RPTA and CTOC representatives each have one vote; and the two State Transportation Board members always have one (1) vote on transportation issues. Following this practice, it is proposed that the transit representative on the MAG Regional Council would have one vote on transportation-related issues.

Proposed Options for a Transit Representative on the MAG Regional Council

In consultation with the transit operators in the region, three primary options were developed for consideration. Each meets the intent of the MAP-21 requirement for transit representation on the MAG Regional Council. Options IA and IB are similar with the only difference being how Metro Rail is incorporated. Under IA, both the RPTA Board of Directors and the Metro Rail Board of Directors would be eligible to be selected as the representative as described below. Under IB, only the RPTA Board of Directors would be involved. Table A on the following page outlines the options.

¹ DEPARTMENT OF TRANSPORTATION, Federal Transit Administration - 49 CFR Part 613, Federal Highway Administration - 23 CFR Part 450. [Docket No. FTA-2013-0029] - Policy Guidance on Metropolitan Planning Organization (MPO) Representation: <http://www.gpo.gov/fdsys/pkg/FR-2014-06-02/pdf/2014-12163.pdf>.

With the exception of Option 3, the options recommend a rotation among transit operators and the RPTA Board members. To recognize the significant funding provided by individual jurisdictions, the recommendation under Options IA and IB is that the RPTA and Metro Rail Board members appointed be from jurisdictions that provide significant local funding for transit services. Table B documents the transit spending for MAG jurisdictions based on the 2013 Transit Service Inventory Report. The last column on the right hand side of the chart shows the calculated local spending per capita for each jurisdiction.

Option IA: Rotate the MAG Regional Council Transit Representative among the transit operators. For the four municipalities that operate transit, the elected representative on the RPTA Board for each jurisdiction would rotate as the MAG representative. The RPTA representative would be an elected official selected from its members who do not operate transit, and who represent a “top-tier” transit municipality as indicated by the jurisdiction’s expenditures per capita for transit services. The Metro Rail Board would also appoint a representative from its members who do not operate transit and represent a top-tier municipality in terms of local transit spending per capita. Under this option, the MAG Regional Council Transit Representative would rotate among six elected officials.

Option IB: Rotate the MAG Regional Council Transit Representative among the transit operators, while treating RPTA and Metro Rail as one transit operator. For the four municipalities that operate transit, the elected representative on the RPTA Board for each jurisdiction would rotate as the MAG representative. The RPTA representative would be an elected official selected from its members who do not operate transit, and who represent a “top-tier” transit municipality as indicated by the jurisdiction’s expenditures per capita for transit services. Under this option, the MAG Regional Council Transit Representative would rotate among five elected officials.

Option 2: Rotate the MAG Regional Council Transit Representative among the RPTA Board officers. This option would limit the MAG Regional Council Transit Representative to one of the three elected officials who serve as one of three officers (Chair, Vice-Chair, and Treasurer) of the RPTA Board.

Option 3: The MAG Regional Council Transit Representative would be the elected official from the Federal Transit Administration (FTA) Designated Recipient that sits on the RPTA Board. The City of Phoenix is the FTA Designated Recipient for the MAG region. This option would be non-rotation and utilize the City of Phoenix elected official that sits on the RPTA Board.

Please contact the MAG office if you have any questions.

Table A – Proposed Options for Representative of Public Transportation

Operators in the MAG Region

| Municipalities | Non-Municipal Agencies |
|-----------------------|-------------------------------|
| Phoenix | RPTA |
| Glendale | Metro Rail |
| Peoria | |
| Scottsdale | |

Proposed Options to Select a Representative of Providers of Public Transportation for MAG Regional Council

~ ALL PROPOSED OPTIONS ARE ELECTED OFFICIALS ~

| Step | Option 1A | Option 1B | Option 2 | Option 3 |
|-------------|--|---|---|---|
| 1) | Six Transit Operators (includes RPTA & Metro Rail) | Five Transit Operators (RPTA & Metro Rail combined) | RPTA Board Officers | Designated Recipient (City of Phoenix) |
| 2) | Rotational Basis | Rotational Basis | Rotational Basis | Non-Rotational |
| 3) | For the 4 municipal operators, elected official that serves on RPTA Board For the 2 non-municipal operators, elected official that is not an operator and qualifies as a top tier transit municipality based on the local transit contribution/capita | For the 4 municipal operators, elected official that serves on RPTA Board For RPTA, elected official that is not an operator and qualifies as a top tier transit municipality based on the local transit contribution/capita | Elected official that serves as one of the three appointed seats (Chair, Vice-Chair, and Treasurer) | Elected official of the Designated Recipient that serves on RPTA Board. |

Table B - Top Tier Transit Municipalities

| Jurisdiction | 2013 Local costs for Fixed Route and Rail Operations (including Express/Rapid and Circulators)* | 2013 Local costs for Paratransit Operations* | Total Local Cost for Bus, Paratransit, and Rail Operations* | Population** | Local Transit Funding Per Capita |
|--------------------------------------|--|---|--|---------------------|---|
| Apache Junction (f) | | | \$ - | 37,623 | |
| Avondale | \$ 500,000 | \$ 50,000 | \$ 550,000 | 77,511 | \$ 7.10 |
| Buckeye | \$ - | \$ 19,200 | \$ 19,200 | 56,460 | \$ 0.34 |
| Carefree (d) | | | \$ - | 3,424 | |
| Cave Creek | | | \$ - | 5,228 | |
| Chandler | \$ 215,000 | \$ 222,000 | \$ 437,000 | 246,197 | \$ 1.78 |
| El Mirage | \$ - | \$ - | \$ - | 32,472 | |
| Florence (i) | | | \$ - | 25,512 | |
| Fort McDowell Yavapai Nation (d) (h) | | | \$ - | 984 | |
| Fountain Hills | \$ - | \$ - | \$ - | 22,893 | |
| Gila Bend (d) | | | \$ - | 1,948 | |
| Gila River Indian Community (i) | | | \$ - | 11,918 | |
| Gilbert | \$ - | \$ - | \$ - | 227,603 | |
| Glendale | \$ 4,448,242 | \$ 1,393,799 | \$ 5,842,041 | 231,109 | \$ 25.28 |
| Goodyear | \$ - | \$ 20,000 | \$ 20,000 | 72,275 | \$ 0.28 |
| Guadalupe | \$ - | \$ - | \$ - | 6,019 | |
| Litchfield Park | | | \$ - | 5,759 | |
| Maricopa (i) | | \$ 101,800 | \$ 101,800 | 46,140 | \$ 2.21 |
| Maricopa County (e) | \$ - | \$ - | \$ - | 277,846 | |
| Mesa | \$ 7,555,113 | \$ 1,284,011 | \$ 8,839,124 | 450,310 | \$ 19.63 |
| Paradise Valley | \$ - | \$ - | \$ - | 13,282 | |
| Peoria (g) | | \$ 303,064 | \$ 303,064 | 160,552 | \$ 1.89 |
| Phoenix | \$ 145,550,000 | \$ 545,050 | \$ 146,095,050 | 1,485,751 | \$ 98.33 |
| Pinal County (c)(i) | | | \$ - | 127,351 | |
| Queen Creek (f) | | | \$ - | 29,510 | |
| Salt River Pima-Maricopa (h) | | | \$ - | 6,498 | |
| Scottsdale | \$ 5,083,363 | \$ 707,821 | \$ 5,791,184 | 222,213 | \$ 26.06 |
| Surprise | \$ 99,500 | \$ 641,400 | \$ 740,900 | 121,629 | \$ 6.09 |
| Tempe | \$ 23,304,853 | \$ 251,010 | \$ 23,555,863 | 165,158 | \$ 142.63 |
| Tolleson | \$ 243,000 | \$ 15,000 | \$ 258,000 | 6,632 | \$ 38.90 |
| Wickenburg (g) | | | \$ - | 6,511 | |
| Youngtown | \$ - | \$ - | \$ - | 6,236 | |

Municipal Operators

Top Tier Transit Municipalities (other than operators)

*Source: MAG Transit Service Inventory Report 2013. It is assumed that this includes State Lottery Fund.

** Source: MAG July 1, 2013 Approved Population within one percent of the approved Maricopa County control total.