

October 20, 2015

TO: Members of the MAG Regional Council

FROM: Mayor W.J. "Jim" Lane, Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 11:30 a.m.
Wednesday, October 28, 2015
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
October 28, 2015**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Regional Council ON ITEMS THAT ARE NOT ON THE AGENDA THAT ARE WITHIN THE JURISDICTION OF MAG, 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.

4. Executive Director's Report

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

5. Approval of Consent Agenda

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 (*).

3. Information.

4. Information.

5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the September 30, 2015, Meeting Minutes

5A. Review and approval of the September 30, 2015, meeting minutes.

TRANSPORTATION ITEMS

- *5B. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014. The new requested project additions and changes include Arterial Life Cycle Program projects; rail safety and road safety projects funded through the Highway Safety Improvement Program; Transportation Alternatives Safe Routes to School eligible activities; transit project changes related to final apportionment announcements; and general project changes. Additionally, cost savings from the procurement of FY 2014 PM-10 street sweepers were realized and the savings will be included in the FY 2016 MAG Unified Planning Work Program and Annual Budget. Project listing changes and additions included are not contingent on a new finding of conformity. The requested project changes were recommended for approval by the MAG Transportation Review Committee on October 1, 2015, and by the MAG Management Committee on October 14, 2015. Please refer to the enclosed material.

- *5C. Project Changes Report on September Activities - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as Needed, to the 2035 Regional Transportation Plan Submitted to ADOT on September 3, 2015 and September 17, 2015

Due to the late announcement of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) regional allocations, on August 26, 2015, the MAG Regional Council granted approval for MAG to make modifications to work years to advance previously approved

- 5B. Approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget.

- 5C. Information and discussion.

projects, to provide detailed TIP listings for prioritized projects to ensure that all FHWA obligation authority and FTA apportionments are utilized for Federal Fiscal Year 2015, and related work phase changes. Project changes and additions were submitted to the Arizona Department of Transportation (ADOT) for approval and inclusion in the State Transportation Improvement Program on September 3, 2015, that addressed FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program and general FY 2015 needed changes. The September 17, 2015 submittal was redistributed work phase funding to save prospective financing charges estimated at \$2.9 million. Please refer to the enclosed material.

*5D. 2015 Strategic Transportation Safety Plan

In July 2013, MAG initiated a study to develop a Strategic Transportation Safety Plan. The Plan establishes the regional vision, goals, objectives, strategies, countermeasures, and performance measures for making systematic improvements necessary to improve road safety in the region. The study was closely coordinated to be consistent with a similar effort that was underway to develop the state's Strategic Highway Safety Plan. The cost to implement the Draft MAG Strategic Transportation Safety Plan is estimated at \$7.8 million per year. Federal Highway Safety Improvement Program (HSIP) funds are currently the only available funding source in the region for road safety improvements, other than local agency funds. In May 2015, the Arizona Department of Transportation (ADOT) announced a new process for programming federal HSIP funds for safety projects starting in FY 2019. The Draft Plan has been developed to be consistent with the Arizona Strategic Highway Safety Plan and the new ADOT HSIP process and related guidance. The 2015 Strategic Transportation Safety Plan was recommended for approval by the MAG Transportation Safety Committee on September 27, 2015, by the MAG Transportation Review Committee on October 1, 2015, and by the MAG Management

5D. Approval of the 2015 Strategic Transportation Safety Plan.

Committee on October 14, 2015. Please refer to the enclosed material.

*5E. Southeast Valley Transit System Study

The Southeast Valley Transit System Study, a joint study effort between the Maricopa Association of Governments (MAG) and Valley Metro, was launched in January 2014 to analyze transit services and ridership demand in transit-established and transit-aspiring communities within a multi-jurisdictional subarea of the MAG region. The study is the third in a series of sub-regional transit studies undertaken in the region and its result is a tool to help in future system planning. The study area encompasses the cities of Apache Junction, Chandler, Mesa, and Tempe, and the towns of Gilbert, Guadalupe, and Queen Creek. The study area also includes portions of the City of Phoenix (village of Ahwatukee) and unincorporated Maricopa County. In addition, the study also includes members of the expanded MAG boundary, which are Pinal County, the City of Maricopa, the Town of Florence and the Pinal County portion of the Gila River Indian Community. This study also included input from the City of Coolidge, a transit partner that operates within the study area. The study had two purposes: To identify potential efficiencies in the current service and to identify an effective, market-defined, efficient and performance-driven transit system that meets the internal mobility needs of the subarea and ties the subarea to the overall regional transit system. The Southeast Valley Transit System Study was recommended for acceptance on September 10, 2015, by the MAG Transit Committee, and on October 1, 2015, by the MAG Transportation Review Committee and by the MAG Management Committee on October 14, 2015. This study item is also being presented to the Valley Metro Transit Management Committee and the Regional Public Transportation Authority Board in late October. Please refer to the enclosed material.

5E. Acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations.

ENVIRONMENTAL ITEMS

*5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program, Highway Safety Improvement Program, and transit 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.

5F. Consultation.

GENERAL ITEMS

*5G. Appointment of MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee Vice Chair

The Vice Chair of the MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee is no longer with the City of Surprise leaving the Vice Chair position vacant. On September 17, 2015, MAG staff sent a notice to the Management Committee, the MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee, and the Intergovernmental Representatives to solicit letters of interest for the Vice Chair position on the Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee. One letter was received requesting consideration for the Vice Chair position. Please refer to the enclosed material.

5G. Approval to appoint Christina Plante, City of Goodyear, as the Vice Chair of the MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee.

ITEMS PROPOSED TO BE HEARD

6. Consultant Selection for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program On-Call List

The FY 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council on May 27, 2015, included \$200,000 for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program. On July 28, 2015, MAG issued a Request for Qualifications to create an on-call consulting list for the project. Six firms submitted Statements of Qualifications. On September 22, 2015, a multi-agency evaluation team reviewed the Statements of Qualifications and recommended to MAG the selection of HDR and WPS/Parsons Brinckerhoff for the on-call list for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program on-call list. On October 14, 2015, the MAG Management Committee recommended approval of the selection of HDR and WPS/Parsons Brinckerhoff. Please refer to the enclosed material.

7. New Strengthened Ozone Standard

On October 1, 2015, the Environmental Protection Agency (EPA) issued a final rule to strengthen the federal eight-hour ozone standard from 0.075 parts per million to 0.070 parts per million. By October 1, 2016, states are required to submit designation recommendations for nonattainment/attainment to EPA. By October 1, 2017, EPA anticipates finalizing the designations, classifications, and attainment dates based upon 2014-2016 ozone monitoring data. Nonattainment areas will have until 2020 to late 2037 to meet the standard, with attainment dates varying based upon the ozone levels in the area (Marginal-Extreme). The Maricopa eight-hour ozone nonattainment area exceeds the new standard. In Arizona, nine of the ten counties that monitor for ozone exceed the new standard. According to EPA, there are existing and proposed federal rules that will provide assistance

6. Approval of the selection of HDR and WPS/Parsons Brinckerhoff to participate in the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program on-call list.

7. Approval that MAG work cooperatively with the Western Regional Alliance to lessen the impact of the new 2015 ozone standard.

in meeting the standard: requirements to reduce the interstate transport of air pollution; Regional Haze Regulations; Mercury and Air Toxics Standards; Clean Power Plan; Tier 3 Vehicle Emissions and Fuels Standards; Light-Duty Vehicle Tier 2 Rule; Mobile Source Air Toxics Rule; Light-Duty Greenhouse Gas/Corporate Average Fuel Efficiency Standards; Heavy-Duty Vehicle Greenhouse Gas Rule; Reciprocating Internal Combustion Engines NESHAP; and Industrial/Commercial/Institutional Boilers and Process Heaters MACT and amendments. The EPA analysis indicates that these rules will help the vast majority of the counties in the U.S. to meet the standard by 2025 without additional action. On October 14, 2015, the MAG Management Committee recommended that MAG work cooperatively with the Western Regional Alliance to lessen the impact of the new 2015 ozone standard. Please refer to the enclosed material.

8. City of Phoenix Resource Innovation Campus and Regional Green Organics Project

In 2013, the City of Phoenix announced a new sustainability initiative, Reimagine Phoenix, to divert 40 percent of waste from the landfill by 2020. As part of this initiative, the City is establishing a Resource Innovation Campus dedicated to the creation and growth of a circular economy that will fulfill the City's 40 percent diversion goal. The City is also partnering with the Arizona State University Resource Innovation and Solutions Network (RISN) program and other valley communities on a Regional Green Organics project. An overview of these efforts will be provided.

9. Draft FY 2016 Early Phase Input Opportunity Report

The Maricopa Association of Governments (MAG) conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2016 Early Phase Input Opportunity was conducted from mid-August 2015 to early-September 2015 and provided the public with an opportunity to

8. Information and discussion.

9. Information and discussion.

provide project suggestions in areas in which funding was available. These areas included bicycle-pedestrian, intelligent transportation systems, paving of unpaved dirt roads, PM-10 street sweepers, Pinal County arterial roadway projects that are in the MAG region, and the regional transit system. All of the project suggestions were forwarded to the appropriate MAG member agency for review and possible inclusion into a draft listing of projects that eventually make up the Draft FY 2017-2021 Transportation Improvement Program (TIP). MAG received public comment at the MAG Regional Council during the phase. In addition, MAG also received comment via telephone and online correspondence as a result of a direct mailing to the MAG public involvement mail list and regional libraries. Please refer to the enclosed material.

10. Legislative Update

An update will be provided on legislative items of interest.

11. 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.

12. 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, discussion and possible action.

11. Information.

12. Information.

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

September 30, 2015
MAG Office
Phoenix, Arizona

MEMBERS ATTENDING

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

* 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 W.J. "Jim" Lane, Scottsdale, at 11:32 a.m.

A short video explaining public input opportunities at MAG committee meetings was played.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Rebecca Jimenez and Mr. Roc Arnett joined the meeting by teleconference.

Chair Lane noted that at each member's place and on the tables on each side of the room were a letter from Mr. René Guillen of the Governor's Office for agenda item #11 (previously transmitted) and a calendar of activities for Domestic Violence Awareness Month for agenda item #9.

3. Call to the Audience

Chair Lane recognized public comment from Ms. Dianne Barker, of Phoenix District 7, who expressed her support for multimodal transportation. She stated that she values participation and appreciated the public input video. Ms. Barker stated that she tries to observe rules and when she doesn't, it is not intentional, such as performing gymnastics at meetings. She noted that multimodal transportation is fun -- it gets your heart going and you meet people. Ms. Barker spoke of an event in downtown Phoenix each Monday that includes music, a trip to the YMCA, raffles, food, t-shirts, etc. She stated that walking provides an isotonic and isometric workout. Chair Lane thanked Ms. Barker for her comments.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that MAG was awarded a Strategic Highway Research Program (SHRP2) grant to develop a GIS common operating vision/platform in the Intermountain West region. Mr. Smith reported that staff from 14 different agencies in the Intermountain West region attended a meeting in Denver on the SHRP2 grant.

Mr. Smith stated that the Phoenix Chapter of the Public Relations Society of America (PRSA) awarded Kelly Taft, MAG Communications Manager, the Percy Award, which is its highest award earned by a professional who has demonstrated excellence in the practice of public relations. Ms. Taft was applauded. Mr. Smith stated that Mr. Patrick Banger, Gilbert Town Manager, had received the Phoenix Award, which recognizes a CEO, business leader or community leader who has elevated the best practices of public relations. Mr. Banger was applauded.

Mr. Smith noted that September 9, 2015, marked the 30th anniversary of the 9-1-1 system in the MAG region. He introduced Ms. Liz Graeber, Administrator of the MAG 9-1-1 system, who was a 9-1-1 operator on the day 9-1-1 was rolled out. Mr. Smith stated that when MAG began the effort to implement 9-1-1, the telephone company advised that 9-1-1 would be impossible to bring about because of growth in the MAG region, however, member agencies got together on a MAG committee and were successful in the effort to bring 9-1-1 to the Valley. He stated that the MAG 9-1-1 system was one of the most advanced systems in the United States when it rolled out in 1985. Mr. Smith noted the contributions of Mr. Jim Wortham and Mr. Tom Sawyer of the City of Phoenix to the implementation of the system. He added that Mr. Wortham is a technical genius who still works with 9-1-1, assisting rural counties in his retirement. Mr. Smith stated that many of the public safety departments of member

agencies brought their public safety vehicles to the press conference and received significant exposure from the media. He noted funding issues associated with the state 9-1-1 fund. Mr. Smith stated that when the state had budget problems, they saw the fund for 9-1-1 and swept it. Mr. Smith stated that significant changes in technology have occurred since 1985 and today is a different world. Mr. Smith urged protecting the 9-1-1 fund to ensure that lives are saved.

Mr. Smith stated that U.S. Department of Transportation and Mayor Greg Stanton hosted the Beyond Traffic Forum on September 21, 2015. Mr. Smith stated that former Arizona Department of Transportation Director and current Deputy Secretary of the U.S. Department of Transportation, Mr. Victor Mendez, spoke at the forum. He noted that Mayor Stanton, Mayor Christian Price, and Mayor Sharon Wolcott were panelists. Mr. Smith stated that MAG provided contact information for the invitation list. He noted that more than 160 people attended. Mr. Smith extended his appreciation to MAG staff, Kelly Taft and Nathan Pryor for their assistance.

Mr. Smith noted that Ms. Amy St. Peter had been named MAG Assistant Director. He added that Ms. St. Peter previously had been MAG Human Services Manager.

Chair Lane remarked that the press conference for the 30th Anniversary of Maricopa Region 9-1-1 was an impressive event. He stated that it illustrated the importance of 9-1-1 and how it has added to the quality of life in the region. Chair Lane thanked everyone who participated in and attended the event.

Mr. Smith remarked how having 9-1-1 has saved lives and Reverse 9-1-1 adds another layer of safety for the region's residents. He stated that Maricopa Region 9-1-1 provides seamless service to the public.

5. Approval of Consent Agenda

Chair Lane noted that agenda items #5A, #5B, #5C, and #5D were on the Consent Agenda.

Chair Lane recognized public comment from Ms. Dianne Barker, who expanded on her comments in the minutes regarding the Proposition 104 after-party. She stated that a significant number of automobiles were parked at the event and she had a conversation with one of the attendees who said he could have walked to the party, but drove instead. Ms. Barker stated that she is not Catholic but agreed with Pope Francis's message about climate change. She stated that everyone needs to take care of the environment, not only for themselves, but for all of America, and she urged using multimodal transportation. Ms. Barker then spoke of taking money from the Native Americans at the 16th Street and Indian School location. She said that the \$3 million in CMAQ will probably be given to light rail, as usual. Chair Lane thanked Ms. Barker.

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

Mayor Gail Barney moved to approve Consent Agenda items #5A, #5B, #5C, and #5D. Mayor Jackie Meck seconded, and the motion passed unanimously.

5A. Approval of the August 26, 2015, Meeting Minutes

The MAG Regional Council, by consent, approved the August 26, 2015, meeting minutes.

5B. MAG Pedestrian and Bicycle Facilities Design Assistance Program

The MAG Regional Council, by consent, approved funding the seven top ranked projects for the Design Assistance Program. The Fiscal Year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes \$400,000 for the Pedestrian and Bicycle Design Assistance Program. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. Thirteen project applications were submitted by member agencies for the program. On July 21, 2015, the MAG Bicycle and Pedestrian Committee reviewed and ranked applications, and voted to recommend approval of the seven top ranked projects for the Design Assistance Program. These seven top ranked projects for the Design Assistance Program were recommended for approval on August 27, 2015, by the MAG Transportation Review Committee and on September 9, 2015, by the MAG Management Committee.

5C. MAG Valley Path Brand & Wayfinding Guidelines

The MAG Regional Council, by consent, accepted the MAG Valley Path Brand & Wayfinding Signage Guidelines final report. The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, included \$75,000 to develop an off-street bicycle network wayfinding guide and brand name. The Valley Path Brand & Wayfinding Signage Guidelines project, completed in May 2015, includes brand standards, wayfinding tools, wayfinding guidelines, and an implementation approach. The Valley Path Brand & Wayfinding Signage Guidelines final report was recommended for acceptance on May 26, 2015, by the MAG Bicycle and Pedestrian Committee, on August 27, 2015, by the MAG Transportation Review Committee, and on September 9, 2015, by the MAG Management Committee.

5D. MAG FY 2017 PSAP Annual Element/Funding Request and FY 2017-2021 Equipment Program

The MAG Regional Council, by consent, approved the MAG FY 2017 PSAP Annual Element/Funding Request and FY 2017-2021 Equipment Program. Each year, the MAG Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and enables MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The MAG FY 2017 PSAP Annual Element/Funding Request and FY 2017-2021 Equipment Program were recommended for approval on August 13, 2015, by the MAG PSAP Managers Group, on September 1, 2015, by the MAG 9-1-1 Oversight Team, and on September 9, 2015, by the MAG Management Committee.

6. Request for Second Deferral of the City of Phoenix Multiuse Path Project at Indian School Road and the Grand Canal

Ms. Teri Kennedy, MAG staff, stated that the City of Phoenix has requested to defer its Fiscal Year (FY) 2015 multiuse path construction project on the Grand Canal near Indian School Road and 16th Street. She noted that this project was previously deferred from FY 2014 to FY 2015 and is identified in the FY 2014-2018 MAG Transportation Improvement Program (TIP) as PHX14-101. Ms. Kennedy stated that the MAG Federal Programming Guidelines require approval through the MAG Committee process for a second deferral of a project. To receive a second deferral, the project sponsor must demonstrate that the cause of the project deferral was beyond the control of the project sponsor, identify the problem causing the delay, continue to provide financial and staff commitment to the project, and has a plan and schedule for addressing the problem and completing the project. Ms. Kennedy introduced Mr. Tony Humphrey from the City of Phoenix.

Mr. Humphrey, the engineering supervisor for design and construction management for the City of Phoenix, presented the second deferral request of PHX14-101 by the City of Phoenix. He stated that he would discuss the importance of the project, what occurred, and the City's plans to move forward.

Mr. Humphrey stated that this project is important for connectivity and the safety of pedestrians and bicyclists between the Uptown Grand Canal trail and the crossing at 16th Street and Indian School Road. He displayed a map of the project area, which includes Longview Park, Community Center and Elementary School, Madison Park and Middle School, Phoenix Advantage Charter School, a Goodwill center, a convenience store, and the Phoenix Indian Medical Center, which is a part of the Bureau of Indian Affairs.

Mr. Humphrey described the project scope, which includes an eight- to ten-foot wide multiuse path with a four-foot buffer on the north side of Indian School Road. He pointed out the area of right-of-way that is required to be obtained from the Phoenix Indian Medical Center. Mr. Humphrey stated that the Phoenix Indian Medical Center is in support of the project however, the entity does not have a set of processes and procedures for allowing the City to utilize their land for this purpose, which resulted in a delay.

Mr. Humphrey stated that moving forward, they will continue to meet with stakeholders to meet the new timeline. He indicated that they anticipate continuing efforts to acquire right-of-way with an anticipated completion date in March 2017 and a contract award in September 2017.

Mr. Humphrey noted that the project has sufficient funding and staff resources, and support from the Mayor and Council, the neighborhood, and the Phoenix Indian Medical Center. He added that the project will provide greater connectivity and safety for walking and bicycling along the corridor. Mr. Humphrey stated that the City of Phoenix is requesting a two-year deferral.

Chair Lane thanked Ms. Kennedy and Mr. Humphrey for their reports. He asked if there would be consequences to other member agencies' projects if this project is deferred for two years. Ms. Kennedy replied that at the end of the federal fiscal year they look at Obligation Authority and MAG has fully committed funding for its 2015 Obligation Authority. She indicated that the City of Phoenix consulted

MAG early in the process and MAG was able to find other projects that could advance and use the funds. Ms. Kennedy stated that MAG has been working diligently to address its carry forward funding and for the third year in a row, MAG has zero carry forward and utilized its Obligation Authority, so no funds were at risk. She added that there are no negative consequences to other projects if this deferral moves forward.

With no further questions, Mayor Cathy Carlata moved approval of a second deferral by the City of Phoenix from FY 2015 to FY 2017, for the multi use path project at Indian School Road and the Grand Canal, TIP listing PHX14-101. Councilmember Dick Esser seconded, and the motion passed unanimously.

7. Resolution of Structural Issues With Using Special Census Numbers to Distribute State Shared Revenues

Mr. Dennis Smith stated that state legislation to include revenue sharing was defeated in 1972 by three votes. The next year, an initiative that included revenue sharing was successful with the voters, and he acknowledged the efforts of former Glendale Mayor Max Klass, who was the President of the League of Arizona Cities and Towns, and former Phoenix Mayor John Driggs on this initiative. Mr. Smith noted that in state statute, the distribution of revenue sharing funds is based on the population of the decennial or mid-decade census.

Mr. Smith reported that a mid-decade census was conducted by Maricopa County in 1975, by MAG in 1985 (at a cost of \$3 million), and by MAG in 1995 (at a cost of \$9 million and 5,000 enumerators hired). Mr. Smith stated that when a 2005 mid-decade census was discussed by the Management Committee, they thought it too costly for the return on the investment and went with a census survey instead. He noted that the cost of the door-to-door census was estimated at \$31 million, due to the high cost to hire enumerators, and the cost to do a survey was estimated at \$8 million, some of which could be paid with federal funds.

Mr. Smith stated that then the Recession happened. He noted that there was a meeting to discuss a 2015 mid-decade census, and the Census Bureau said there would be no more census surveys. If an area does not do a mid-decade census, it must continue to use its decennial census numbers. Mr. Smith noted that a door-to-door census for the region for 2015 was estimated to cost \$65 million-\$70 million and would require approximately 35,000 enumerators. He remarked that due to the high cost, a mid-decade census as a region did not make sense.

Mr. Smith stated that some communities have emerged from the Recession earlier than others. Some communities need infrastructure to accommodate growth. Mr. Smith stated that the process begun in the 1970s with good intentions no longer worked. He stated that seven municipalities in the MAG region decided to proceed with a mid-decade census, and he added that the Town of Prescott Valley originally was interested in conducting a census, but decided to not participate. Mr. Smith stated that some of the municipalities looked toward fixing this at the Legislature by having an annual estimate, which would help avoid the fiscal cliff every five years.

Mr. Smith stated that a group of city managers started negotiations to find a solution. He noted that seven municipalities have expended funds. Through negotiations, these cities said if they could get half of the funds back, they would join with the others in the legislative session to have the annual estimate for everyone. Mr. Smith stated that MAG was asked if federal funds could be used and they found a solution for a one-time fix. He noted that just that morning, staff saw a first draft of research requested by the League of Arizona Cities and Towns that was done by the University of Arizona regarding using estimates to distribute state shared revenues.

Mr. Anubhav Bagley, MAG staff, stated that annually, state shared revenue is approximately \$1.5 billion-\$1.6 billion and is shared based on the decennial or mid-decade census count. Mr. Bagley stated that other options to use for state shared revenue are the annual population estimates done by the Census Bureau, but they lag by one year, and the population estimates produced annually by the State Demographer's Office at the Arizona Department of Administration. Mr. Bagley explained that the State Demographer's Office hosts the Council for Technical Solutions that includes participation by the state's metropolitan planning organizations to develop the annual population estimates.

Mr. Bagley noted that each of these options have pros and cons, notably the vacancy rates. He said that housing completion data are collected quarterly and they have good information on that, but they do not have good information on vacancy rates. Is a housing unit occupied? If so, is it occupied seasonally? Mr. Bagley noted that state shared revenue is for full time residents only.

Mr. Bagley stated that discussions have taken place with the League of Arizona Cities and Towns and the University of Arizona to evaluate the options. He noted that the University of Arizona completed the evaluation requested by the League and MAG staff is reviewing the report.

Mr. Bagley stated that a mid-decade census count would cost a lot of money. He noted that the growth rates in the MAG region are much lower than in the past and not much higher than the current state average. As a result, it is not a good return on an investment of \$65 million-\$70 million.

Ms. Teri Kennedy then explained the methodology for cost sharing that was developed. She stated that a group at MAG worked on identifying a solution. Ms. Kennedy noted that an amount of approximately \$8.139 million in Federal Highway Administration funds has been identified to be available over a five-year period for a special projects fund and tracked through a Transportation Improvement Program listing. She noted that MAG needs to utilize its Obligation Authority. Ms. Kennedy stated that the funding for the solution would be made available through the Obligation Authority for 2013 and 2014 that became available through cost savings, etc., which allowed several projects to advance, leaving programming gaps in the future.

Mr. Smith stated that the Federal Highway Administration put pressure on ADOT to close out its projects. He explained that this resulted in a large amount of funds that ADOT gave to MAG with instructions to spend the funds soon. Mr. Smith stated that in order to do that, projects ready to go were advanced, creating funding in outer years, estimated at \$8.1 million at this time.

Ms. Kennedy stated that in utilizing the \$8.139 million, they need to adhere to Federal Highway Administration regulations, state statutes, and MAG programming guidelines. She noted that three options were developed.

Option One: Fund design phase and ADOT review fees for existing projects. Ms. Kennedy noted that normally, an agency has to fund the design. Although funding design is legal, at MAG agencies need to fund design in order to make funding go farther.

Option Two: Fund design phase and ADOT review fees for future projects to be selected from the August 2015 call for projects. Ms. Kennedy said that Regional Council approval is anticipated in January or February 2016. She added that if design is funded with federal funds and the project does not move forward, the funds would need to be repaid.

Option Three: Fund projects from the approved prioritized list that are unfunded or Arterial Life Cycle Program projects.

Option Four: Fund a transportation study.

Ms. Kennedy stated that the projects would be included in the TIP. She noted that TIP changes would be required and brought back to the Regional Council for approval. Ms. Kennedy stated that this is a unique, one-time situation and they hope to provide a solution to the fiscal cliff every five to ten years.

Mr. Smith noted that the solution has been cleared through Federal Highway Administration.

Chair Lane thanked staff for the report and asked members if they had questions.

Mayor John Lewis expressed his appreciation. He stated that Mr. Smith did an excellent job summarizing the issue. He remarked that discussion of state-shared revenue can be very emotional. Mayor Lewis expressed his appreciation to Mayor Mark Mitchell for his patience during tough discussions at the League. Mayor Lewis remarked that the city managers had the opportunity to sit down and discuss options. He said this is about everyone working together and finding a solution that does not impact other projects. Mayor Lewis stated that this took a lot of time and effort and the end result is a positive display of creative, collaborative leadership.

Mr. Smith acknowledged the contributions of Mr. John Bullen, MAG staff, who assisted Ms. Kennedy on developing solutions. He remarked that this solution represents one-tenth of one percent of the funding the five-year MAG TIP, and it is a small amount to maintain peace and cooperation in the region.

Chair Lane stated that he was one who had the greatest concern of the use of MAG's collective resources to repay seven cities in their effort to recoup something they decided was necessary to enhance their revenue sharing and that it was worth the expenditure of their time and resources. He said that he favored continuing regional cooperation, however, he had a few questions. Chair Lane stated that he was more convinced to go a different way following Mr. Smith's report on the history and that this is a shift to a better policy. He stated that Mr. Bagley indicated there were a number of different options

for which mechanism to utilize going forward. Chair Lane said that he thought more analysis would be needed going forward. Chair Lane asked for clarification of the return on investment based on the growth rate.

Mr. Bagley stated that the cost in 2011 to pursue a mid-decade census was estimated at \$65 million-\$70 million. Looking at the growth rates for 2014, the region could gain \$3 million-\$3.5 million per year for the next six years, or \$20 million total. Mr. Bagley stated that the return on the investment would be negative for spending \$65 million-\$70 million to gain \$20 million. He stated that the greatest discussion is on the estimates, such as which estimates to use. He said that the state estimates are produced on an annual basis and MAG has a role in developing the state estimates, however, there is still the question of the vacancy rates. Mr. Bagley advised that any solution needs to be done statewide. He stated that there is no cost to the region for a census estimate because it is produced on an annual basis, anyway. Mr. Bagley stated that either option is preferable to spending a lot of money to do a mid-decade census. Either a census estimate or a state demographer's estimate comes down to growth rates and ratios for each jurisdiction in the state. He said that the best part of the solution is that the growth rate is applied on an annual basis so there is not a fiscal cliff every few years.

Chair Lane stated that the fiscal cliff comes at a time when adjustments are needed due to the estimates. He asked if a change in state statute would be required to use either of these estimate mechanisms. Mr. Bagley replied that a change to state statute would be required because it currently allows for only a mid-decade census. He stated that the League is currently pursuing this.

Chair Lane noted that using the state estimates and census estimates are more cost effective than conducting a mid-decade census. Mr. Bagley replied that was correct. He noted that the estimates from the Census Bureau are produced on an annual basis. Mr. Bagley added that MAG could review and comment on these data. He stated that there are a state law and an Executive Order to produce annual population estimates and projections every three to four years. There are really no costs to local agencies to use these data, but there could be if enhancements are made to the methods.

Chair Lane remarked that he was counting on the estimates being more scientific and they would not require a significant adjustment. He remarked that it appeared there are excess or available funds that MAG has the authority to use. He asked if the funding for this solution would be at the expense of another project.

Ms. Kennedy replied that MAG programs its federally-funded projects based on the best estimate available. She noted that sometimes the project bid comes in lower than the estimate, which results in excess funding being returned to be reprogrammed. Ms. Kennedy added that this occurs on a regular basis. She noted that closeout does not identify funds until the project is completed.

Chair Lane asked if the excess funds would go back for other projects to use. With the shortfall in transportation funding there are certainly projects that could use the funds. Chair Lane noted that this is somewhat a unique situation, and asked if MAG will be doing this again. Mr. Smith replied that he did not anticipate this occurring again.

Chair Lane stated that he was probably the one most concerned about this and he wanted to ensure MAG was doing the right thing regarding the allocation of funds. He noted that the history has been helpful for him and having a return on investment with a mechanism that makes sense is a positive step. Chair Lane stated that he had additional small questions, but they could be answered at a later time.

Mayor Mark Mitchell expressed his appreciation to Mr. Smith and the city managers group who worked on this solution. Mayor Mitchell commented that at the start of the Regional Council meeting, it was noted that regional cooperation was needed to implement 9-1-1 in the MAG region. By working together, member agencies can move forward on many things. Mayor Mitchell expressed that he fully supported the proposed solution. He indicated that he looked forward to a resolution at the legislature and under the leadership of Chair Lane.

Chair Lane stated that in a sense of fairness and good policy, he will support the proposed solution, but he remained concerned with the mechanism used going forward. Chair Lane called for a motion.

Mayor Cathy Carlat moved approval of establishing a special projects fund at MAG to reimburse the seven cities in the MAG region that contracted to conduct a special census in 2015 for 50 percent of their special census costs, estimated at \$8,139,341, spread over approximately a five-year period. Mayor John Lewis seconded. With no further discussion, the vote on the motion passed unanimously.

8. Update on the ADOT Passenger Rail Study: Tucson to Phoenix

Mr. Marc Pearsall, MAG staff, noted that three and one-half years ago, ADOT was charged with looking at the marketability, ridership, alignment, route, technology and the cost of implementing passenger rail service between Tucson and Phoenix. He stated that intercity passenger rail service between Phoenix and Tucson existed from 1880 to 1996. Mr. Pearsall noted that as recently as 1965, 10 passenger trains per day traveled between Phoenix and Tucson, when both were much smaller communities. He added that Phoenix is the largest metropolitan area in North America without passenger train service and Phoenix and Tucson are the 12th to 14th busiest travel pair. Mr. Pearsall indicated that a major weather event or accident can result in huge traffic backups on Interstate 10, which is the main route between Phoenix and Tucson.

Mr. Carlos Lopez, ADOT staff, continued the presentation. He first expressed his appreciation to the MAG member agencies for the participation and input. Mr. Lopez stated that study is conducting a Tier One Environmental Impact Statement (EIS). He said that the purpose of the EIS is to analyze large expansive areas between Phoenix and Tucson and to serve as a decision document to identify a broad corridor there. Mr. Lopez stated that no funding for implementation of passenger rail design or construction has been identified. Mr. Lopez stated that the next step is the Tier Two EIS, which would identify specific station locations, rail alignments, and connections.

Mr. Lopez stated that one of the main reasons to conduct the study was due to anticipated population growth in the next 20 years from approximately five million people to approximately 7.5 million people in Maricopa, Pinal, and Pima counties. He noted that employment is also anticipated to grow similarly, which will yield a higher travel demand. Mr. Lopez stated that one of the purposes of this study is to develop a multimodal transportation system in the 120-mile distance between Phoenix and Tucson. He

noted that currently, Interstate 10 is the only high capacity transportation facility linking Phoenix and Tucson. Mr. Lopez stated that previous studies, such as the Building a Quality Arizona Transportation Framework and the State Rail Plan, have identified the need for transportation alternatives, especially in the Sun Corridor. He stated that one of the main products was a state rail plan identifying a vision for passenger rail in the state.

Mr. Lopez presented final corridor alternatives as determined in the study. He pointed out on a map the brown line near Tucson, which follows Interstate 10; the green line, which heads north along Interstate 10; the yellow line, which follows existing rail right-of-way owned by Union Pacific from Eloy to Phoenix; the orange line, which follows a north/south corridor in Pinal County and links to US-60, Loop 101 and Loop 202 in the Valley.

Mr. Lopez stated that the vision is to connect passenger rail to the West Valley, such as Buckeye and Surprise, using existing rail corridors. The passenger rail system could operate at speeds up to 125 miles per hour providing service between Tucson and Phoenix, as well as local trips.

Mr. Lopez review the ridership and travel times forecasts. He said that the annual ridership forecast for 2035 shows that the yellow route has an advantage of approximately 20,000 riders per day. Mr. Lopez displayed commuter (local trips) travel times and intercity (long distance trips) travel times. He noted that intercity routes have the advantage of shorter travel times between Phoenix and Tucson.

Mr. Lopez stated that cost is another element of the study, and he noted that no funding has been identified. He said that the study indicated that the yellow alternative is the most cost effective of the alternatives at \$4 billion to \$5 billion (\$40 million per mile). Mr. Lopez noted that the cost estimate includes right-of-way, construction, equipment, and facilities.

Mr. Lopez stated that public outreach is a key component of the study, and approximately 10,000 surveys were completed that showed strong support for passenger rail. They received significant public input from college campuses, festivals, and events. He stated that the yellow alternative was identified by the public as the preferred alternative between Phoenix and Tucson. Mr. Lopez stated that strong support was shown for linking activity centers and effective travel times.

Mr. Lopez stated that the green alternative would require additional right-of-way in major sections of Interstate 10. He noted that this right-of-way would impact environmentally and culturally sensitive areas and additionally, had the lowest ridership projections. Mr. Lopez stated that as a result, the green alternative has been removed from consideration.

Mr. Lopez stated that the yellow alternative and orange alternative were analyzed under the criteria of community acceptance, financial feasibility, mobility, and operation, the yellow alternative had the advantage with highest ridership, the lowest cost and strongest public preference. Based on the results, they are recommending advancing the yellow alternative for further study. Mr. Lopez stated that the broad environmental assessment was not able to make a decision in some areas. In Tempe, there are two routes recommended to move forward. Mr. Lopez stated that there are two options in Pinal County recommended to be advanced for further study.

Mr. Lopez stated that the preferred alternative will be determined at the completion of the Tier One process at the end of this year. He said that they have scheduled public hearings on the Tier One environmental effort. Mr. Lopez stated that they held public hearings on September 15 in Phoenix, September 16 in Tucson, and September 17 in Coolidge, and the public comment period ends October 30. Mr. Lopez stated that the study and service development plan are anticipated to be completed by the end of 2015. He noted that since there is no funding, there will be no schedule for design or construction.

Chair Lane thanked Mr. Pearsall and Mr. Lopez for their reports and asked members if they had questions.

Mayor Kenneth Weise asked about public-private partnerships in this corridor. He indicated he was unsure whether being the 12th and 14th busiest travel pair would be enough to get public-private funding. Mr. Lopez replied that any and all funding opportunities are being considered. He added that one of the main themes they hear in discussion with local agencies is developing a business case for a public-private partnership.

Mayor Christian Price commented that public outreach is important. He noted that 10,000 surveys are a significant number, but not a huge number in comparison to the six million total residents in the state. Mayor Price stated that opportunities exist for influencing survey results. He asked when the surveys were collected. He also asked if he could get a copy of the presentation.

Mr. Lopez noted that his presentation was posted on the Regional Council page on the MAG website and staff would forward the link to members. Mr. Lopez stated that the goal was to blend stakeholder input with the technical analysis. He indicated that the public input process consisted of public input, local and regional agency input, and a technical analysis. He stated that for the public input element they reached out to as many residents in the 120-mile study area as possible through events where large numbers of people gather (such as festivals or fairs) and public hearings. Mr. Lopez stated that the main themes they heard were to connect major activity centers, such as downtown centers and airports, and have reliable travel times.

Mayor John Lewis stated that he and Mayor Gail Barney attended the public hearing on September 15. He noted that they heard a lot of comments regarding the West Valley. Mayor Lewis noted that a couple of prongs make sense in the West Valley, but they were not investigated. Mayor Lewis indicated that he and Mayor Barney spoke as advocates for the Yellow Line, due to connections, ridership, cost, and public support. He stated that there is no funding, but connections and a plan to get to Phoenix-Mesa Gateway Airport are an absolute must to be a part of the Tier Two discussion.

Mayor Gail Barney expressed his appreciation to ADOT for this study. He remarked that it is difficult to perceive the amount of work that goes into a study that takes three years. Mayor Barney stated that the study team came to the Town of Queen Creek and to Phoenix-Mesa Gateway Airport several times in order to gather all opinions.

Chair Lane asked for clarification if semi-high speed hard rail was the technology being considered. Mr. Lopez replied yes. Chair Lane remarked that using the existing right-of-way could help contain costs.

Chair Lane stated that this was presented to MAG as commuter rail last year and both the Regional Council and Management Committee were generally concerned with commuter rail, in particular, the lack of funding. Chair Lane stated that a very valid consideration is having a cost-effective technology that could be supported by a public-private partnership that would provide an avenue for funding. He remarked that the outlook for funding is bleak and he was concerned for funding, maintenance costs and recovery of operating costs. Chair Lane expressed that he has been concerned for a long while that old technology would be implemented, particularly while many places around the world are investigating high speed lines that are elevated. He noted that one of the reasons is due to safety concerns. Chair Lane expressed his appreciation for all of the hard work on this study.

11. House Bill 2617 Update

Due to the length of the meeting and quorum concerns, this agenda item was taken out of order.

Chair Lane stated that MAG has been meeting with the Governor's Office regarding House Bill (HB) 2617, which allocates approximately \$2.5 million of Proposition 400 funds to fund the Arizona Department of Revenue (ADOR). He noted that these funds would otherwise go to projects in the MAG region.

Mr. René Guillen, the Governor's Policy Advisor for Government and Transportation, first discussed the Highway User Revenue Fund (HURF) problem. Mr. Guillen stated that funding diverted to the Department of Public Safety (DPS) includes approximately \$90 million from HURF and an additional \$30 million from the state general fund. Mr. Guillen stated that he has a ten-year background with Arizona issues, having worked with the League and at the Capitol. He stated that the HURF revenue rises and falls due to economic conditions. Mr. Guillen stated that the HURF problem needs to be solved in its entirety, which means finding a solution for funding DPS.

Mr. Guillen then described three solutions for funding DPS, which in turn would relieve pressure on HURF. He stated that DPS is one of the most underfunded Public Safety Personnel Retirement System (PSPRS) funds in the state. Mr. Guillen stated that last fiscal year, the state had to pay \$32 million in unfunded pension liability to PSPRS. Paying off the unfunded liabilities relieves the need for funding by HURF. He stated that the \$32 million in pension savings will not be realized for 22 years and the question becomes how to accelerate that schedule. Mr. Guillen stated that the Town of Paradise Valley became the first municipality to explore full annual pension contributions on July 1 of each year, instead of incrementally. He said that the PSPRS can earn a better rate than municipalities. Mr. Guillen stated that the approximately 18 local governments that have implemented this policy have saved \$50 million in one year. He stated that he is waiting to hear what could be saved if this was implemented for DPS. Mr. Guillen stated that he was also working on a cash flow proposal.

Mr. Guillen stated that the vehicle registration fee included in the Governor's budget was not enacted. He said it would provide relief to DPS. Mr. Guillen noted that \$15 would provide a total of \$30 million and \$16 would provide a total of \$41 million.

Mr. Guillen stated that the fee for operating an unregistered vehicles is \$8 for the first month and \$4 for each subsequent month. He said that a \$10 per month fee will generate approximately \$17 million. Mr.

Guillen stated that this is not raising fees, but charging a penalty. If a person does not want to pay the penalty, that person needs only to register their vehicle when required. Mr. Guillen stated that \$10 per month equates to only \$120 per year. Mr. Guillen stated there is not an incentive to comply with the law and register a vehicle if there is an \$8/\$4 fee structure. He said that this policy has not been discussed for a long time.

Mr. Guillen stated that the HURF piece gets you \$91 million but there is still the \$30 million general fund amount. You shift that to the local agencies through the HURF fund and in exchange, the ADOR fee is eliminated. He explained that we are going from \$21 million to \$30 million. Because you are restoring \$120 million, the net effect of absorbing the \$30 million from the general fund is a net gain to local governments. Mr. Guillen stated that currently, the impact of transfers on local governments is \$45 million in HURF and \$21 million for ADOR -- \$66 million total.

Mr. Guillen stated that if the HURF restoration he proposed is enacted, at day one the impact would be \$46 million total. The overall impact is reduced \$20 million. Mr. Guillen stated that the amount is only \$20 million due to the unfunded liability of DPS. The start date is less than the end date. Mr. Guillen stated that at the end when the unfunded pension liabilities of \$32 million are paid off, there would be a reduction of \$36 million in impact to local government. Mr. Guillen stated that he did not have the end date from PSPRS and was waiting for that information about how many years that would take.

Mr. Guillen stated that through this program would be a restoration to the state highway fund of \$45 million, part of which would be the Main Street Revitalization Program, a grant program recognizing the fact that many main streets in both urban and rural communities are state highways. Mr. Guillen stated that there is a vested interest in focusing funds on infrastructure that will result in economic impact.

Mr. Guillen stated that this is part of a larger conversation about transportation infrastructure in Arizona into the future. He indicated that vehicle registration fees have not been discussed for a long time, and Arizona's \$8 fee is the lowest in the nation. Mr. Guillen indicated he thought there was an opportunity there. He stated that there also could be greater utilization of public-private partnerships. Mr. Guillen stated that a discussion of financing models is needed. He remarked that companies will not invest unless they have confidence that they will receive a profit on their investment and they need to see dedicated revenue at the state or local level.

Mr. Guillen stated that the Governor's Office has a desire to work together with public and private sector partners to develop solutions. He added that he felt a coalition was needed to effect change in state infrastructure financing and he welcomed any suggestions.

Mr. Dennis Smith stated that if MAG can work with the Governor's Office and legislative leadership next session on fee adjustments, there would be less of a hit on HURF, and ADOR fees could be eliminated in one year. Mr. Smith stated that state highway funds go to ADOT and one-half of HURF goes to ADOT and the other one-half to cities, towns and counties in the HURF formula. Mr. Smith stated that 60 percent of travel in the MAG region is on arterial streets. Letting everyone share in the end product could induce greater participation. Mr. Smith stated that this is a great step forward to get

a team together, go to the Legislature, and discuss the fees. Mr. Smith suggested that another opportunity is adding a credit card user fee to purchases on Service Arizona.

Chair Lane stated that this is a plan fleshed out to some degree, but the real essence is the elimination in state statute of the \$2.5 million in a maximum of two years, or even sooner. He stated that Mr. Guillen put together an innovative proposal on increasing fees that has been vetted somewhat, both by stakeholders in the private sector and the public sector. Chair Lane stated that the proposal has been accepted so far. He said that these penalty fees go a long way to increasing the HURF distribution and cuts the ADOR allocation. Chair Lane expressed that he thought these efforts were positive and given the progress made, he thought concerns and input could be communicated to the Governor's Office without calling an Executive Session at this Regional Council meeting. Chair Lane noted that the entire program was not being presented today, only direction on eliminating the ADOR cost allocation within a limited time period. He expressed that he thought the results of discussions have been very positive.

Mayor Kenneth Weise asked for clarification if the increase of the \$8/\$4 to \$10 rate would result in a \$200 registration increasing to \$208 if tags are expired. Mr. Guillen replied yes. Mayor Weise stated that it is not less expensive to register a vehicle that way because a driver could still be issued a ticket and pay a fine. He expressed that he was tired of HURF transfers; just when a city balances a budget, the state comes after cities' money when it has a budget crisis. Mayor Weise expressed that he would support a solution if it solved the HURF problem, to ensure HURF is left alone when the economy is good or when it is bad. He said he would be a mayor for about another month if he went to his residents when the economy is bad and informed them their sales and property taxes and fees will increase. Mayor Weise expressed his appreciation for Mr. Guillen's letter and for communication with the Governor's Office, but we need to be more forthcoming about the \$10.

Mr. Guillen thanked Mayor Weise for the feedback. He said he did not have oversight of DPS, but the best solution to preserve HURF is to find a permanent funding strategy for DPS. Mr. Guillen stated that this will be a multi year process and discussion could include what other states have done. Mr. Guillen stated that the Arizona Department of Game and Fish is off the general fund and is not affected by state budget cuts.

Mayor Christian Price asked the status of the Proposition 400 funds designated by HB 2617 to be transferred to ADOR. Mr. Smith replied that the state is taking the funds today from the Regional Area Road Fund. He noted a suggested motion was displayed on-screen:

“Send a letter to the Director of the Arizona Department of Revenue on behalf of the MAG Regional Council expressing its objection to voter-approved Proposition 400 transportation funding being taken to support the Arizona Department of Revenue operations, and also conveying to the Governor's Office and legislative leadership MAG's goal to work cooperatively to resolve the funding issue.”

Supervisor Denny moved the motion as shown on-screen. Mayor Mark Mitchell seconded.

Chair Lane called for discussion of the motion.

Mayor Linda Kavanagh mentioned that there are numerous private offices that provide Department of Motor Vehicle services and wondered if privatization had been discussed as an option. She noted that privatization perhaps could save money. Mayor Kavanagh said that these facilities are located across the Valley and are open more days and longer hours than the Department of Motor Vehicles.

Mr. Guillen stated that they have looked at third party providers for Department of Motor Vehicle services. He noted that both the Governor and Director Halikowski are interested in hearing about efforts to privatize and getting a better product at a lower price. Mr. Guillen stated that they have a growing third party system and have had conversations with private companies about opportunities for improvement.

Mayor Mark Mitchell expressed his appreciation to Mr. Guillen for coming to the Regional Council meeting and for his letter to MAG. He asked the next steps.

Chair Lane stated that the idea is to put this in the structure with the input MAG has given and continue outreach to ensure that MAG, the Governor's Office, and the private sector stakeholders find agreement on this. He asked Mr. Guillen to address his commitment.

Mr. Guillen stated that he will meet with MAG to discuss some of these concepts.

Mr. Smith stated that the team would reassemble and meet with legislative leadership.

Mayor Mitchell expressed his hope to work on a solution for this upcoming legislative session.

Chair Lane stated that realistically, there are a lot of significant issues anticipated at the upcoming session and he had concerns about making this a high priority.

Mayor Tom Schoaf asked for clarification that the concept of the motion was to send a letter. Chair Lane noted yes. Mayor Schoaf if there would be another assessment in one year.

Chair Lane noted that another assessment is anticipated if we are unable to put something together for the current session. He said they will be working with the Governor's Office as quickly as possible. Realistically, where is this in the priority order and they want to ensure there is a cutoff date, which might be two years, but could be this year. Chair Lane remarked that this will not happen without the Governor's Office, the Legislature, and the private sector in agreement with MAG. He indicated that Mr. Guillen is about two-thirds of the way there. This is all part of a funding mechanism for transportation on a statewide level. Chair Lane stated that the requested motion is to say that MAG has an objection to the funding mechanism and MAG's goal to work cooperatively to resolve the funding issue.

With no further discussion, the vote on the motion passed, with Mayor Jay Tibshraeny voting no.

9. Regional Response to Domestic Violence

Ms. Brande Mead, MAG staff, stated that October is Domestic Violence Awareness Month. She thanked the Regional Council for their support. Ms. Mead stated that a calendar of events was at each place.

She stated that one of the events is a press conference at 10:00 a.m. on October 16, 2015, and she would be communicating details to the Regional Council. Ms. Mead stated that a resolution supporting October is Domestic Violence Awareness Month had been prepared. A group photograph of Regional Council members was taken with the signed resolution.

10. Legislative Update

No report.

12. Possible Action on the Legislative Update

This item was not considered.

13. Request for Future Agenda Items

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

No requests were noted.

14. Comments from the Council

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

No comments were noted.

Adjournment

There being no further business, the meeting adjourned at 1:30 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 20, 2015

SUBJECT:

Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014. The new requested project additions and changes include Arterial Life Cycle Program (ALCP) projects; rail safety and road safety projects funded through the Highway Safety Improvement Program (HSIP); Transportation Alternatives Safe Routes to School-eligible activities; transit project changes related to final apportionment announcements; and general project changes. Additionally, cost savings from the procurement of FY 2014 PM-10 street sweepers were realized and the savings will be included in the FY 2016 MAG Unified Planning Work Program and Annual Budget. Project listing changes and additions are not contingent on a new finding of conformity.

Table A - Arterial Life Cycle Program:

Changes to the ALCP that are within the TIP window are included in Table A. These changes provide funding for a new Southern Avenue corridor design concept report and do not impact the fiscal balance of the ALCP.

Table B - Highway:

General highway listing changes and additions are included in Table B. ADOT has included a request for rail safety project additions. The MAG road safety projects being added to the TIP are contingent on a finding of eligibility from the Arizona Department of Transportation. Project additions for both the road safety projects and the Safe Routes to School eligible activities are included (based on the August 26, 2015 Regional Council approval of the priority listing of projects). The City of Buckeye request is to combine three adjacent work segments (TIP IDs BKY17-401, BKY17-402, BKY17-403) into a single work segment to reduce design and construction costs to the region and to the city. Cost savings from the procurement of FY 2014 PM-10 street sweepers would be included in the FY 2016 MAG Unified Planning Work Program and Annual Budget.

Table C - Transit:

The FY 2015 Transit Program of Projects listing for approval is included in Table C. On June 24, 2015, the MAG Regional Council approved the draft FY 2015 Transit Program of Projects with provisions to finalize the TIP listings as full fiscal year apportionment became available. Federal apportionment was released on August 26, 2015. Changes to the Transit Program of Projects include updates to Federal Transit Administration Section 5307, 5307-JARC, 5307-AVNGDY, 5337, 5339 and STP-flex funds. Projects affected include preventive maintenance funding regionwide, 5307-JARC, 5307-AVN and the advancement of bus purchases for the City of Phoenix.

PUBLIC INPUT:

None.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation. All projects that are programmed with Federal Highway Administration Federal Fiscal Year 2016 funds must submit their project for obligation at the Arizona Department of Transportation no later than June 1, 2016, or funding may be lost from the project and from the region.

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

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

On October 14, 2015, the MAG Management Committee recommended approval of the project changes.

MEMBERS ATTENDING

- Darryl H. Crossman, Litchfield Park, Chair
- Tom Remes for Ed Zuercher, Phoenix
- * Bryant Powell, Apache Junction
- David Fitzhugh, Avondale
- * Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- * Peter Jankowski, Cave Creek
- Patrice Kraus for Marsha Reed, Chandler
- Dr. Spencer Isom, El Mirage
- # Jess Knudson for Lisa Garcia, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- # Grady Miller, Fountain Hills
- # Ernest Rubi, Gila Bend
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- Jenna Goad for Dick Bowers, Glendale
- Brian Dalke, Goodyear
- # Rosemary Arellano, Guadalupe
- Gregory Rose, City of Maricopa
- Christopher Brady, Mesa

- Kevin Burke, Paradise Valley
- Susan Daluddung for Carl Swenson, Peoria
- # Louis Andersen for Greg Stanley, Pinal County
- # John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- # Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Sintra Hoffman for John Halikowski, ADOT
- Jennifer Toth for Tom Manos, Maricopa County
- John Farry for Steve Banta, Valley Metro/RPTA

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

On October 1, 2015, the MAG Transportation Review Committee recommended approval of the project changes.

MEMBERS ATTENDING

- | | |
|--|--|
| <ul style="list-style-type: none"> Avondale: Jessica Blazina for David Fitzhugh * ADOT: Brent Cain Apache Junction: Shane Kiesow for Giao Pham Buckeye: Jose Heredia for Scott Lowe * Cave Creek: Ian Cordwell Chandler: Dan Cook, Vice Chair El Mirage: Jorge Gastelum * Fountain Hills: Randy Harrel * Gila Bend: Ernie Rubi Gila River Indian Community: Tim Oliver Gilbert: Kristin Myers for Leah Hubbard Glendale: Patrick Sage for Debbie Albert Goodyear: Cato Esquivel | <ul style="list-style-type: none"> Litchfield Park: Woody Scoutten * Maricopa (City): Paul Jepson Maricopa County: Jennifer Toth Mesa: Jeff Martin for Scott Butler * Paradise Valley: Jim Shano * Peoria: Andrew Granger Phoenix: Ray Dovalina * Pinal County: Louis Andersen Queen Creek: Mohamed Youssef Scottsdale: Todd Taylor for Paul Basha Surprise: Mike Gent Tempe: Shelly Seyler Valley Metro: John Farry * Wickenburg: Vince Lorefice * Youngtown: Grant Anderson |
|--|--|

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|---|
| <ul style="list-style-type: none"> * Street Committee: Maria Deeb, Mesa * ITS Committee: Marshall Riegel, Phoenix * FHWA: Ed Stillings | <ul style="list-style-type: none"> * Bicycle/Pedestrian Committee: Jim Hash, Mesa * Transportation Safety Committee: Renate Ehm, Mesa |
|---|---|

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

On September 15, 2015, the MAG Bicycle and Pedestrian Committee recommended approval of the combination of three construction work segments on Lower Buckeye Road, Watson Road, and Rainbow Road in the City of Buckeye into one work segment.

MEMBERS ATTENDING

- | | |
|---|---|
| <ul style="list-style-type: none"> Jim Hash, Mesa, Chair # Jose Macias, El Mirage, Vice-Chair Michael Sanders, ADOT # Raquel Schatz, Apache Junction Alison Rondone for Christina Underhill, Avondale Phil Reimer, Buckeye # Stacy Bridge-Denzak, Carefree # Ian Cordwell, Cave Creek Jason Crampton, Chandler # Leslie Bubke for Kristin Myers, Gilbert # Purab Adabala, Glendale Steve Careccia, Goodyear | <ul style="list-style-type: none"> Mike Gillespie for Julius Diogenes, Litchfield Park * Ryan Wozniak, Maricopa * Denise Lacey, Maricopa County # Brandon Forrey, Peoria Joseph Perez for Katherine Coles, Phoenix # Sidney Urias, Queen Creek Susan Conklu, Scottsdale * Stephen Chang, Surprise # Robert Yabes for Eric Iwersen, Tempe Amanda Leuker, Valley Metro * Robert Carmona, Wickenburg # Grant Anderson, Youngtown |
|---|---|

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

On August 25, 2015, the MAG Regional Council approved the priority listings for the Road Safety Projects, and the Safe Routes to School eligible project activities.

MEMBERS ATTENDING

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

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

CONTACT PERSON:

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

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

9/21/2015

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
MES22-134DRB	Mesa	Southern Ave at Lindsay Rd	Design Intersection Improvement	2018	Jun-19	0.5	4	6	RARF	(247,500)	-	247,500	-	2018	RARF	247,500	Amend: Transfer \$52,500 of project design phase reimbursement to new predesign phase, ACI-SOU-10-03-E.	ACI-SOU-10-03-C
MES18-135DRB	Mesa	Southern Ave at Higley Rd	Design Intersection Improvement	2018	Jun-21	0.5	4	6	RARF	(247,500)	-	247,500	-	2018	RARF	247,500	Amend: Transfer \$52,500 of project design phase reimbursement to new predesign phase, ACI-SOU-10-03-E.	ACI-SOU-10-03-D
MES16-150PDZ	Mesa	Southern Avenue Area	Southern Avenue Area Design Concept Report	2015	--	--	--	--	Local	150,000	-	-	150,000	--	--	--	Amend: New TIP listing. Add new project segment for Southern Avenue area DCR.	ACI-SOU-10-03-E
MES16-150PDRB	Mesa	Southern Avenue Area	Southern Avenue Area Design Concept Report	2016	--	--	--	--	RARF	(105,000)	-	105,000	-	2016	RARF	105,000	Amend: New TIP listing. Add new project segment for Southern Avenue area DCR. Add project funding from ACI-SOU-10-03-C and ACI-SOU-10-03-D design phases. Advance funding to FY 2016 and defer a portion of ACI-VAL-10-03-A funding from FY16 to FY18.	ACI-SOU-10-03-E
MES16-136PDRB	Mesa	Val Vista Dr: Baseline Rd to Southern Ave	Predesign roadway widening	2016	Jun-18	1	4	6	RARF	(295,000)	-	295,000	-	2016	RARF	295,000	Amend: Defer \$105,000 of project design phase funding from FY16 to FY18 to swap with ACI-SOU-10-03-E.	ACI-VAL-10-03-A
MES18-136PDRB	Mesa	Val Vista Dr: Baseline Rd to Southern Ave	Predesign roadway widening	2018	Jun-18	1	4	6	RARF	(105,000)	-	105,000	-	2018	RARF	105,000	Amend: New TIP listing. Defer \$105,000 of project design phase funding from FY16 to FY18 to swap with ACI-SOU-10-03-E.	ACI-VAL-10-03-A
MES16-137PDZ	Mesa	Elliot Rd: Ellsworth to Meridian	Predesign roadway widening	2016	Jun-25	3	2	6	Local	150,000	-	-	150,000	---	---	---	Amend: New TIP listing. Create locally funded pre-design phase.	ACI-ELT-10-03-B

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

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																			Reviewed By ²				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T	M	R
																					R	C	C
ADOT	Highway	2016	DOT16-472	35744	35th Ave, north of Buckeye Rd. @ UPRR 741-448R, Phx, AZ	Design for Rail Safety Project	0.1	5	5	-----	5-year	SR234	Safety	STP-RGC	2016	66,466	-	3,534	70,000	Amend: Add new rail safety project.	✓	✓	
ADOT	Highway	2016	DOT16-473	35744	35th Ave, north of Buckeye Rd. @ UPRR 741-448R, Phx, AZ	ROW Acquisition	0.1	5	5	-----	5-year	SR234	Safety	STP-RGC	2016	14,145	-	855	15,000	Amend: Add new rail safety project.	✓	✓	
ADOT	Highway	2016	DOT16-474	35744	35th Ave, north of Buckeye Rd. @ UPRR 741-448R, Phx, AZ	Construction of Rail Safety Project	0.1	5	5	-----	5-year	SR234	Safety	STP-RGC	2016	647,165	-	11,011	658,176	Amend: Add new rail safety project.	✓	✓	
ADOT	Highway	2016	DOT16-470	5872	Alma School Rd @ UPRR 741-650B, Mesa, AZ	ROW Acquisition	0.1	6	6	-----	5-year	SR231	Safety	STP-RGC	2016	780,199	-	17,168	797,367	Amend: Add new rail safety project.	✓	✓	
ADOT	Highway	2016	DOT16-475	31098	Eagle Eye Rd., north of US60, Aguila, AZ @ Arizona California RR 025-904P	Design for Rail Safety Project	0.1	2	2	-----	5-year	T0018	Safety	STP-RGC	2016	61,694	-	3,306	65,000	Amend: Add new rail safety project.	✓	✓	
ADOT	Highway	2016	DOT16-476	31098	Eagle Eye Rd., north of US60, Aguila, AZ @ Arizona California RR 025-904P	Railroad Only Construction of Rail Safety Project	0.1	2	2	-----	5-year	T0018	Safety	STP-RGC	2016	118,648	-	5,963	124,611	Amend: Add new rail safety project.	✓	✓	
ADOT	Highway	2016	DOT16-471	44904	Various UPRR crossings across Maricopa County	Design for Upgrading Railroad Signals to LED	0	0	0	-----	5-year	T0015	Safety	STP-RGC	2016	30,000	-	-	30,000	Amend: Add new rail safety project.	✓	✓	
Apache Junction	Highway	2016	APJ16-402D	13206	Delaware Dr: Apache Trail to Superstition Blvd.	Design Roadway and Pedestrian Improvements	0.5	2	2	-----	None	-----	Street	STP-MAG	2016	56,580	-	3,420	60,000	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015.		✓	
Apache Junction	Highway	2016	APJ16-402RW	13206	Delaware Dr: Apache Trail to Superstition Blvd.	Acquisition of right-of-way for Roadway and Pedestrian Improvements	0.5	2	2	-----	None	-----	Street	Local	2016	-	-	1,500	1,500	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015.		✓	
Apache Junction	Highway	2018	APJ18-401	13206	Delaware Dr: Apache Trail to Superstition Blvd.	Construct Roadway and Pedestrian Improvements	0.5	2	2	-----	None	-----	Street	STP-MAG	2018	1,484,784	-	89,748	1,574,532	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015.		✓	
Buckeye	Highway	2017	BKY17-403	15322	Lower Buckeye Rd, Watson Rd to Sundance Park	Construct multiuse path	0.9	0	0	-----	None	-----	Bike/Ped	CMAQ	2017	388,830	-----	33,503	422,333	Amend: Delete project. Project combined with BKY17-401.	✓	✓	

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																			Reviewed By ²				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	R C
Buckeye	Highway	2017	BKY17-401	27041	Rainbow Rd: Durango St to Lower Buckeye Rd; Lower Buckeye Rd: Rainbow Rd to Watson Rd: Watson Rd to Durango St.	Construct multiuse path	2	0	0	-----	None	-----	Bike/Ped	CMAQ	2017	1,083,628	-	110,500	1,194,128	Amend: Combine BKY17-401, BKY17-402, and BKY17-403 into one project. Update location and length to reflect combined project.	✓	✓	
Buckeye	Highway	2017	BKY17-402	25439	Watson Road, Durango St to Lower Buckeye Rd	Construct multiuse path	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2017	302,206	-----	28,267	330,473	Amend: Delete project. Project combined with BKY17-401.	✓	✓	
Glendale	Highway	2016	GLN16-407	15526	Citywide	Design Flashing Yellow Arrows with Geometric Modifications at 12 Arterial-Arterial intersections	0	0	0	-----	None	-----	Safety	HSIP-MAG	2016	174,309	-	1,949	176,258	Amend: Add new project.	✓	✓	
Glendale	Highway	2016	GLN16-408	30579	Citywide	Update Safe Routes to School Maps	0	0	0	-----	None	-----	Safety	TAP-MAG	2016	75,346	-	4,554	79,900	Amend: Add new Safe Routes to School project.	✓	✓	
Glendale	Highway	2018	GLN18-401	15526	Citywide	Construct Flashing Yellow Arrows with Geometric Modifications at 12 Arterial-Arterial intersections	0	0	0	-----	None	-----	Safety	HSIP-MAG	2018	702,776	-	8,131	710,907	Amend: Add new project.	✓	✓	
Glendale	Highway	2019	GLN19-401	39353	Citywide	Design Flashing Yellow Arrows with Geometric Modifications at 22 intersections	0	0	0	-----	None	-----	Safety	Local	2019	-	-	322,515	322,515	Amend: Add new project.	✓	✓	
Glendale	Highway	2020	GLN20-401	39353	Citywide	Construct Flashing Yellow Arrows with Geometric Modifications at 22 Arterial-Arterial intersections	0	0	0	-----	None	-----	Safety	Local	2020	-	-	1,300,807	1,300,807	Amend: Add new project.	✓	✓	
MAG	Highway	2014	MAG14-103	35055	Regionwide	Purchase PM-10 certified street sweepers FY2014 and program implementation.	0	0	0	-----	None	-----	Air Quality	CMAQ	2014	1,432,096	-	86,564	1,518,659	Amend: Decrease federal amount by \$448,673.11 due to project cost savings from FY2014 sweeper procurements. Decrease local by \$ 27,120 and total project cost by \$475,794.		✓	
MAG	Highway	2016	MAG16-431C2	23273	Regionwide	Purchase PM-10 Certified Street Sweepers (Carry Forward from FY 2015)	0	0	0	-----	None	-----	Air Quality	CMAQ	2016	606,056	-	36,633	642,689	Amend: Increase federal amount by \$448,673.11 due to project cost savings from FY2014 sweeper procurements. Increase local by \$ 27,120 and total project cost by \$475,793.		✓	
Maricopa (City)	Highway	2016	MAR16-402	17562	Porter Road	Safe Routes to School Study and Maps	0	0	0	-----	None	-----	Safety	TAP-MAG	2016	75,440	-	4,560	80,000	Amend: Add new Safe Routes to School project.	✓	✓	

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																		Reviewed By ²					
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	R C
Phoenix	Highway	2018	PHX14-101	31449	Indian School Road: Grand Canal to 16th Street	Construct multi-use pathway; and multi-use bridge over the Grand Canal.	0.25	6	6	-----	None	SZ045	Bike/Ped	CMAQ	2018	873,422	-	1,335,000	2,208,422	Amend: Add previously deleted project to TIP in FY 2018. Request for second deferral approved RC 9/30/2015.		✓	
Phoenix	Highway	2016	PHX16-435	37213	Eagle College Prep: South Mountain, Harmony, Mesa, Maryvale	Safe Routes to School Support Activity project: Eagles Quest for Safety Vest	0	0	0	-----	None	-----	Safety	TAP-MAG	2016	28,997	-	1,753	30,750	Amend: Add new Safe Routes to School project.	✓	✓	
Phoenix	Highway	2017	PHX17-421	37213	Eagle College Prep: South Mountain, Harmony, Mesa, Maryvale	Safe Routes to School Support Activity project: Eagles Quest for Safety Vest	0	0	0	-----	None	-----	Safety	TAP-MAG	2017	47,150	-	2,850	50,000	Amend: Add new Safe Routes to School project.	✓	✓	
Pinal County	Highway	2017	PNL17-403	46602	Germann Road: Meridian Road to Ironwood Drive	Design Roadway Widening and Improvements	1.2	0	4	--	No	--	Street	STP-MAG	2017	230,258	-	13,918	244,176	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015. This project was included for the air quality conformity and regional emissions analysis approved by RC June 24, 2015.		✓	
Pinal County	Highway	2019	PNL19-402	46602	Germann Road: Meridian Road to Ironwood Drive	Construct Roadway Widening and Improvements	1.2	0	4	--	No	--	Street	STP-MAG	2019	1,630,060	-	98,530	1,728,590	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015. This project was included for the air quality conformity and regional emissions analysis approved by RC June 24, 2015.		✓	
Surprise	Highway	2016	SUR16-404	676	Dysart Elementary School District: Citywide	Safe Routes to School Support Activity project: Crosswalk Safety Equipment	0	0	0	-----	None	-----	Safety	TAP-MAG	2016	10,373	-	627	11,000	Amend: Add new Safe Routes to School project.	✓	✓	
Surprise	Highway	2016	SUR16-403	48095	Marley Park and Rancho Gabriela Elementary Schools	Safe Routes to School Study and Maps	0	0	0	-----	None	-----	Safety	TAP-MAG	2016	39,606	-	2,394	42,000	Amend: Add new Safe Routes to School project.	✓	✓	
Surprise	Highway	2016	SUR16-402	32552	Parkview, Countryside and Ashton Ranch Elementary Schools	Safe Routes to School Study and Maps	0	0	0	-----	None	-----	Safety	TAP-MAG	2016	58,466	-	3,534	62,000	Amend: Add new Safe Routes to School project.	✓	✓	
Tempe	Highway	2016	TMP16-406	35126	Rural Road and Southern Avenue	Phase I Design: Traffic Signal Improvements	0	0	0	-----	None	-----	Safety	HSIP-MAG	2016	30,000	-	135,000	165,000	Amend: Add new safety project.	✓	✓	
Tempe	Highway	2017	TMP17-405	35126	Rural Road and Southern Avenue	Phase II ROW: Traffic Signal Improvements	0	0	0	-----	None	-----	Safety	HSIP-MAG	2017	30,000	-	-	30,000	Amend: Add new safety project.	✓	✓	
Tempe	Highway	2018	TMP18-402	35126	Rural Road and Southern Avenue	Phase III Construction: Traffic Signal Improvements	0	0	0	-----	None	-----	Safety	HSIP-MAG	2018	675,324	-	-	675,324	Amend: Add new safety project.	✓	✓	

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																	Reviewed By ²						
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	R C

Notes

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

**Table C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Glendale	Transit	2015	GLN13-111T	42528	North of Union Hills Dr and West of 101L	Construct regional park and ride/transit center	0	0	0	-----	TLCP	-----	Transit Bus	5307	2015	3,676,966	919,242	-	4,596,208	For information only. 2015 Program of Projects
Glendale	Transit	2015	GLN13-903T	27692	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	0	0	0	11.12.04	TLCP	-----	Transit Bus	5307	2015	214,689	37,887	-	252,576	For information only. 2015 Program of Projects
Glendale	Transit	2015	GLN15-406T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	107,048	-	26,762	133,810	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
MAG	Transit	2015	MAG15-406T	37858	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5307	2015	11,120,429	-----	2,780,107	13,900,536	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Peoria	Transit	2015	PEO10-802T	246	Grand/Peoria	Pre-design regional park-and-ride (Grand/Peoria)	0	0	0	11.31.04	TLCP	-----	Transit Bus	5307	2015	103,653	25,913	-	129,566	For information only. 2015 Program of Projects
Peoria	Transit	2015	PEO15-102T	46687	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	0	0	0	11.12.04	TLCP	-----	Transit Bus	5307	2015	143,126	25,258	-	168,384	For information only. 2015 Program of Projects
Peoria	Transit	2015	PEO15-401T	37858	Regionwide	ADA Complementary Paratransit	0	0	0	-----	None	-----	Transit Bus	5307	2015	20,479	-	5,120	25,598	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-102T	12809	Citywide	Associated Transit Improvements (1% enhancement)	0	0	0	11.92.02	None	-----	Transit Bus	5307	2015	492,963	-	123,241	616,204	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Phoenix	Transit	2015	PHX14-108T	39452	Laveen/59th Avenue	Land regional park and ride (Laveen/59th Avenue)	0	0	0	11.32.04	TLCP	-----	Transit Bus	5307	2015	1,612,725	403,181	-----	2,015,906	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Phoenix	Transit	2015	PHX15-103T	32671	Regionwide	Support Services for Grant Management	0	0	0	11.72.03	None	-----	Transit Bus	5307	2015	40,000	-	10,000	50,000	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-105T	8434	Regionwide	Purchase bus: < 30 foot - 21 replace (dial-a-ride)	0	0	0	11.12.04	TLCP	-----	Transit Bus	5307	2015	1,178,100	207,900	-	1,386,000	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-421T	8434	Regionwide	Purchase bus: standard 40 foot - 4 replace	0	0	0	11.12.01	None	-----	Transit Bus	5307	2015	1,819,000	321,000	-	2,140,000	For information only. 2015 Program of Projects

**Table C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Phoenix	Transit	2015	PHX15-435T	8434	Regionwide	Purchase bus: Articulated - 6 replace	0	0	0	-----	None	-----	Transit Bus	5307	2015	4,227,900	746,100	-	4,974,000	Amend: Increase from 5 to 6 buses. 1 bus moved from PHX15-427T. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-436T	8434	Regionwide	Purchase bus: Articulated - 3 replace (RAPID)	0	0	0	-----	None	-----	Transit Bus	5307	2015	2,261,850	399,150	-	2,661,000	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-425T	8434	Regionwide	Purchase bus: < 30 foot - 3 replace (circulator)	0	0	0	11.12.04	None	-----	Transit Bus	5307	2015	234,600	41,400	-	276,000	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX16-427T	8434	Regionwide	Purchase bus: Articulated - 5 replace	0	0	0	11.12.06	None	-----	Transit Bus	5307	2015	3,769,750	665,250	-	4,435,000	Amend: Advance from 2016 to 2015. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-437T	NEW	Regionwide	700 MHz Transit Communications Upgrade	0	0	0	-----	TLCP	-----	Transit Bus	5307	2015	5,633,809	1,408,452	-	7,042,261	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-438T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	4,359,215	-	1,089,804	5,449,019	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Scottsdale	Transit	2015	SCT15-403T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	168,560	-	42,140	210,700	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Scottsdale	Transit	2015	SCT15-404T	28407	Scottsdale Road/Rural Road corridor Capacity Improvement	Associated Transit Investments (ATI) Design	0	0	0	-----	TLCP	-----	Transit Bus	5307	2015	220,411	55,103	-	275,514	Amend: Update funding amounts based on final apportionments. Update work description to reflect project split into design, right of way, and construction. 2015 Program of Projects
Surprise	Transit	2015	SUR15-402T	40702	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial a ride)	0	0	0	11.12.04	TLCP	-----	Transit Bus	5307	2015	112,200	19,800	-----	132,000	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Valley Metro Rail	Transit	2015	VMR15-433T	14195	Main Street/Gilbert Road Bus Turn-Around (Construct)	Main Street/Gilbert Road bus turn-around (construct)	0	0	0	-----	TLCP	-----	Transit Rail	5307	2015	2,519,790	629,948	-	3,149,738	For information only. 2015 Program of Projects
Valley Metro Rail	Transit	2015	VMR15-409T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	1,198,401	-	299,600	1,498,001	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	TMP15-102T	2333	Regionwide	Purchase bus: standard 40 foot - 2 replace (Tempe)	0	0	0	11.12.01	TLCP	-----	Transit Bus	5307	2015	983,404	173,543	-	1,156,947	For information only. 2015 Program of Projects

**Table C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																							
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request			
Valley Metro/RPTA	Transit	2015	VMR15-400T	21692	Regionwide	Purchase bus: standard 40 foot - 8 replace	0	0	0	-----	None	-----	Transit Bus	5307	2015	3,963,913	699,514	-	4,663,427	For information only. 2015 Program of Projects			
Valley Metro/RPTA	Transit	2015	VMT14-105T	22488	Regionwide	Purchase bus: standard 40 ft - 11 expand (Scottsdale/Rural BRT)	0	0	0	11.13.01	TLCP	-----	Transit Bus	5307	2015	5,142,500	907,500	-	6,050,000	For information only. 2015 Program of Projects			
Valley Metro/RPTA	Transit	2015	VMT15-401T	NEW	Regionwide	Regional ADA Bus Stop Accessibility Standards and Inventory	0	0	0	-----	None	-----	Transit Bus	5307	2015	200,000	50,000	-	250,000	For information only. 2015 Program of Projects			
Valley Metro/RPTA	Transit	2015	TMP15-404T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	1,530,369	-	382,592	1,912,961	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects			
Valley Metro/RPTA	Transit	2015	VMT15-402T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	2,443,279	-	610,820	3,054,099	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects			
Valley Metro/RPTA	Transit	2015	VMT15-408T	28971	Scottsdale Road/Rural Road corridor	Scottsdale Rural Road BRT (Phase II)	0	0	0	11.32.02	TLCP	-----	Transit Bus	5307	2015	11,206,242	11,206,242	-----	22,412,484	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.			
Valley Metro/RPTA	Transit	2015	VMT15-405T	28971	Scottsdale Road/Rural Road corridor Capacity Improvement	Transit signal priority (TSP)	0	0	0	-----	TLCP	-----	Transit Bus	5307	2015	763,360	190,840	-	954,200	For information only. 2015 Program of Projects			
Valley Metro/RPTA	Transit	2015	TMP15-401T	6633	Tempe: Fixed Route	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	1,935,755	-----	483,939	2,419,694	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.			
														49,296,331			5307 Total:	47,417,136	7,504,000	2,590,079	57,511,215		
Valley Metro/RPTA	Transit	2016	PEO13-101T	6338	Peoria	Design regional transit center (4-bay) Peoria	0	0	0	11.31.02	TLCP	-----	Transit Bus	5307	2016	125,260	31,315	-	156,575	Amend: Change apportionment year from 2015 to 2016.			
Scottsdale	Transit	2015	SCT15-404RWT	28407	Scottsdale Road/Rural Road corridor Capacity Improvement	Associated Transit Improvements (ATI) Right of Way	0	0	0	-----	TLCP	-----	Transit Bus	5307	2016	211,120	52,780	-	263,900	Amend: Add new project.			
Scottsdale	Transit	2015	SCT15-404CT	28407	Scottsdale Road/Rural Road corridor Capacity Improvement	Associated Transit Improvements (ATI) Construction	0	0	0	-----	TLCP	-----	Transit Bus	5307	2016	523,120	130,780	-	653,900	Amend: Add new project.			

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FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Valley Metro/RPTA	Transit	2016	PEO13-102T	6338	Peoria	Land regional transit center (4-bay) Peoria	0	0	0	11.32.02	TLCP	-----	Transit Bus	5307	2016	626,300	156,576	-	782,876	For information only. Deferred to FY 2016
Phoenix	Transit	2016	PHX15-427T	8434	Regionwide	Purchase bus: Articulated - 26 replace	0	0	0	-----	None	-----	Transit Bus	5307	2016	18,122,000	3,198,000	-	21,320,000	Amend: Reduce number of buses from 27 to 26. 1 bus moved to PHX15-435T. Deferred to FY 2016
Phoenix	Transit	2016	PHX14-107T	39152	Laveen/59th Avenue	Pre-Design regional park-and-ride (Laveen/59th Avenue)	0	0	0	11.31.04	TLCP	-----	Transit Bus	5307	2016	104,503	26,126	-	130,629	Amend: Change work and apportionment year from 2015 to 2016.
														FY 2016 5307 Total:		19,712,303	10,091,277	2,434,956	74,896,748	

Buckeye	Transit	2015	BKY15-403T	NEW	Citywide	Transit Security	0	0	0	-----	None	-----	Transit Bus	5307-AVN UZA	2015	18,710	-	4,677	23,387	For information only. 2015 Program of Projects
Buckeye	Transit	2015	AVN15-414T	10195	Regionwide	Transit Security	0	0	0	57.20.10	None	-----	Transit Bus	5307-AVN UZA	2015	28,807	-----	7,202	36,009	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Glendale	Transit	2015	GLN15-407T	NEW	Citywide	Transit Security	0	0	0	-----	None	-----	Transit Bus	5307-AVN UZA	2015	11,135	-	2,784	13,919	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-422T	8434	Regionwide	Purchase bus: standard 40 foot - 1 replace	0	0	0	11.12.01	None	-----	Transit Bus	5307-AVN UZA	2015	442,000	78,000	-	520,000	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-413T	4760	Regionwide	Operating:Operating Assistance TBD	0	0	0	30.09.01	None	-----	Transit Bus	5307-AVN UZA	2015	2,112,622	2,112,622	-	4,225,244	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-403T	4760	Regionwide: Avondale-Goodyear UZA	Associated Transit Improvements	0	0	0	-----	None	-----	Transit Bus	5307-AVN UZA	2015	400,000	-	100,000	500,000	For information only. 2015 Program of Projects
														5307-AVN UZA Total:		2,984,467	2,190,622	107,461	5,282,550	

Glendale	Transit	2015	GLN15-403T	1944	Citywide: Glendale	Operating: Route 59	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	200,000	-	220,000	420,000	For information only. 2015 Program of Projects
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**Table C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																					
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	
Glendale	Transit	2015	GLN15-404T	8708	Citywide: Phoenix and Glendale	Route Operating: Route 60	0	0	0	-----	None	-----	Transit Bus	5307-JARC	2015	150,325	-	209,675	360,000	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	
MAG	Transit	2015	MAG15-402T	5800	Regionwide	JARC apportionment	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	1,815,300	363,060	-----	2,178,360	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.	
Phoenix	Transit	2015	PHX15-428T	16380	Citywide: Phoenix	Operating: Route 17 with increased frequencies	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	400,000	-	3,790,545	4,190,545	For information only. 2015 Program of Projects	
Phoenix	Transit	2015	PHX15-429T	16380	Citywide: Phoenix	Operating: Extension of Route 10	0	0	0	-----	None	-----	Transit Bus	5307-JARC	2015	200,000	-	1,782,513	1,982,513	For information only. 2015 Program of Projects	
Phoenix	Transit	2015	PHX15-430T	31355	Citywide: Phoenix and Scottsdale	Operating: Route 29 with increased frequencies	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	400,000	-	3,770,899	4,170,899	For information only. 2015 Program of Projects	
Phoenix	Transit	2015	PHX15-432T	16167	Citywide: Phoenix and Tolleson	Operating: Route 3 with increased frequencies	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	400,000	-	2,752,070	3,152,070	For information only. 2015 Program of Projects	
Tolleson	Transit	2015	TOL15-401T	31482	Citywide: Tolleson	Operating: Zoom	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	128,870	-	128,870	257,740	For information only. 2015 Program of Projects	
																5307-JARC Total:	1,879,195	-	12,654,572	14,533,767	
Valley Metro Rail	Transit	2015	VMR15-405T	23739	Regionwide	Overhaul Brake resistors	0	0	0	-----	TLCP	-----	Transit Rail	5337-FGM	2015	342,076	557,753	-	899,829	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	
																5337-FGM Total:	342,076	557,753	-	899,829	
MAG	Transit	2015	MAG15-408T	37858	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5337-HI	2015	557,261	-----	139,315	696,576	Amend: Delete placeholder project. Replaced by PHX15-442T. 2015 Program of Projects	
Phoenix	Transit	2015	PHX15-443T	47717	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5337-HI	2015	972,095	-	243,024	1,215,119	Amend: Add new project. 2015 Program of Projects.	

**Table C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																						
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request		
Valley Metro/RPTA	Transit	2015	VMR15-392T	19422	Regionwide	Purchase bus: standard 40 foot - 2 replace (Tempe)	0	0	0	-----	None	-----	Transit Bus	5337-HI	2015	983,404	173,543	-	1,156,947	For information only. 2015 Program of Projects		
																5337-HI Total:		1,955,499	173,543	243,024	2,372,066	
MAG	Transit	2015	MAG15-407T	37858	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	---	Transit-Bus	5339	2015	201,311	---	50,328	251,639	Amend: Delete placeholder project. Replaced by PHX15-442T. 2015 Program of Projects		
Phoenix	Transit	2015	PHX15-442T	47717	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5339	2015	1,025,224	-	256,306	1,281,530	Amend: Add new project. 2015 Program of Projects.		
Phoenix	Transit	2015	PHX15-423T	8434	Regionwide	Purchase bus: standard 40 foot - 9 replace	0	0	0	11.12.01	None	-----	Transit Bus	5339	2015	3,978,000	702,000	-	4,680,000	For information only. 2015 Program of Projects		
Phoenix	Transit	2015	PHX15-426T	8434	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	0	0	0	-----	None	-----	Transit Bus	5339	2015	56,100	9,900	-	66,000	For information only. 2015 Program of Projects		
																5339 Total:		5,059,324	711,900	256,306	6,027,530	
Phoenix	Transit	2016	PHX15-101T	39152	Laveen/59th Avenue	Design and Construct regional park-and-ride (59th Ave/Laveen)	0	0	0	11.33.04	TLCP	-----	Transit Bus	CMAQ-Flex	2016	2,800,710	169,290	-	2,970,000	For information only. 2015 Program of Projects		
																CMAQ-Flex Total:		2,800,710	169,290	-	2,970,000	
Glendale	Transit	2016	GLN15-408T	18357	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	Federal Interest	2015	43,826	-	10,957	54,783	Amend: Reduce local match to 20%. Change work year to 2016. 2015 Program of Projects		
Peoria	Transit	2016	PEO15-402T	20226	Regionwide	ADA Complementary Paratransit	0	0	0	11.7A.00	None	-----	Transit Bus	Federal Interest	2015	17,115	-	17,115	34,231	Amend: Change work year to 2016. 2015 Program of Projects		
Phoenix	Transit	2016	PHX15-437T	23260	Regionwide	700 MHz Transit Communications Upgrade	0	0	0	998-00	TLCP	-----	Transit Bus	Federal Interest	2015	1,166,191	291,548	-	1,457,739	Amend: Change TIP ID from PHX15-433T to PHX15-437T to eliminate duplication. Change work year to 2016. 2015 Program of Projects		

**Table C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Phoenix	Transit	2016	PHX15-434T	44311	Regionwide	Preventive maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	Federal Interest	2015	411,458	-	102,864	514,322	For information only. 2015 Program of Projects
Scottsdale	Transit	2016	SCT16-404T	NEW	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	Federal Interest	2015	238,000	-	59,500	297,500	Amend: Reduce local match to 20%. Change work year to 2016. 2015 Program of Projects
Fed. Interest Total:																1,876,590	291,548	190,436	2,358,574	

Phoenix	Transit	2015	PHX15-444T	44311	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	STP-AZ-Flex	2015	52,442	-	13,111	65,553	Amend: Add new project. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-424T	8434	Regionwide	Purchase bus: standard 40 foot - 1 replace	0	0	0	11.12.01	None	-----	Transit Bus	STP-AZ-Flex	2015	442,000	78,000	-	520,000	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-106T	29444	Regionwide	Purchase vanpools: 45 replace	0	0	0	11.12.15	TLCP	-----	Transit Bus	STP-AZ-Flex	2015	1,575,000	-	-	1,575,000	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-107T	16655	Regionwide	Purchase vanpools: 25 expand	0	0	0	11.13.15	TLCP	-----	Transit Bus	STP-AZ-Flex	2015	950,325	-	-	950,325	For information only. 2015 Program of Projects
STP-AZ-Flex Total:																3,019,767	78,000	13,111	3,110,878	

Notes

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

6. Changes are in red font. Deletions are shown in strike through font.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 20, 2015

SUBJECT:

Project Changes Report on September Activities - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as Needed, to the 2035 Regional Transportation Plan Submitted to ADOT on September 3, 2015 and September 17, 2015

SUMMARY:

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. Since then, there was a need to make project changes. However, due to the late announcement of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) regional allocations, the Regional Council on August 26, 2015, granted approval for MAG to make modifications to work years to advance previously approved projects and to provide detailed TIP listings for prioritized projects to ensure that all FHWA obligation authority and FTA apportionments are utilized for Federal Fiscal Year 2015. Project changes and additions were submitted to the Arizona Department of Transportation (ADOT) on September 3, 2015, and on September 17, 2015.

Included in the September 3, 2015, submittal to ADOT are:

- The prioritized list of projects for the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa urbanized area that was approved by the MAG Regional Council on June 24, 2015. Detailed transit project listings were generated by MAG for the Phoenix/Mesa urbanized area from the approved prioritized list, and ADOT submitted the statewide program listings; all listings for the projects are included in Table A. The TIP listings requested from ADOT, completed to address changes needed on projects that are underway, utilize, or affect FY2015 funding, are included in Table B.
- The Project Initiation Pool Program. The Project Initiation Pool Program was approved by the MAG Regional Council on June 24, 2015, and provides \$3,000 per project to initiate federally funded projects at ADOT. Projects eligible for the Project Initiation Pool Program are funded with MAG-funded Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP-MAG), Transportation Alternatives Program (TAP-MAG), and Highway Safety Improvement Program (HSIP-MAG) projects for FY2016. These project changes have been posted to the MAG website.

Included in the September 17, 2015, submittal to ADOT are:

- ADOT requests to make work phase funding redistribution within the SR-202L corridor, which are a result of right of way cost savings and updates to the work location based on revised engineering estimates, and are included in Table A. Redistributing the work phase funding prior to bid submittals may save an estimated \$2.9 million of the prospective financing charges.

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, address current year funding that may be at risk, and may provide overall project cost savings.

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. FTA section 5310 projects that wish to utilize FY2015 pre-award authority on October 1, 2015, must be included in a TIP and be issued an award letter by the Designated Recipient, the City of Phoenix.

POLICY: This amendment and administrative modification request is in accord with MAG guidelines and Regional Council prior approval. The modified action is atypical and is due to the late congressional approval for federal funding, compounded by the end of the fiscal year financial accounting shutdowns occurring prior to the next approval cycle.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

On August 26, 2015, the Regional Council approved the project amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan, and necessary project advancement modifications, detailed TIP listings for previously approved priority ordered projects related to apportioned federal fiscal year 2015 funding, based on the forthcoming final apportionment and obligation authority distributions from Federal Highway Administration and funding notices from Federal Transit Administration.

MEMBERS ATTENDING

- Mayor W.J. "Jim" Lane, Scottsdale, Chair
- * Mayor Greg Stanton, Phoenix, Vice Chair
- Vice Mayor Robin Barker, Apache Junction
- # Mayor Kenneth Weise, Avondale
- Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- Councilmember Dick Esser, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community

- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- # Mayor Rebecca Jimenez, Guadalupe
- # Mayor Thomas Schoaf, Litchfield Park
- # Mayor Christian Price, City of Maricopa
- Supervisor Denny Barney, Maricopa County
- Mayor John Giles, Mesa
- * Mayor Michael Collins, Paradise Valley
- Mayor Cathy Carlat, Peoria
- * Supervisor Todd House, Pinal County
- # Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- Mayor Sharon Wolcott, Surprise

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

Mr. Roc Arnett, Citizens Transportation
Oversight Committee
Mr. Joseph La Rue, State Transportation
Board
Councilmember Jack Sellers, State
Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

On June 24, 2015, the Regional Council approved the Project Implementation Pool, and the Priority listing of FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa urbanized area.

MEMBERS ATTENDING

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

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

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

CONTACT PERSON:

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



September 18, 2015

Ms. Karla S. Petty
Division Administrator
Federal Highway Administration
4000 North Central Avenue Suite1500
Phoenix, Arizona 85012-1906

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administration
201 Mission Street, Suite1650
San Francisco, California 94105-1839

RE: FY 2015 - 2019 State Transportation Improvement Program (STIP), Amendment Number 44

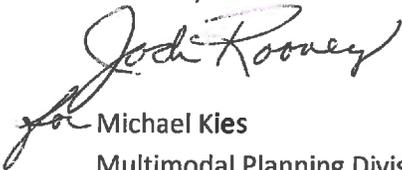
Dear Ms. Petty and Mr. Rogers:

As the Governor's designee, I approve the Transportation Improvement Program (TIP) Amendments Number 13 and 14 requested by the Maricopa Associations of Governments (MAG) as approved by their Regional Council on August 26, 2015 as part of agenda item 7 to amend its FY 2014 - 2018 TIP. I cordially request Amendment Number 44 of the FY 2015 - 2019 State Transportation Improvement Program (STIP) to reflect the changes.

This amendment is in accordance with 23 CFR 450 and was developed based on a continuing, cooperative, and comprehensive transportation planning process in accordance with 23 USC 134 and Section 5303 of the Federal Transit Act (49 USC 53). The changes made to the program, by these amendments as shown in Tables A and B, are either exempt or are regarded as minor project revisions that do not require conformity determination [40 CFR §93.126]. The funding for these projects in this amendment will not adversely impact the STIP Financial Plan.

Your prompt approval of this request will be greatly appreciated.

Sincerely



Michael Kies
Multimodal Planning Division

cc: Ed Stillings, FHWA
Eric Boyles, ADOT
Mike Normand, ADOT

Dominique Paukowits, FTA
Patrick Stone, ADOT
Teri Kennedy, MAG

Enclosures (1)



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

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

September 16, 2015

Mr. Michael Kies, P.E.
Director, Multimodal Planning Division
Arizona Department of Transportation
206 South 17th Avenue, MD 310B
Phoenix, Arizona 85007

M.K.S.
Dear Mr. Kies:

The Maricopa Association of Governments' (MAG) Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP), approved by the MAG Regional Council on January 29, 2014, requires amendments and administrative project modifications which are included in Table A. These amendments and administrative modifications serve as necessary project advancement modifications and detailed TIP listings for obligation authority distributions from Federal Highway Administration and related work phase changes. This action was approved by the MAG Regional Council as part of agenda item 7 on August 26, 2015. As the Governor's designee, the Arizona Department of Transportation (ADOT), Multimodal Planning Division is responsible for approval of TIPs and TIP amendments in the State of Arizona. MAG requests your approval of the amendment and modification of the TIP, which is necessary to ensure the continuation of the projects involved. In addition to approval of the MAG TIP amendment and modification, we also request that Arizona Department of Transportation process the necessary amendment to the relevant STIP as soon as possible to meet the current federal fiscal year requirements.

The approved listings and administrative adjustment for the modification to the FY 2014-2018 MAG TIP and the amendment to the Statewide Transportation Improvement Program (STIP) are included in the attached table. This will be the fourteenth request to amend the FY 2014-2018 TIP. All of the above mentioned projects are regarded as either exempt for air quality purposes or are regarded as minor project revisions that do not require conformity determinations.

Your support and the assistance of your staff in ensuring the timely progression of these projects are appreciated. We look forward to a continuing close relationship with the State in meeting the transportation needs of our region. Please contact Teri Kennedy or me if you need any clarification regarding these amendments.

Sincerely,

Dennis Smith
Executive Director

cc: Ed Stillings, FHWA
Dominique Paukowits, FTA
Dallas Hammit, ADOT
Anson Gock, ADOT

Bret Anderson, ADOT
Denise Scafide, ADOT
Patrick Stone, ADOT
Eric Boyles, ADOT

A Voluntary Association of Local Governments in the Maricopa Region

City of Apache Junction • Arizona Department of Transportation • City of Avondale • City of Buckeye • Town of Carefree • Town of Cave Creek • City of Chandler • Citizens Transportation Oversight Committee
City of El Mirage • Town of Florence • Fort McDowell Yavapai Nation • Town of Fountain Hills • Town of Gila Bend • Gila River Indian Community • Town of Gilbert • City of Glendale • City of Goodyear
Town of Guadalupe • City of Litchfield Park • City of Maricopa • Maricopa County • City of Mesa • Town of Paradise Valley • City of Peoria • City of Phoenix • Pinal County • Town of Queen Creek
Salt River Pima-Maricopa Indian Community • City of Scottsdale • City of Surprise • City of Tempe • City of Tolleson • Town of Wickenburg • Town of Youngtown

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #14**

Sort: Section, Agency, Location, Work Year

TIP Amendment #14																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIF Change Request
ADOT	Highway	2015	DOT15-492	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Design, Construct and Maintain	22	0	8	---	RFHP	---	Freeway	NHPP	2015-2019	394,139,000	679,584,000	-	1,073,723,000	Amendment: Match with approved program amounts. This item was inadvertently not updated. Increase RARF-HURF cost by \$14,400,000.
ADOT	Highway	2015	DOT15-493	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	---	RFHP	---	Freeway	RARF-HURF	2015	-	14,900,000	-	14,900,000	Amendment: Decrease NHPP by \$8.1M and increase RARF-HURF by \$8.1M.
ADOT	Highway	2015	DOT15-494	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance RAW Acquisition	22	0	8	---	RFHP	---	Freeway	NHPP	2015	182,387,000	72,613,000	-	255,000,000	Amendment: Increase NHPP by \$8.1M and decrease RARF-HURF by \$8.1M.
ADOT	Highway	2015	DOT16-490	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	---	RFHP	---	Freeway	NHPP	2016	-	37,983,562	-	37,983,562	Amendment: Increase project cost by \$32,883,562.
ADOT	Highway	2015	DOT16-491	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance RAW Acquisition	22	0	8	---	RFHP	---	Freeway	NHPP	2016	120,236,000	148,468,240	-	268,704,240	Amendment: Decrease project cost by \$73,229,760.
ADOT	Highway	2015	DOT16-492	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	---	RFHP	---	Freeway	NHPP	2016	54,561,000	152,846,198	-	207,407,198	Amendment: Increase regional cost by \$40,346,198. Clerical: Change Apportionment year from FY 2015 to FY 2016.
ADOT	Highway	2015	DOT18-481	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance RAW Acquisition	22	0	8	---	RFHP	---	Freeway	RARF-HURF	2018	---	17,096,000	---	17,096,000	Amendment: Delete project listing.
ADOT	Highway	2015	DOT18-492	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	---	RFHP	---	Freeway	NHPP	2018	143,635,000	242,031,000	-	385,666,000	Amendment: Increase regional cost by \$17,096,000. Clerical: Change Apportionment year from FY 2015 to FY 2018.
ADOT	Highway	2015	DOT19-490	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	---	RFHP	---	Freeway	NHPP	2019	9,647,000	126,325,000	-	135,972,000	Clerical: Change Apportionment year from FY 2015 to FY 2019.

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in red font. Deletions are shown in strike through font.

2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Committee, MC = Management Committee, TPC = Transportation Review Committee, RC = Regional Council

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

4. For federal projects this is the year the project will authorize. For transit this is the year the project will appear in a grant.

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



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Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@azmag.gov ▲ Web site: www.azmag.gov

September 3, 2015

Mr. Michael Kies, P.E.
Director, Multimodal Planning Division
Arizona Department of Transportation
206 South 17th Avenue, MD 310B
Phoenix, Arizona 85007

Dear *Miky* Mr. Kies:

The Maricopa Association of Governments' (MAG) Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP), approved by the MAG Regional Council on January 29, 2014, requires amendments and administrative project modifications which are included in Tables A and B. These amendments and administrative modifications serve as necessary project advancement modifications and detailed TIP listings for previously approved priority ordered projects related to apportioned Federal fiscal year 2015 funding based on final apportionment and obligation authority distributions from Federal Highway Administration and funding notices from Federal Transit Administration. This action was approved by the MAG Regional Council as part of agenda item 7 on August 26, 2015. As the Governor's designee, the Arizona Department of Transportation (ADOT), Multimodal Planning Division is responsible for approval of TIPs and TIP amendments in the State of Arizona. MAG requests your approval of the amendment and modification of the TIP, which is necessary to ensure the continuation of the projects involved. In addition to approval of the MAG TIP amendment and modification, we also request that Arizona Department of Transportation process the necessary amendment to the relevant STIP as soon as possible to meet the current federal fiscal year requirements.

The approved listings and administrative adjustment for the modification to the FY 2014-2018 MAG TIP and the amendment to the Statewide Transportation Improvement Program (STIP) are included in the attached tables. This will be the thirteenth request to amend the FY 2014-2018 TIP. All of the above mentioned projects are regarded as either exempt for air quality purposes or are regarded as minor project revisions that do not require conformity determinations.

Your support and the assistance of your staff in ensuring the timely progression of these projects are appreciated. We look forward to a continuing close relationship with the State in meeting the transportation needs of our region. Please contact Teri Kennedy or me if you need any clarification regarding these amendments.

Sincerely,

Dennis Smith
Executive Director

cc: Ed Stillings, FHWA
Dominique Paukowits, FTA
Dallas Hammit, ADOT
Anson Gock, ADOT

Bret Anderson, ADOT
Denise Scafide, ADOT
Patrick Stone, ADOT
Eric Boyles, ADOT

— A Voluntary Association of Local Governments in the Maricopa Region —

TABLE A: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #13

Sort: Section, Agency, Location, Work Year

ADOT Traditional Awards																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport Year ²	Federal	Regional	Local	Total	TIP Change Request
ADOT	Transit	2015	PNP15-440T	NEW	Various (Regionwide)	PPEP, Inc.: Procure: 1 Maxivan no Lift (replacement) (Avondale)	0	0	0	11.12.04	5-year	----	Transit Other	5310-AZ	2015	25,200	-	2,800	28,000	Amend: Add new project for ADOT awarded FY 2015 Section 5310
ADOT	Transit	2015	PNP15-441T	NEW	Various (Regionwide)	PPEP, Inc.: Procure: 1 Cutaway with Lift-9 passenger (replacement) (Avondale)	0	0	0	11.12.04	5-year	----	Transit Other	5310-AZ	2015	56,700	-	6,300	63,000	Amend: Add new project for ADOT awarded FY 2015 Section 5310
																81,900	-	9,100	91,000	

MAG Traditional Capital Awards																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport Year ²	Federal	Regional	Local	Total	TIP Change Request
MAG	Transit	2015	PNP15-401T	49097	Various (Regionwide)	Chandler Gilbert Arc: Mobility Manager Position	0	0	0	11.7L.00	None	----	Transit Other	5310-MAG	2015	36,000	-	9,000	45,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-402T	49097	Various (Regionwide)	Terros: Mobility Manager Position	0	0	0	11.7L.00	None	----	Transit Other	5310-MAG	2015	10,800	-	2,700	13,500	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-403T	49097	Various (Regionwide)	Foothills Carling Corps: Mobility Manager Position	0	0	0	11.7L.00	None	----	Transit Other	5310-MAG	2015	36,000	-	9,000	45,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-404T	49097	Various (Regionwide)	Marc Community Resources: Mobility Manager Position	0	0	0	11.7L.00	None	----	Transit Other	5310-MAG	2015	36,000	-	9,000	45,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-405T	49097	Various (Regionwide)	Northwest Valley Connect: Mobility Manager Position	0	0	0	11.7L.00	None	----	Transit Other	5310-MAG	2015	28,800	-	7,200	36,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-406T	49097	Various (Regionwide)	One Step Beyond: 1 Minivan no Ramp (expansion) (Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City, Anthem, Wickenburg, Morristown)	0	0	0	11.13.04	None	----	Transit Other	5310-MAG	2015	20,000	-	5,000	25,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-407T	49097	Various (Regionwide)	One Step Beyond: 2 Minivans with Ramp (expansion) (Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City, Anthem, Wickenburg, Morristown)	0	0	0	11.13.04	None	----	Transit Other	5310-MAG	2015	64,600	-	11,400	76,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-408T	49097	Various (Regionwide)	United Cerebral Palsy (UCP): 1 Minivan with Ramp (replacement) (North Central Phoenix, Paradise Valley, Glendale, Peoria)	0	0	0	11.12.04	None	----	Transit Other	5310-MAG	2015	32,300	-	5,700	38,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-410T	49097	Various (Regionwide)	Chandler Gilbert Arc: 2 Cutaway 22' Vans (expansion) (Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix)	0	0	0	11.13.04	None	----	Transit Other	5310-MAG	2015	103,700	-	18,300	122,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-411T	49097	Various (Regionwide)	The Centers for Habilitation (TCH): 2 Cutaway 22' Vans (replacement) (Chandler, Tempe, Mesa, Phoenix)	0	0	0	11.12.04	None	----	Transit Other	5310-MAG	2015	103,700	-	18,300	122,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-412T	49097	Various (Regionwide)	Benevilla: 1 Passenger Van (expansion) (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria)	0	0	0	11.13.04	None	----	Transit Other	5310-MAG	2015	22,400	-	5,600	28,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA

Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/ Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
MAG	Transit	2015	PNP15-413T	49097	Various (Regionwide)	Southern Arizona Association for Visually Impaired (SAAVI): 1 Passenger Van (replacement) (Regionwide)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	22,400	-	5,600	28,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-414T	49097	Various (Regionwide)	Gompers: 2 Cutaway 22' Vans (replacement) (Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	103,700	-	18,300	122,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-415T	49097	Various (Regionwide)	Marc Community Resources: 2 Cutaway 22' Vans (replacement) (Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	103,700	-	18,300	122,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-416T	49097	Various (Regionwide)	Terros: 1 Minivan with Ramp (expansion) (Regionwide)	0	0	0	11.13.04	None	-----	Transit Other	5310-MAG	2015	32,300	-	5,700	38,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-418T	49097	Various (Regionwide)	Valley Center for the Deaf: 1 Cutaway 21' Van (expansion) (Regionwide)	0	0	0	11.13.04	None	-----	Transit Other	5310-MAG	2015	51,850	-	9,150	61,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-419T	49097	Various (Regionwide)	Arizona Recreation Center for the Handicapped (ARCH): 1 Cutaway 22' Van (expansion) (Regionwide)	0	0	0	11.13.04	None	-----	Transit Other	5310-MAG	2015	51,850	-	9,150	61,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-420T	49097	Various (Regionwide)	Lifewell: 2 Passenger Van (expansions) (Regionwide)	0	0	0	11.13.04	None	-----	Transit Other	5310-MAG	2015	44,800	-	11,200	56,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-421T	49097	Various (Regionwide)	Developmental Enrichment Center: 1 Cutaway 22' Van (expansion) (Northwest Phoenix area)	0	0	0	11.13.04	None	-----	Transit Other	5310-MAG	2015	51,850	-	9,150	61,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-424T	49097	Various (Regionwide)	Civitan: 1 Cutaway 22' Van (replacement) (Phoenix, Surprise, Buckeye, Maricopa, Mesa, Chandler, and Anthem)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	51,850	-	9,150	61,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-426T	49097	Various (Regionwide)	Valley Life: 2 Passenger Vans (replacements) (Regionwide)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	44,800	-	11,200	56,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-427T	49097	Various (Regionwide)	Foothills Carling Corps: 1 Cutaway 21' Van (replacement) (Cave Creek, Carefree, North Phoenix, North Scottsdale)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	51,850	-	9,150	61,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-429T	49097	Various (Regionwide)	Horizon Human Services: 2 Passenger Vans (replacements) (Mesa, Phoenix, and Tempe)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	44,800	-	11,200	56,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-430T	49097	Various (Regionwide)	Mountain Health and Wellness (SMMHC Inc.): 2 Minivans no Ramp (replacements) (Maricopa and Pinal Counties)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	40,000	-	10,000	50,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-431T	49097	Various (Regionwide)	Northwest Valley Connect: 1 Minivan with Ramp (expansion) (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria)	0	0	0	11.13.04	None	-----	Transit Other	5310-MAG	2015	32,300	-	5,700	38,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-432T	49097	Various (Regionwide)	UMOM: 1 Cutaway 21' Van, 1 Cutaway 22' Van (replacement) (Maricopa County)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	103,700	-	18,300	122,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-433T	49097	Various (Regionwide)	Hacienda Healthcare: 2 Cutaway 22' Vans (replacement) (Regionwide)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2015	103,700	-	18,300	122,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA

Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ⁵	Federal	Regional	Local	Total	TIP Change Request
MAG	Transit	2015	PNP15-434T	49097	Various (Regionwide)	Northwest Valley Connect: 1 Routing software (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria)	0	0	0	11.42.20	None	----	Transit Other	5310-MAG	2015	48,000	-	12,000	60,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2016	PNP15-417T	49097	Various (Regionwide)	Terros: 1 Minivan no Ramp (replacement) (Regionwide)	0	0	0	11.12.04	None	----	Transit Other	5310-MAG	2015	20,000	-	5,000	25,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2016	PNP15-422T	49097	Various (Regionwide)	Developmental Enrichment Center: 1 Minivan with Ramp (expansion) (Northwest Phoenix area)	0	0	0	11.13.04	None	----	Transit Other	5310-MAG	2015	32,300	-	5,700	38,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2016	PNP15-425T	49097	Various (Regionwide)	Civitan: 1 Minivan no Ramp (replacement) (Phoenix, Surprise, Buckeye, Maricopa, Mesa, Chandler, and Anthem)	0	0	0	11.12.04	None	----	Transit Other	5310-MAG	2015	20,000	-	5,000	25,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2016	PNP15-428T	49097	Various (Regionwide)	Foothills Caring Corps: 1 Minivan no Ramp (expansion) (Cave Creek, Carefree, North Phoenix, North Scottsdale)	0	0	0	11.13.04	None	----	Transit Other	5310-MAG	2015	20,000	-	5,000	25,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2017	PNP15-423T	49097	Various (Regionwide)	Developmental Enrichment Center: 1 Wheelchair lift replacement (Northwest Phoenix area)	0	0	0	11.42.20	None	----	Transit Other	5310-MAG	2015	5,136	-	570	5,706	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2016	PNP15-409T	49097	Various (Regionwide)	United Cerebral Palsy (UCP): 2-Cutaway 21' Vans (replacement) (North Central Phoenix, Paradise Valley, Glendale, Peoria)	0	0	0	11.12.04	None	----	Transit Other	5310-MAG	2015	103,700	-	18,300	122,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
																1,676,866	-	332,320	2,011,206	

MAG New Freedom Eligible Activities Awards																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ⁵	Federal	Regional	Local	Total	TIP Change Request
Glendale	Transit	2015	GLN15-409T	NEW	Glendale	Taxi voucher program administrative expenses	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	62,500	-	62,500	125,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-437T	49097	Various (Regionwide)	Benevilla: Volunteer Driver Program (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria)	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	39,590	-	39,590	79,180	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-436T	49097	Various (Regionwide)	Foothills Caring Corps: Alternative transportation to older adults and people with disabilities (Cave Creek, Carefree, North Phoenix, North Scottsdale)	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	42,050	-	42,050	84,100	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-435T	49097	Various (Regionwide)	NAU-Senior Companion Program: Volunteer Driver Program (Chandler, Fountain Hills, Gilbert, Glendale, Mesa, Paradise Valley, Peoria, Phoenix, Scottsdale, and Tempe)	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	43,710	-	43,710	87,420	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
MAG	Transit	2015	PNP15-438T	49097	Various (Regionwide)	Northwest Valley Connect: Ride Connect volunteer driver program reimbursements (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria)	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	8,990	-	8,990	17,980	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA

Agency	Section	Work Year ¹	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport Year ²	Federal	Regional	Local	Total	TIP Change Request
MAG	Transit	2015	PNP15-439T	49097	Various (Regionwide)	Northwest Valley Connect: Taxi connect program providing subsidy rides only (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria)	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	3,000	-	3,000	6,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
Peoria	Transit	2016	PEO15-403T	NEW	Peoria	7 Mobile Data Terminals	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	67,026	-	16,756	83,782	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
Phoenix	Transit	2015	PHX15-439T	18923	Phoenix	ADA Accessible bus stop improvements	0	0	0	11.92.02	None	----	Transit Other	5310-MAG	2015	180,000	-	20,000	200,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
Scottsdale	Transit	2015	SCT15-406T	45236	Scottsdale	Neighborhood Trolley to Granite Reef Senior Center, Vista del Camino, and Palute Neighborhood Centers	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	125,000	-	125,000	250,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
Tolleson	Transit	2015	TOL15-402T	14063	Tolleson	Salary for Community Service driver for older adults	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	27,390	-	27,390	54,780	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
Valley Metro/RPTA	Transit	2015	VMT15-407T	NEW	Chandler, Gilbert, Mesa, and Tempe	East Valley Dial-A-Ride contract service	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	125,000	-	435,000	560,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
Valley Metro/RPTA	Transit	2015	VMT15-406T	NEW	El Mirage, Peoria, Sun City, Sun City West, Surprise, Youngtown, and County	Northwest Valley Dial-A-Ride contract service	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	229,432	-	758,568	988,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
Valley Metro/RPTA	Transit	2015	VMT15-408T	NEW	Regionwide	ADA Travel Securement Loops	0	0	0	30.09.00	None	----	Transit Other	5310-MAG	2015	5,294	-	1,323	6,617	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
Valley Metro/RPTA	Transit	2016	VMT15-409T	NEW	Regionwide	Travel Training	0	0	0	30.09.01	None	----	Transit Other	5310-MAG	2015	33,824	-	8,457	42,281	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA
																992,806	-	1,592,334	2,585,140	

Agency	Section	Work Year ¹	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport Year ²	Federal	Regional	Local	Total	TIP Change Request
Phoenix	Transit	2015	PHX15-440T	NEW	Regionwide	Program Administration Funds	0	0	0	11.79.00	None	----	Transit Other	5310-MAG	2015	232,000	-	-	232,000	Amend: Add new project for FY 2015 Section 5310 Phoenix-Mesa UZA

Notes

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

MAG Total FTA Award: Phx-Mesa UZA	\$2,903,892
Traditional Capital Projects: Min	55.00% 57.82%
New Freedom Eligible Projects: Max	45.00% 34.19%
Administration: Max	10.00% 7.99%

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #13**

Sort: Section, Agency, Location, Work Year

TIP Amendment #13																				
Agency	Section	Work Year ¹	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ²	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2015	DOT15-461C	34854	10 (Papago): Avondale Blvd to Dysart Road	Construct and install fiber	2	0	0	---	RFHP	---	Freeway	CMAQ	2015	61,045	---	3,086	54,134	Amend: Project did not authorize in FY2015. Delete project. Move funding to DOT15-193.
ADOT	Highway	2015	DOT16-420	43116	10 (Papago): Litchfield Rd to 83rd Ave	Construct FMS	7	10	10	---	RFHP	---	Freeway	CMAQ	2015	5,566,061	333,939	-	5,900,000	Admin: Project authorized CMAQ for \$5,566,061, reduce federal amount by \$44,789, regional by \$5,211 and total project cost by \$50,000.
ADOT	Highway	2010	DOT10-6C38RW	NA	303 (Estrella Fwy): I-10 to US60 (Grand Ave)	Right of Way acquisition	15	2	4	---	RFHP	---	Freeway	STP-AZ	2010	68,740,928	4,155,072	-	72,896,000	Amendment: Decrease costs by \$7,104,000 due to project savings. Transfer funding to DOT15-428 for \$6,096,000 & DOT13-153 for \$1,008,000. Change funding source from RARF to STP-AZ.
ADOT	Highway	2010	DOT10-972	2079	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	Right of Way acquisition	2	0	0	---	RFHP	---	Freeway	STP-AZ	2010	55,140,982	3,333,018	-	58,474,000	Amendment: Bring project cost back to the previous amount of \$58,474,000 due to a budget notation.
ADOT	Highway	2013	DOT13-153	42975	303 (Estrella): I-10/303L System Interchange, Phase II	Design new freeway interchange	1	0	4	---	RFHP	---	Freeway	NHPP	2013	9,410,197	568,803	-	9,979,000	Amendment: Increase costs by \$1,008,000. Using project savings from DOT10-6C38RW.
ADOT	Highway	2015	DOT15-428	42975	303 (Estrella): I-10/303L System Interchange, Phase II	Right of Way acquisition	1	0	4	---	RFHP	---	Freeway	STP-AZ	2015	8,130,546	491,454	-	8,622,000	For information only: Revise funding source coming from DOT10-972, now using funding from DOT10-6C38RW. No change in total funding.
ADOT	Highway	2014	DOT14-173D2	9545	MAG regionwide (I-10, I-17, SR-202, SR-51, US-60)	Design FMS Rehabilitation: DMS Retrofits Kits, and associated components	0	0	0	---	RFHP	---	Freeway	CMAQ	2014	150,880	-	9,120	160,000	Admin: Update location and work description to accurately reflect work.
ADOT	Highway	2015	DOT15-193	9545	MAG regionwide (I-10, I-17, SR-202, SR-51, US-60)	Construct FMS Rehabilitation: DMS Retrofits Kits, and associated components	0	0	0	---	RFHP	---	Freeway	CMAQ	2015	1,247,485	-	241,635	1,489,120	Amend: Project authorized in two phases, CMAQ for \$1,247,485, increase federal amount by \$49,875 local by \$169,245 and total project cost by \$219,120. Update location and work description to accurately reflect work.
MAG	Highway	2016	MAG16-4PIP	10280	MAG regionwide	Project Initiation Pool for MAG funded CMAQ, STP, TAP, HSIP, and STP projects.	0	0	0	----	None	----	Other	STP-MAG	2016	99,015	-	5,985	105,000	Amend: Program was approved by Regional Council on May 27, 2015. Program TIP listing for 35 eligible projects at \$2,829 federal, \$171 local, and \$3,000 total each. Projects must authorize funding no later than December 31, 2015.

Notes

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

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 20, 2015

SUBJECT:

2015 MAG Strategic Transportation Safety Plan

SUMMARY:

The Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2012, included a study to develop a comprehensive Strategic Transportation Safety Plan (STSP, or Plan). The previous STSP was approved by the MAG Regional Council in 2005. The study has been completed and has produced a Draft Plan. Upon MAG approval, the new Plan would guide safety planning activities at MAG, as well as provide input to the next update of the Regional Transportation Plan (RTP) from a transportation safety perspective. The Draft Plan consists of the following sections:

- 1) Executive Summary
- 2) Overview: The STSP Development Process
- 3) State of Road Safety in the MAG Planning Area
- 4) Regional Strategies & Practices for Transportation Safety
- 5) Implementation Plan FY 2016-2025

The Draft Plan development was closely coordinated, to ensure consistency, with Arizona's 2014 Strategic Highway Safety Plan that was developed at the same time by the Arizona Department of Transportation (ADOT). Oversight and input to the development of the Draft Plan were provided by a multi-disciplinary Transportation Safety Stakeholders Group that consisted of the MAG Transportation Safety Committee and representatives from key stakeholder agencies. Technical assistance for this effort was provided by Lee Engineering LLC and the Texas Transportation Institute. The Executive Summary is provided as an attachment to this transmittal. The full Draft 2015 MAG Strategic Transportation Safety Plan is posted on the MAG website at:

http://www.azmag.gov/Documents/STSP_2015-08-28_Draft-Strategic-Transportation-Safety-Plan-2015-2026.pdf

PUBLIC INPUT:

No public input was received.

PROS & CONS:

PROS: The Plan identifies key road safety issues in the region, appropriate strategies, resource needs and performance measures. It establishes a systematic data-driven approach for improving road safety for all road users in the MAG region.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Recommended practices included in the Implementation Plan will require changes to applications for all projects programmed in the MAG Transportation Improvement Program (TIP) to include safety elements as explicit project evaluation criteria for all TIP projects that have evaluation criteria for prioritizing a list of projects. Exceptions to this practice are Transit Maintenance and Operations programs funded through the MAG TIP. This is a no-cost strategy to address safety for improving safer access for all modes in the MAG Planning Area. Implementation of this practice has already commenced and required MAG staff and the Transportation Safety Committee to establish safety evaluation criteria in coordination with other MAG technical committees that provide oversight in programming projects in the TIP. The resulting safety evaluation criteria established by the Transportation Safety Committee were put into practice with the recent TIP call for projects issued in early August 2015. The various technical committees made the decision as to the weight to be applied to the safety criteria and how they would be included with other factors used to calculate the overall score toward individual program goals.

POLICY: The cost to implement the Plan over a ten-year timeframe has been estimated to be \$78 million, or \$7.8 million annually. The total of funds available for road safety improvements from all current funding sources through FY 2018 is estimated at \$4.8 million per year, which includes \$1.9 million in federal Highway Safety Improvement Program (HSIP) funds suballocated to the MAG region. A new process, effective from FY 2019 for funding road safety improvements using federal HSIP funds, was announced by ADOT in May 2015. The state receives nearly \$42 million in HSIP annually from the federal government. Approximately sixty-nine (69) percent of the all crashes and about fifty (50) percent of all fatal crashes in Arizona occur in the MAG planning area. The Draft Plan recommends a new MAG program that would enable the region secure sufficient HSIP funds for road safety improvements, possibly to a level that would be commensurate with the magnitude of the road safety problem that is present in the MAG planning area.

ACTION NEEDED:

Approval of the 2015 Strategic Transportation Safety Plan.

PRIOR COMMITTEE ACTIONS:

On October 14, 2015, the MAG Management Committee recommended approval of the 2015 Strategic Transportation Safety Plan.

MEMBERS ATTENDING

Darryl H. Crossman, Litchfield Park, Chair	Jenna Goad for Dick Bowers, Glendale
Tom Remes for Ed Zuercher, Phoenix	Brian Dalke, Goodyear
* Bryant Powell, Apache Junction	# Rosemary Arellano, Guadalupe
David Fitzhugh, Avondale	Gregory Rose, City of Maricopa
* Stephen Cleveland, Buckeye	Christopher Brady, Mesa
* Gary Neiss, Carefree	Kevin Burke, Paradise Valley
* Peter Jankowski, Cave Creek	Susan Daluddung for Carl Swenson,
Patrice Kraus for Marsha Reed, Chandler	Peoria
Dr. Spencer Isom, El Mirage	# Louis Andersen for Greg Stanley, Pinal
# Jess Knudson for Lisa Garcia, Florence	County
Alfonso Rodriguez for Phil Dorchester,	# John Kross, Queen Creek
Fort McDowell Yavapai Nation	* Bryan Meyers, Salt River Pima-Maricopa
# Grady Miller, Fountain Hills	Indian Community
# Ernest Rubi, Gila Bend	Brad Lundahl for Fritz Behring, Scottsdale
* Tina Notah, Gila River Indian Community	# Bob Wingenroth, Surprise
Patrick Banger, Gilbert	Andrew Ching, Tempe

Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown

Sintra Hoffman for John Halikowski,
ADOT
Jennifer Toth for Tom Manos, Maricopa
County
John Farry for Steve Banta, Valley
Metro/RPTA

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

On October 1, 2015, the MAG Transportation Review Committee recommended approval of the 2015 Strategic Transportation Safety Plan.

MEMBERS ATTENDING

Avondale: Jessica Blazina for David
Fitzhugh
* ADOT: Brent Cain
Apache Junction: Shane Kiesow for
Giao Pham
Buckeye: Jose Heredia for Scott Lowe
* Cave Creek: Ian Cordwell
Chandler: Dan Cook, Vice Chair
El Mirage: Jorge Gastelum
* Fountain Hills: Randy Harrel
* Gila Bend: Ernie Rubi
Gila River Indian Community: Tim Oliver
Gilbert: Kristin Myers for Leah Hubbard
Glendale: Patrick Sage for Debbie Albert
Goodyear: Cato Esquivel

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

EX-OFFICIO MEMBERS ATTENDING

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

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

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

On September 22, 2015, the MAG Transportation Safety Committee recommended approval of the 2015 Strategic Transportation Safety Plan.

MEMBERS ATTENDING

* AAA Arizona: Cristy Robinson
AARP: Tom Burch
* ADOT: Kohinoor Kar
Apache Junction: Shane Kiesow
* ASU: Robert Gray
Avondale: Paul Lopez for Dana Alvidrez
Chandler: Dana Alvidrez for Martin Johnson

* El Mirage: Vacant
FHWA: Kelly LaRosa
Gilbert: Leslie Bubke for Erik Guderian
Glendale: Kiran Guntupalli
* GOHS: Alberto Gutier# Goodyear:
Hugh Bigalk
* Litchfield Park: Woodrow Scoutten

Maricopa County: Mazen Muradvich for
Nicolaas Swart
Mesa: Renate Ehm (Chair)
* Paradise Valley: Jeremy Knapp
Peoria: Mannar Tamirisa for Jamal Rahimi

* Phoenix: Kerry Wilcoxon
Scottsdale: George Williams
Surprise: Dana Owsiany
Tempe: Julian Dresang
RPTA: Sam Diggins for Adrian Ruiz

* Members neither present nor represented by proxy

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Sarath Joshua, Senior ITS & Safety Program Manager, 602 254-6300

**STRATEGIC
TRANSPORTATION
SAFETY PLAN**



**ZERO DEATHS-
INJURIES**



E

Executive Summary

This Plan is a comprehensive update of the first Strategic Transportation Safety Plan (STSP) approved by MAG in 2005. The new STSP establishes the regional vision, goals, objectives, strategies, countermeasures, and performance measures for making systematic improvements in transportation safety. It is a data-driven, multi-year comprehensive plan that establishes goals, objectives, and key action areas and integrates the four E's of highway safety – Engineering, Education, Enforcement and Emergency Medical Services (EMS). The development of the STSP was closely coordinated with Arizona's 2014 Strategic Highway Safety Plan (SHSP) that was developed by the Arizona Department of Transportation (ADOT).

The MAG planning area is the most populous urban region of Arizona, resulting in crash patterns that are significantly different than statewide crash patterns. This has resulted in some expected differences between the emphasis areas identified in the state's SHSP and the Action Areas identified in this STSP. Nearly 50 percent of the deaths and nearly 70 percent of all crashes in the state occur in the MAG planning area. The review of historical crash data from 2008 through 2012 revealed that 21 percent of all fatal crashes involve a pedestrian. The MAG planning area has a crash injury rate of 7.77 persons injured per 1,000 population. However, in terms of fatalities, the Phoenix metropolitan area has an 8.75 rate per

100,000 persons, second highest in comparison with other urban regions.

Consensus was reached by the Transportation Safety Stakeholders Group (TSSG) on the following vision statement for all road users: **“Zero Deaths – Zero Injuries”**. Working toward this regional vision, the MAG STSP established a regional target to reduce Fatalities and Serious Injuries in the region by three to seven percent in the next five (5) years, from the base year of 2013. This is consistent with the State SHSP target and accounts for some uncertainty, such as possible variation in population/VMT (vehicle miles traveled). An extensive review of crash data by the TSSG resulted in the identification of the following five (5) Action Areas to be incorporated in the MAG STSP:

- 1. Eliminate Death and Serious Injury from Impaired Driving**
- 2. Eliminate Death and Serious Injury from Speeding and Aggressive Driving Behavior**
- 3. Eliminate Death and Serious Injury Related to Intersections**
- 4. Eliminate Death and Serious Injury for Vulnerable Road Users – Pedestrians, Bicyclists, and Persons with Disabilities**
- 5. Eliminate Death and Serious Injury Involving Young Road Users**

One Action Area was added from the 2005 STSP due to its importance of continuing a data driven approach to transportation safety planning in the MAG region:

6. Improve Data Collection, Quality, Availability, Integration, and Analysis for Decision Making

Implementation of the STSP would span a ten-year time frame from MAG fiscal year 2016 to MAG fiscal year 2025 (July 2015 – June 2025). Implementing the strategies proposed will, in some cases, require changes in investment priorities and/or organizational changes. The strategies outlined provide the greatest opportunity of achieving the three to seven percent reduction in fatalities and serious injuries.

The cost to implement this 10-year STSP is estimated at \$78 million, at an annual average cost of \$7.8 million. The total funds available for road safety improvements from all current funding sources through FY 2018 is estimated at \$4.8 million per year, which includes \$1.9 million in federal Highway Safety Improvement Program (HSIP) funds suballocated to the MAG region. A new process, effective from FY2019, for funding road safety improvements using federal HSIP funds was announced by ADOT in May 2015. The state receives nearly \$42 million in HSIP annually from the federal government. The Draft STSP recommends a new MAG program that would enable the region secure, sufficient HSIP funds for road safety improvements, possibly to a level that would be commensurate with the magnitude of

the road safety problem that is present in the MAG planning area.

To monitor the effectiveness of regional road safety programs and initiatives, MAG will produce an annual Transportation Safety Performance Report that includes: (1) Crash Statistics and Trends; (2) Performance in Comparison to the Safety Target; and (3) Summary of Road Safety Projects & Activities in each Action Area, including their possible impact on road safety performance. This annual report will also include a comparison to highlight how the MAG region's safety improvement projects, programmed utilizing HSIP funding through FY 2018 and beyond, are affecting ADOT's ability to meet the road safety targets and safety performance measure requirements established in MAP-21. The MAG Transportation Safety Committee will continue to provide oversight to programs and projects and will guide these activities throughout the implementation timeframe. Regular review of projects and programs that address these strategies will be done under the direction and recommendation of the MAG Transportation Safety Committee. Revisions or enhancements to the programs and projects, including further coordination with ADOT on the process of programming of HSIP funds, will be made throughout the implementation period as they relate to safety performance and toward the target. This STSP will be updated on a five-year cycle.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 20, 2015

SUBJECT:

Southeast Valley Transit System Study

SUMMARY:

The Southeast Valley Transit System Study, a joint study effort between the Maricopa Association of Governments (MAG) and Valley Metro, was launched in January 2014 to analyze transit services and ridership demand in transit-established and transit-aspiring communities within a multi-jurisdictional subarea of the MAG region. The study is the third in a series of sub-regional transit studies undertaken in the region and its result is a tool to help in future system planning.

The study area encompasses the cities of Apache Junction, Chandler, Mesa, and Tempe, and the towns of Gilbert, Guadalupe, and Queen Creek. The study area also includes portions of the City of Phoenix (village of Ahwatukee) and unincorporated Maricopa County. In addition, the study also includes members of the expanded MAG boundary, which are Pinal County, the City of Maricopa, the Town of Florence and the Pinal County portion of the Gila River Indian Community. This study also included input from the City of Coolidge, a transit partner that operates within the study area.

The study had two purposes. The first was to identify potential efficiencies in the current service. The second was to identify an effective, market-defined, efficient and performance-driven transit system that meets the internal mobility needs of the subarea and ties the subarea to the overall regional transit system. The study took a 10-task approach in developing its recommendations:

- Task 1 - Project Scope Refinement
- Task 2 - Data Collection and Documenting Existing Conditions
- Task 3 - Public Involvement Plan
- Task 4 - Transit Service Optimization
- Task 5 - Existing and Future Conditions
- Task 6 - Needs Analysis (Short-, Mid- and Long-Range)
- Task 7 - Briefings, Presentations and Meetings
- Task 8 - Financial Analysis
- Task 9 - Study Recommendations
- Task 10 - Study Record

Through a data-driven and collaborative process the study resulted in the identification of a menu of concepts for optimizing existing transit services as well as mid-term (next 10 years) and long-term improvements (more than 10 years). Please see the Executive Summary for more details. The main themes of the optimization, mid-term and long-term timeframe concepts follow.

System Optimization:

- consolidate resources within transit corridors to provide seamless, high frequency service
- explore alternative service types to more efficiently serve deviations or lower-productivity route segments

- obtain a minimum 30-minute service
- as possible, improve frequencies on high ridership routes

Mid-term:

- continue improving service frequency on productive routes
- continue exploring new service types as a way to more efficiently provide service in low-ridership areas
- expand service to the east and south as population, employment, and transit demand grow

Long-term:

- fill in the grid to maximize connectivity
- expand service as population, employment, and transit demand grow
- implement new commuter services to meet demand

The study and its recommendations will help in continuing to develop transit service in the Southeast Valley. There are no financial implications tied with the study since the study provides a list of service concepts to feed other planning processes.

Detailed information can be found on the project website at:

http://www.valleymetro.org/projects_and_planning/project_detail/SEVTSS.

PUBLIC INPUT:

The study incorporated a continuous 18-month public involvement process which included an online survey, social media outreach, study fact sheets, outreach at community events and presentations before various councils and boards of participating study members. The committee and outreach process is outlined in Appendix B. No comments were received at the October 14, 2015, MAG Management Committee meeting.

PROS & CONS:

PROS: This study provides a detailed evaluation for expanding and implementing transit service in the Southwest Valley for the short-(optimization), mid-, and long-range.

CONS: NONE.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resulting transit service study will identify capital and operating requirements, needs based service options, and funding opportunities for transit service in the Southeast Valley.

POLICY: The Southeast Valley Transit System Study provides decision-makers in the Southeast Valley with a comprehensive perspective on the needs and opportunities as well as the cost implications of implementing transit service.

ACTION NEEDED:

Acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee recommended acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations on October 14, 2015.

MEMBERS ATTENDING

- | | |
|--|------------------------------|
| Darryl H. Crossman, Litchfield Park, Chair | David Fitzhugh, Avondale |
| Tom Remes for Ed Zuercher, Phoenix | * Stephen Cleveland, Buckeye |
| * Bryant Powell, Apache Junction | * Gary Neiss, Carefree |

- * Peter Jankowski, Cave Creek
Patrice Kraus for Marsha Reed, Chandler
Dr. Spencer Isom, El Mirage
 - # Jess Knudson for Lisa Garcia, Florence
Alfonso Rodriguez for Phil Dorchester, Fort
McDowell Yavapai Nation
 - # Grady Miller, Fountain Hills
 - # Ernest Rubi, Gila Bend
 - * Tina Notah, Gila River Indian Community
Patrick Banger, Gilbert
Jenna Goad for Dick Bowers, Glendale
Brian Dalke, Goodyear
 - # Rosemary Arellano, Guadalupe
Gregory Rose, City of Maricopa
Christopher Brady, Mesa
Kevin Burke, Paradise Valley
Susan Daluddung for Carl Swenson, Peoria
 - # Louis Andersen for Greg Stanley, Pinal
County
 - # John Kross, Queen Creek
 - * Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
 - # Bob Wingenroth, Surprise
Andrew Ching, Tempe
Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Sintra Hoffman for John Halikowski,
ADOT
 - Jennifer Toth for Tom Manos, Maricopa
County
 - John Farry for Steve Banta, Valley
Metro/RPTA
- * Those members neither present nor represented by proxy.
Participated by telephone conference call. + Participated by videoconference call.

The MAG Transportation Review Committee recommended acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations on October 1, 2015.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

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

The MAG Transit Committee recommended acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations on September 10, 2015.

MEMBERS ATTENDING

- * ADOT: Jaclyn Meli
- Avondale: Kristen Sexton, Vice Chair
- # Buckeye: Andrea Marquez
- Chandler: Jason Crampton for RJ Zeder
- El Mirage: Jose Macias
- # Gilbert: Kristin Myers
- Glendale: Kevin Link for Debbie Albert
- Goodyear: Cato Esquivel
- # Maricopa: David Maestas
- * Maricopa County DOT: Denise Lacey
- Mesa: Jodi Sorrell
- * Paradise Valley: Jeremy Knapp
- Peoria: Stuart Kent
- * Paradise Valley: Jeremy Knapp
- Peoria: Stuart Kent
- Phoenix: Maria Hyatt, Chair
- Queen Creek: Mohamed Youssef
- Scottsdale: Gregory P. Davies for Madeline Clemann
- Surprise: Martín Lucero
- # Tempe: Robert Yabes
- * Tolleson: Jason Earp
- Valley Metro: Wulf Grote
- * Youngtown: Grant Anderson

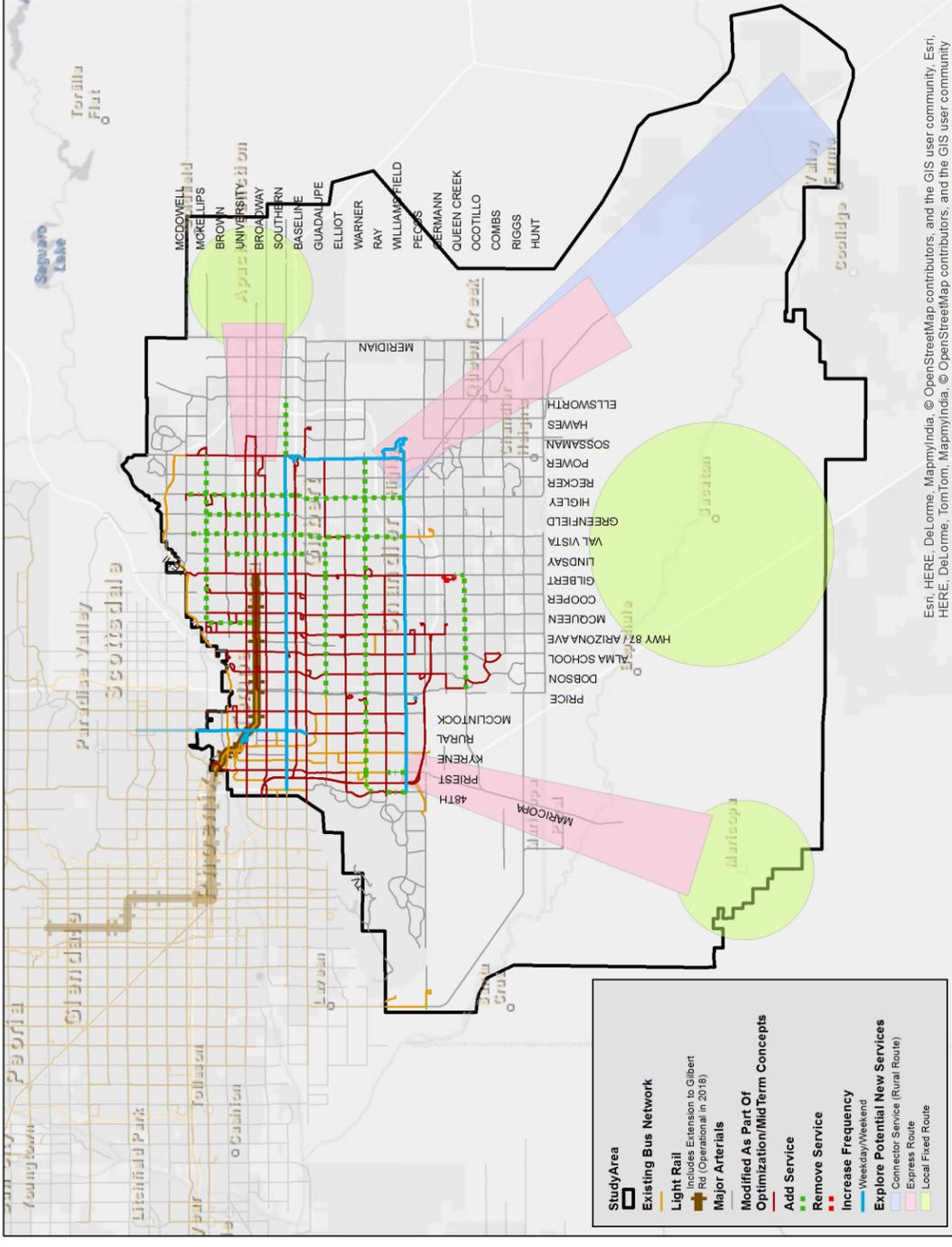
* Members neither present nor represented by proxy.

Participated by teleconference

+ Participated by videoconference

CONTACT PERSON

Marc Pearsall, MAG, (602) 254-6300.



LONG-TERM RECOMMENDATIONS – Service to future growth areas

The Long-term planning timeframe includes project recommendations to extend transit services within the Southeast Valley to areas of future projected growth. Implementation would focus on expanding service to potential growth areas and providing connections to communities that are not immediately adjacent to the existing transit service areas. Concepts defined in this timeframe may include recommendations that have been identified as part of the MAG Regional Transportation Plan (RTP) or other local planning efforts.

Key Elements of Long-term Concepts

- Fill in the grid to maximize connectivity
- Expand service to the east and southeast as population, employment, and transit demand grow
- New express and other commuter services to meet demand

Possible Funding Expanded Transit Services

- An extension of the one-cent regional sales tax would provide continued transit support
 - Local sales tax could be used to generate additional funding at the individual jurisdictional level
 - Special districts and other local funding mechanisms could be developed to generate support for transit services
- Implementing expanded transit services in the Southeast Valley will require a funding commitment in excess of what is being dedicated to transit services currently in operation.*

SOUTHEAST VALLEY TRANSIT SYSTEM STUDY

EXECUTIVE SUMMARY



The Southeast Valley Transit System Study (SEVTSS) analyzed transit services and ridership demand in transit-established and transit-aspiring communities within the southeast subarea of the Maricopa Association of Governments (MAG) region. The study area encompasses the full extents of the City of Tempe, City of Mesa, Town of Guadalupe, City of Chandler, Town of Gilbert, City of Apache Junction, Town of Queen Creek, City of Maricopa, and Town of Florence as well as parts of the City of Phoenix, Maricopa County, Pinal County and the Gila River Indian Reservation. This study is a joint effort between MAG and Valley Metro. Through a process that was both data-driven and collaborative, this study resulted in the identification of performance-based recommendations for optimizing the existing transit system, and mid-term and long-term improvements to enhance a performance-based transit system throughout the Southeast Valley.

Study Goals and Objectives

Continue to develop an effective market-driven transit system by:

- Connecting major residential areas, employment, and other destinations within the Southeast Valley
- Providing a well-integrated multimodal transit system
- Prioritizing transit-dependent and transit-oriented travel markets
- Adapting to changing conditions

Continue to develop an efficient performance-driven, affordable, cost-effective network by:

- Providing a system that meets regional targets for productivity and a base level of service in accordance with the adopted Transit Standards and Performance Measures
- Applying the most appropriate transit service types to the various travel markets
- Applying the appropriate mix between service performance and service coverage
- Maintaining an ongoing dialogue among community and agency stakeholders



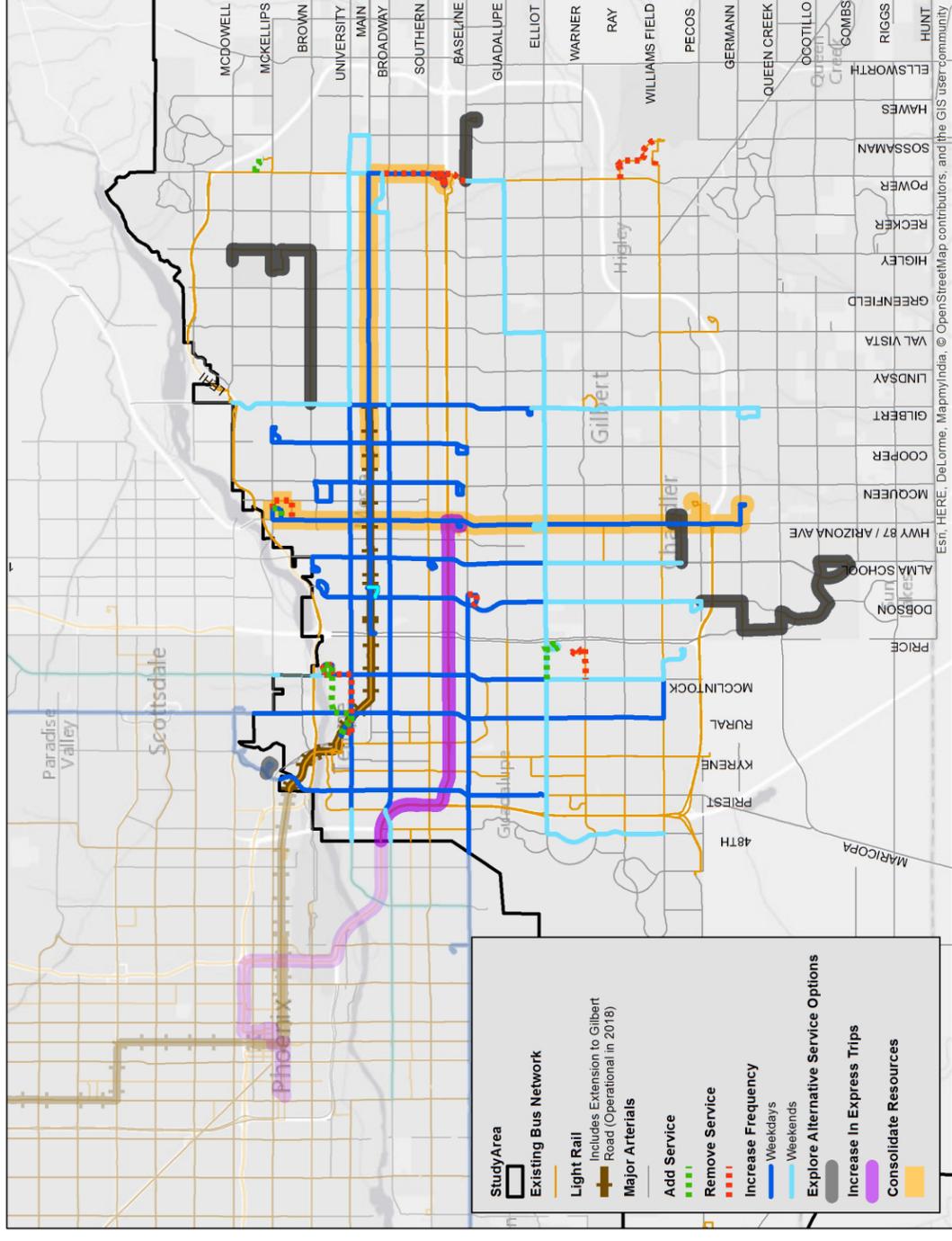
The result of this study is a menu of concepts for (1) optimizing existing transit services, (2) mid-term improvements within the next 10 years, and (3) long-term improvements that would be anticipated in more than 10 years. Overall, important considerations for the evolution of the transit system in the Southeast Valley include:

- Promoting higher frequency service in core areas and greater network connectivity that will make transit a more robust and convenient option for more customers
- Expand the transit service area as population and employment densities grow
- Monitor network performance and actual changes in population and land use over time to adjust service to meet needs

- Coordinate transit service expansion priorities with local land use planning policies and decisionmaking

The development of study recommendations were based on:

- A Transit Optimization Analysis, which provided a data-driven analysis of how to optimize the use of resources in the existing transit system
- A Needs Assessment, which provided analysis of longer-term transportation needs based on projected demographics and land use
- Input from a Project Advisory Committee (PAC), which included representatives of all the jurisdictions within the study area
- Public input, primarily through an online survey conducted in 2014



OPTIMIZATION OF EXISTING SERVICES

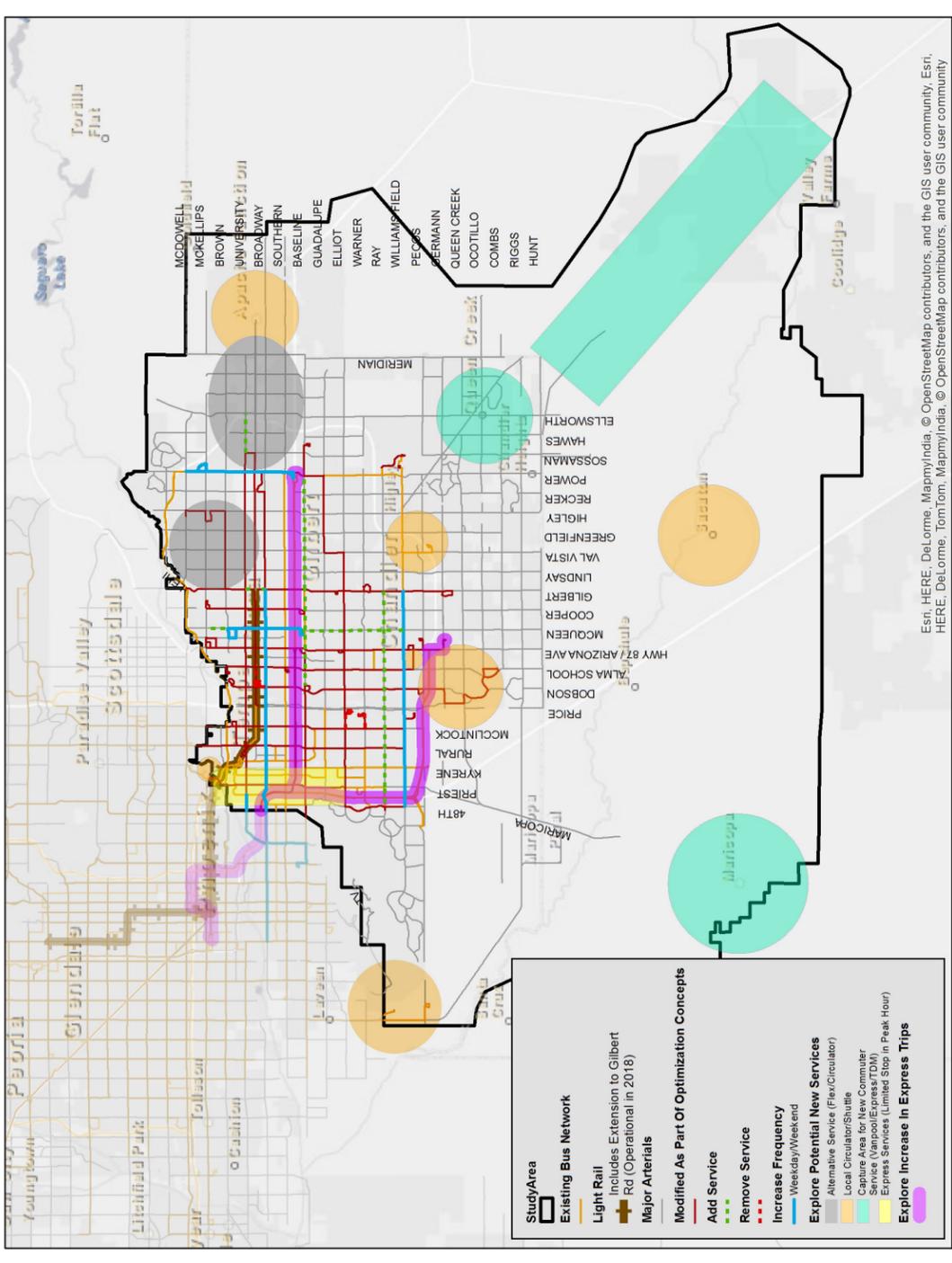
The concepts for Optimization are intended to be implementable in the near-term. The concepts are a menu of options that provide a mix of efficiencies that “save” revenue miles, as well as recommendations for the beneficial investment of additional revenue miles where it would benefit the most productive parts of the system. Concepts include increasing frequency of service, eliminating route deviations that reduce network efficiency, and modifying route structures that create overlap and duplication with other routes in the same area.

Key Elements of the Optimization Concepts

- Consolidate the resources invested in the Arizona Avenue and Main Street corridors to provide a robust, high frequency service
- Explore alternative service types to more efficiently serve some deviations or lower-productivity route segments
- Obtain a minimum of 30-minute frequency service
- As possible, improve frequencies on high ridership routes

Public Input from 2014 Online Survey

- Over 80% stated that current public transportation does not meet their needs
- Respondents identified the following needs: more service (59%), more frequent service (27%), service to new areas (51%), lower fares (12%)
- 50% of respondents would support a tax to fund more transit service



MID-TERM RECOMMENDATIONS – Expanding Service by 2025

The Mid-term planning timeframe includes project recommendations that expand or fill in the gaps within the existing transit service network in the Southeast Valley. Service expansion would reach potential growth areas that are located on the fringe of the existing transit network.

Key Elements of Mid-term Concepts

- Increase service frequency on productive routes
- Explore new service types as a way to more efficiently provide service in low-ridership areas, or as a lower cost way to expand service to new areas
- Expand service to the east and the south as population, employment, and transit demand grow

Key Implementation Steps

- Advance the understanding of cost-effective and productive service types throughout the Southeast Valley, such as flexible services, circulators, vanpool, and TDM strategies
 - Develop detailed transit implementation plans at the jurisdictional level
 - Collaborate with local planning staff to develop policies that support transit within the Southeast Valley
- Implementation of the Optimization period, Mid-term, and Long-term concepts would occur through the prioritization and coordination that accompany programming projects. Timing and sequence of implementation may be determined by available funding.*

Appendix B – Southeast Valley Transit System Study Committee and Outreach Process

Project Advisory Committee (PAC) Meeting #	Date		
Pre study kickoff meeting with Mesa	1/21/2014		
Pre study kickoff meeting with Chandler	1/21/2014		
Pre study kickoff meeting with Tempe	1/23/2014		
Pre study kickoff meeting with Gilbert	1/28/2014		
Pre study kickoff meeting with Florence, Pinal County and Coolidge	1/30/2014		
Pre study kickoff meeting with Phoenix	2/4/2014		
Pre study kickoff meeting with Apache Junction	2/5/2014		
Pre study kickoff meeting with Maricopa (City of)	2/13/2014		
Pre study kickoff meeting with Queen Creek	2/25/2014		
Pre study kickoff meeting with Guadalupe	2/28/2014		
Pre study kickoff meeting with Gila River Indian Community	3/17/2014		
PAC Meeting #1	3/3/2014		
PAC Meeting #2	5/13/2014		
PAC Meeting #3	8/21/2014		
PAC Meeting #4	10/22/2014		
PAC Meeting #5	1/14/2015		
PAC Meeting #6	2/19/2015		
PAC subgroup workshop on transit optimization	3/5/2015		
PAC Meeting #7	3/10/2015		
PAC Meeting #8	4/2/2015		
PAC Meeting #9	5/28/2015		
COMPLETED EVENTS	Date	Time	Location
Queen Creek Town Council	4/16/2014	5:30P	Queen Creek
Guadalupe Town Council Meeting	4/24/2014	7:00P	Guadalupe Council Chambers
Celebrate Mesa	4/26/2014	10:00A-6:00P	Pioneer Park
Florence Town Council Meeting	5/5/2014	6:00P	Florence Town Hall
Tempe Transportation Commission	5/13/2014	7:30A	Tempe Transportation Center
Queen Creek Chamber of Commerce	5/13/2014	Noon	Queen Creek Library
City of Mesa Transportation Advisory Board	5/20/2014	5:30P	Mesa Council Chambers
Tempe Transportation Master Plan Public Meeting	5/29/2014	6:00P-8:00P	Tempe History Museum
Tempe Transportation Master Plan Public Meeting	5/31/2014	9:00A-11:00A	Tempe Transportation Center
Queen Creek Ice Cream Social	6/7/2014	10:00A-Noon	Communiversy
MAG Transit Ambassador Program	9/9/2014	1:00P-3:30P	Mesa Main Library
MAG Transit Committee	10/9/2014		
Chandler Transportation Commission	11/6/2014	7:00P-8:30P	215 E. Buffalo St.
Tempe Transportation Commission	6/2/2015	7:30A	Hatton Hall, Tempe
City of Mesa Transportation Advisory Board	6/16/2015	5:30P	Mesa Council Chambers
Queen Creek Ice Cream Social	6/20/2015	10:00A–Noon	Communiversy
Gilbert Town Council Retreat	8/7/2015	1:30P	Saint Xavier University, Gilbert
Maricopa Co. Dept. of Transportation	8/26/2015	3:00P	2901 W. Durango St., Phoenix
PENDING EVENTS	Date	Time	Location
Chandler Transportation Commission	9/17/2015	7:00P -8:30P	
Queen Creek Town Council & TAC Meeting	9/2/2015	TBD	Queen Creek

(rev Sept 10, 2015)

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 20, 2015

SUBJECT:

Conformity Consultation

SUMMARY:

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

Since the October 14, 2015, Management Committee meeting, additional project information was received for the amendment and administrative modification to the 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 the additional project information (shaded) is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by October 23, 2015.

PUBLIC INPUT:

An opportunity for public comment was provided at the October 14, 2015 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 October 14, 2015 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

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

- * 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.

October 20, 2015

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Misael Cabrera, Arizona Department of Environmental Quality
Maria Hyatt, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
Philip McNeely, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Michael Sundblom, Pinal County Air Quality Control District
Sharon Mitchell, Sun Corridor Metropolitan Planning Organization
Jerry Wamsley, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

We are providing notification of an update to the information included in the October 6, 2015 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 MAG 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
Dallas Hammit, P.E., Arizona Department of Transportation

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

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
MES22-134DRB	Mesa	Southern Ave at Lindsay Rd	Design Intersection Improvement	2018	RARF	(247,500)	-	247,500	-	2018	RARF	247,500	Amend: Transfer \$52,500 of project design phase reimbursement to new predesign phase, ACI-SOU-10-03-E.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES18-135DRB	Mesa	Southern Ave at Higley Rd	Design Intersection Improvement	2018	RARF	(247,500)	-	247,500	-	2018	RARF	247,500	Amend: Transfer \$52,500 of project design phase reimbursement to new predesign phase, ACI-SOU-10-03-E.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES16-150PDZ	Mesa	Southern Avenue Area	Southern Avenue Area Design Concept Report	2015	Local	150,000	-	-	150,000	--	--	--	Amend: New TIP listing. Add new project segment for Southern Avenue area DCR.	A minor project revision is needed to add new TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES16-150PDRB	Mesa	Southern Avenue Area	Southern Avenue Area Design Concept Report	2016	RARF	(105,000)	-	105,000	-	2016	RARF	105,000	Amend: New TIP listing. Add new project segment for Southern Avenue area DCR. Add project funding from ACI-SOU-10-03-C and ACI-SOU-10-03-D design phases. Advance funding to FY 2016 and defer a portion of ACI-VAL-10-03-A funding from FY16 to FY18.	A minor project revision is needed to add new TIP listing and advance funding. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES16-136PDRB	Mesa	Val Vista Dr: Baseline Rd to Southern Ave	Predesign roadway widening	2016	RARF	(295,000)	-	295,000	-	2016	RARF	295,000	Amend: Defer \$105,000 of project design phase funding from FY16 to FY18 to swap with ACI-SOU-10-03-E.	A minor project revision is needed to defer funding. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES18-136PDRB	Mesa	Val Vista Dr: Baseline Rd to Southern Ave	Predesign roadway widening	2018	RARF	(105,000)	-	105,000	-	2018	RARF	105,000	Amend: New TIP listing. Defer \$105,000 of project design phase funding from FY16 to FY18 to swap with ACI-SOU-10-03-E.	A minor project revision is needed to add new TIP listing and defer funding. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES16-137PDZ	Mesa	Elliot Rd: Ellsworth to Meridian	Predesign roadway widening	2016	Local	150,000	-	-	150,000	---	---	---	Amend: New TIP listing. Create locally funded pre-design phase.	A minor project revision is needed to add new TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Consultation
ADOT	2016	DOT16-472	35th Ave, north of Buckeye Rd. @ UPRR 741-448R, Phx, AZ	Design for Rail Safety Project	0.1	5	5	STP-Railroad Grade Crossing (RGC)	66,466	-	3,534	70,000	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-473	35th Ave, north of Buckeye Rd. @ UPRR 741-448R, Phx, AZ	ROW Acquisition	0.1	5	5	STP-RGC	14,145	-	855	15,000	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-474	35th Ave, north of Buckeye Rd. @ UPRR 741-448R, Phx, AZ	Construction of Rail Safety Project	0.1	5	5	STP-RGC	647,165	-	11,011	658,176	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-470	Alma School Rd @ UPRR 741-650B, Mesa, AZ	ROW Acquisition	0.1	6	6	STP-RGC	780,199	-	17,168	797,367	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-475	Eagle Eye Rd., north of US60, Aguila, AZ @ Arizona California RR 025-904P	Design for Rail Safety Project	0.1	2	2	STP-RGC	61,694	-	3,306	65,000	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-476	Eagle Eye Rd., north of US60, Aguila, AZ @ Arizona California RR 025-904P	Railroad Only Construction of Rail Safety Project	0.1	2	2	STP-RGC	118,648	-	5,963	124,611	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-471	Various UPRR crossings across Maricopa County	Design for Upgrading Railroad Signals to LED	0	0	0	STP-RGC	30,000	-	-	30,000	Amend: Add new rail safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Apache Junction	2016	APJ16-402D	Delaware Dr: Apache Trail to Superstition Blvd.	Design Roadway and Pedestrian Improvements	0.5	2	2	STP-MAG	56,580	-	3,420	60,000	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Apache Junction	2016	APJ16-402RW	Delaware Dr: Apache Trail to Superstition Blvd.	Acquisition of right-of-way for Roadway and Pedestrian Improvements	0.5	2	2	Local	-	-	1,500	1,500	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Apache Junction	2018	APJ18-401	Delaware Dr: Apache Trail to Superstition Blvd.	Construct Roadway and Pedestrian Improvements	0.5	2	2	STP-MAG	1,484,784	-	89,748	1,574,532	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015.	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.

Agency	Work Year ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Consultation
Buckeye	2017	BKY17-403	Lower Buckeye Rd, Watson Rd to Sundance Park	Construct multiuse path	0.9	0	0	CMAQ	388,830	-	33,503	422,333	Amend: Delete project. Project combined with BKY17-401.	A minor project revision is needed to delete and combine projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Buckeye	2017	BKY17-401	Rainbow Rd: Durango St to Lower Buckeye Rd; Lower Buckeye Rd: Rainbow Rd to Watson Rd; Watson Rd to Durango St.	Construct multiuse path	2	0	0	CMAQ	1,083,628	-	110,500	1,194,128	Amend: Combine BKY17-401, BKY17-402, and BKY17-403 into one project. Update location and length to reflect combined project.	A minor project revision is needed to combine projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Buckeye	2017	BKY17-402	Watson Road, Durango St to Lower Buckeye Rd	Construct multiuse path	0.5	0	0	CMAQ	302,206	-	28,267	330,473	Amend: Delete project. Project combined with BKY17-401.	A minor project revision is needed to delete and combine projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN16-407	Citywide	Design Flashing Yellow Arrows with Geometric Modifications at 12 Arterial-Arterial intersections	0	0	0	HSIP-MAG	174,309	-	1,949	176,258	Amend: Add new project.	The new project is considered to be exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN16-408	Citywide	Update Safe Routes to School Maps	0	0	0	TAP-MAG	75,346	-	4,554	79,900	Amend: Add new Safe Routes to School project.	The new project is considered to be exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2018	GLN18-401	Citywide	Construct Flashing Yellow Arrows with Geometric Modifications at 12 Arterial-Arterial intersections	0	0	0	HSIP-MAG	702,776	-	8,131	710,907	Amend: Add new project.	The new project is considered to be exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2019	GLN19-401	Citywide	Design Flashing Yellow Arrows with Geometric Modifications at 22 intersections	0	0	0	Local	-	-	322,515	322,515	Amend: Add new project.	The new project is considered an intersection signalization project at an individual intersection that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2020	GLN20-401	Citywide	Construct Flashing Yellow Arrows with Geometric Modifications at 22 Arterial-Arterial intersections	0	0	0	Local	-	-	1,300,807	1,300,807	Amend: Add new project.	The new project is considered an intersection signalization project at an individual intersection that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	MAG14-103	Regionwide	Purchase PM-10 certified street sweepers FY2014 and program implementation.	0	0	0	CMAQ	1,432,096	-	86,564	1,518,659	Amend: Decrease federal amount by \$448,673.11 due to project cost savings from FY2014 sweeper procurements. Decrease local by \$27,120 and total project cost by \$475,794.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Consultation
MAG	2016	MAG16-431C2	Regionwide	Purchase PM-10 Certified Street Sweepers (Carry Forward from FY 2015)	0	0	0	CMAQ	606,056	-	36,633	642,689	Amend: Increase federal amount by \$448,673.11 due to project cost savings from FY2014 sweeper procurements. Increase local by \$27,120 and total project cost by \$475,793.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2016	MAR16-402	Porter Road	Safe Routes to School Study and Maps	0	0	0	TAP-MAG	75,440	-	4,560	80,000	Amend: Add new Safe Routes to School project.	The new project is considered to be exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2018	PHX14-101	Indian School Road: Grand Canal to 16th Street	Construct multi-use pathway; and multi-use bridge over the Grand Canal.	0.25	6	6	CMAQ	873,422	-	1,335,000	2,208,422	Amend: Add previously deleted project to TIP in FY 2018. Request for second deferral approved RC 9/30/2015.	The project is considered to be exempt under the category "Bicycle and pedestrian facilities". The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX16-435	Eagle College Prep: South Mountain, Harmony, Mesa, Maryvale	Safe Routes to School Support Activity project: Eagles Quest for Safety Vest	0	0	0	TAP-MAG	28,997	-	1,753	30,750	Amend: Add new Safe Routes to School project.	The new project is considered to be exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX17-421	Eagle College Prep: South Mountain, Harmony, Mesa, Maryvale	Safe Routes to School Support Activity project: Eagles Quest for Safety Vest	0	0	0	TAP-MAG	47,150	-	2,850	50,000	Amend: Add new Safe Routes to School project.	The new project is considered to be exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2017	PNL17-403	Germann Road: Meridian Road to Ironwood Drive	Design Roadway Widening and Improvements	1.2	0	4	STP-MAG	230,258	-	13,918	244,176	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015. This project was included for the air quality conformity and regional emissions analysis approved by RC June 24, 2015.	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.
Pinal County	2019	PNL19-402	Germann Road: Meridian Road to Ironwood Drive	Construct Roadway Widening and Improvements	1.2	0	4	STP-MAG	1,630,060	-	98,530	1,728,590	Amend: Add new Pinal County STP project. Funding approved RC May 27, 2015. This project was included for the air quality conformity and regional emissions analysis approved by RC June 24, 2015.	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.
Surprise	2016	SUR16-404	Dysart Elementary School District: Citywide	Safe Routes to School Support Activity project: Crosswalk Safety Equipment	0	0	0	TAP-MAG	10,373	-	627	11,000	Amend: Add new Safe Routes to School project.	The project is considered to be exempt under the category "Bicycle and pedestrian facilities". The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Consultation
Surprise	2016	SUR16-403	Marley Park and Rancho Gabriela Elementary Schools	Safe Routes to School Study and Maps	0	0	0	TAP-MAG	39,606	-	2,394	42,000	Amend: Add new Safe Routes to School project.	The new project is considered to be exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2016	SUR16-402	Parkview, Countryside and Ashton Ranch Elementary Schools	Safe Routes to School Study and Maps	0	0	0	TAP-MAG	58,466	-	3,534	62,000	Amend: Add new Safe Routes to School project.	The new project is considered to be exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2016	TMP16-406	Rural Road and Southern Avenue	Phase I Design: Traffic Signal Improvements	0	0	0	HSIP-MAG	30,000	-	135,000	165,000	Amend: Add new safety project.	The new project is considered to be exempt under the category "Highway Safety Improvement Program implementation". The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2017	TMP17-405	Rural Road and Southern Avenue	Phase II ROW: Traffic Signal Improvements	0	0	0	HSIP-MAG	30,000	-	-	30,000	Amend: Add new safety project.	The new project is considered to be exempt under the category "Highway Safety Improvement Program implementation". The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2018	TMP18-402	Rural Road and Southern Avenue	Phase III Construction: Traffic Signal Improvements	0	0	0	HSIP-MAG	675,324	-	-	675,324	Amend: Add new safety project.	The new project is considered to be exempt under the category "Highway Safety Improvement Program implementation". The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Glendale	2015	GLN13-111T	North of Union Hills Dr and West of 101L	Construct regional park and ride/transit center	----	5307	3,676,966	919,242	-	4,596,208	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2015	GLN13-903T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	11.12.04	5307	214,689	37,887	-	252,576	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2015	GLN15-406T	Regionwide	Preventive Maintenance	----	5307	107,048	-	26,762	133,810	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-406T	Regionwide	Preventive Maintenance	11.7A.00	5307	11,120,429	-	2,780,107	13,900,536	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2015	PEO10-802T	Grand/Peoria	Pre-design regional park-and-ride (Grand/Peoria)	11.31.04	5307	103,653	25,913	-	129,566	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2015	PEO15-102T	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	11.12.04	5307	143,126	25,258	-	168,384	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2015	PEO15-401T	Regionwide	ADA Complementary Paratransit	----	5307	20,479	-	5,120	25,598	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-102T	Citywide	Associated Transit Improvements (1% enhancement)	11.92.02	5307	492,963	-	123,241	616,204	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX14-108T	Laveen/59th Avenue	Land regional park-and-ride (Laveen/59th Avenue)	11.32.04	5307	1,612,725	403,181	-	2,015,906	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-103T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	-	10,000	50,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-105T	Regionwide	Purchase bus: < 30 foot - 21 replace (dial-a-ride)	11.12.04	5307	1,178,100	207,900	-	1,386,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Phoenix	2015	PHX15-421T	Regionwide	Purchase bus: standard 40 foot - 4 replace	11.12.01	5307	1,819,000	321,000	-	2,140,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-435T	Regionwide	Purchase bus: Articulated - 6 replace	----	5307	4,227,900	746,100	-	4,974,000	Amend: Increase from 5 to 6 buses. 1 bus moved from PHX15-427T. 2015 Program of Projects	The project is considered to be exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-436T	Regionwide	Purchase bus: Articulated - 3 replace (RAPID)	----	5307	2,261,850	399,150	-	2,661,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-425T	Regionwide	Purchase bus: < 30 foot - 3 replace (circulator)	11.12.04	5307	234,600	41,400	-	276,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX16-427T	Regionwide	Purchase bus: Articulated - 5 replace	11.12.06	5307	3,769,750	665,250	-	4,435,000	Amend: Advance from 2016 to 2015. 2015 Program of Projects	A minor project revision is needed to advance project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-437T	Regionwide	700 MHz Transit Communications Upgrade	----	5307	5,633,809	1,408,452	-	7,042,261	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-438T	Regionwide	Preventive Maintenance	----	5307	4,359,215	-	1,089,804	5,449,019	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2015	SCT15-403T	Regionwide	Preventive Maintenance	----	5307	168,560	-	42,140	210,700	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2015	SCT15-404T	Scottsdale Road/Rural Road corridor Capacity Improvement	Associated Transit Investments (ATI) Design	----	5307	220,411	55,103	-	275,514	Amend: Update funding amounts based on final apportionments. Update work description to reflect project split into design, right of way, and construction. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts and update work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2015	SUR15-102T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	11.12.04	5307	112,200	19,800	-	132,000	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2015	VMR15-433T	Main Street/Gilbert Road Bus Turn-Around (Construct)	Main Street/Gilbert Road bus turn-around (construct)	----	5307	2,519,790	629,948	-	3,149,738	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Valley Metro Rail	2015	VMR15-409T	Regionwide	Preventive Maintenance	----	5307	1,198,401	-	299,600	1,498,001	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	TMP15-102T	Regionwide	Purchase bus: standard 40 foot - 2 replace (Tempe)	11.12.01	5307	983,404	173,543	-	1,156,947	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMR15-400T	Regionwide	Purchase bus: standard 40 foot - 8 replace	----	5307	3,963,913	699,514	-	4,663,427	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT14-105T	Regionwide	Purchase bus: standard 40 ft - 11 expand (Scottsdale/Rural BRT)	11.13.01	5307	5,142,500	907,500	-	6,050,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT15-401T	Regionwide	Regional ADA Bus Stop Accessibility Standards and Inventory	----	5307	200,000	50,000	-	250,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	TMP15-404T	Regionwide	Preventive Maintenance	----	5307	1,530,369	-	382,592	1,912,961	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT15-402T	Regionwide	Preventive Maintenance	----	5307	2,443,279	-	610,820	3,054,099	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT15-108T	Scottsdale Road/Rural Road corridor	Scottsdale Rural Road BRT (Phase II)	11.32.02	5307	11,206,242	11,206,242	-	22,412,484	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT15-405T	Scottsdale Road/Rural Road corridor	Transit signal priority (TSP) Improvement	----	5307	763,360	190,840	-	954,200	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	TMP15-101T	Tempe: Fixed Route	Preventive Maintenance	----	5307	1,935,755	-	483,939	2,419,694	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2016	PEO13-101T	Peoria	Design regional transit center (4-bay) Peoria	11.31.02	5307	125,260	31,315	-	156,575	Amend: Change apportionment year from 2015 to 2016.	A minor project revision is needed to adjust the apportionment year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Scottsdale	2015	SCT15-404RWT	Scottsdale Road/Rural Road corridor Capacity Improvement	Associated Transit Improvements (ATI) Right of Way	----	5307	211,120	52,780	-	263,900	Amend: Add new project.	The project is considered to be exempt under the category "Construction of small passenger shelters and information kiosks." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2015	SCT15-404CT	Scottsdale Road/Rural Road corridor Capacity Improvement	Associated Transit Improvements (ATI) Construction	----	5307	523,120	130,780	-	653,900	Amend: Add new project.	The project is considered to be exempt under the category "Construction of small passenger shelters and information kiosks." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2016	PEO13-102T	Peoria	Land regional transit center (4-bay) Peoria	11.32.02	5307	626,300	156,576	-	782,876	For information only. Deferred to FY 2016	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX15-427T	Regionwide	Purchase bus: Articulated - 26 replace	----	5307	18,122,000	3,198,000	-	21,320,000	Amend: Reduce number of buses from 27 to 26. 1 bus moved to PHX15-435T. Deferred to FY 2016	The project is considered to be exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX14-107T	Laveen/59th Avenue	Pre-Design regional park-and-ride (Laveen/59th Avenue)	11.31.04	5307	104,503	26,126	-	130,629	Amend: Change work year and apportionment year from 2015 to 2016.	A minor project revision is needed to adjust the work year and apportionment year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Buckeye	2015	BKY15-403T	Citywide	Transit Security	----	5307-AVN UZA	18,710	-	4,677	23,387	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Buckeye	2015	AVN15-414T	Regionwide	Transit Security	57.20.10	5307-AVN UZA	28,807	-	7,202	36,009	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2015	GLN15-407T	Citywide	Transit Security	----	5307-AVN UZA	11,135	-	2,784	13,919	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-422T	Regionwide	Purchase bus: standard 40 foot - 1 replace	11.12.01	5307-AVN UZA	442,000	78,000	-	520,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT15-413T	Regionwide	Operating: Operating Assistance TBD	30.09.01	5307-AVN UZA	2,112,622	2,112,622	-	4,225,244	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT15-403T	Regionwide: Avondale-Goodyear UZA	Associated Transit Improvements	----	5307-AVN UZA	400,000	-	100,000	500,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Glendale	2015	GLN15-403T	Citywide: Glendale	Operating: Route 59	30.09.01	5307-JARC	200,000	-	220,000	420,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2015	GLN15-404T	Citywide: Phoenix and Glendale	Route Operating: Route 60	----	5307-JARC	150,325	-	209,675	360,000	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-402T	Regionwide	JARC apportionment	30.09.01	5307-JARC	1,815,300	363,060	-	2,178,360	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-428T	Citywide: Phoenix	Operating: Route 17 with increased frequencies	30.09.01	5307-JARC	400,000	-	3,790,545	4,190,545	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-429T	Citywide: Phoenix	Operating: Extension of Route 10	----	5307-JARC	200,000	-	1,782,513	1,982,513	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-430T	Citywide: Phoenix and Scottsdale	Operating: Route 29 with increased frequencies	30.09.01	5307-JARC	400,000	-	3,770,899	4,170,899	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-432T	Citywide: Phoenix and Tolleson	Operating: Route 3 with increased frequencies	30.09.01	5307-JARC	400,000	-	2,752,070	3,152,070	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tolleson	2015	TOL15-401T	Citywide: Tolleson	Operating: Zoom	30.09.01	5307-JARC	128,870	-	128,870	257,740	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2015	VMR15-405T	Regionwide	Overhaul Brake resistors	----	5337-FGM	342,076	557,753	-	899,829	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-408T	Regionwide	Preventive Maintenance	11.7A.00	5337-HI	557,261	-	139,315	696,576	Amend: Delete placeholder project. Replaced by PHX15-442T. 2015 Program of Projects	The deleted project is considered to be exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-443T	Regionwide	Preventive Maintenance	11.7A.00	5337-HI	972,095	-	243,024	1,215,119	Amend: Add new project. 2015 Program of Projects.	The new project is considered to be exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Valley Metro/RPTA	2015	VMR15-392T	Regionwide	Purchase bus: standard 40 foot - 2 replace (Tempe)	----	5337-HI	983,404	173,543	-	1,156,947	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-407T	Regionwide	Preventive Maintenance	11.7A.00	5339	201,311	-	50,328	251,639	Amend: Delete placeholder project. Replaced by PHX15-442T. 2015 Program of Projects	The deleted project is considered to be exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-442T	Regionwide	Preventive Maintenance	11.7A.00	5339	1,025,224	-	256,306	1,281,530	Amend: Add new project. 2015 Program of Projects.	The new project is considered to be exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-423T	Regionwide	Purchase bus: standard 40 foot - 9 replace	11.12.01	5339	3,978,000	702,000	-	4,680,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-426T	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	----	5339	56,100	9,900	-	66,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX15-101T	Laveen/59th Avenue	Design and Construct regional park-and-ride (59th Ave/Laveen)	11.33.04	CMAQ-Flex	2,800,710	169,290	-	2,970,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN15-408T	Regionwide	Preventive Maintenance	11.7A.00	Federal Interest	43,826	-	10,957	54,783	Amend: Reduce local match to 20%. Change work year to 2016. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts and work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2016	PEO15-402T	Regionwide	ADA Complementary Paratransit	11.7A.00	Federal Interest	17,115	-	17,115	34,231	Amend: Change work year to 2016. 2015 Program of Projects	A minor project revision is needed to adjust the work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX15-437T	Regionwide	700 MHz Transit Communications Upgrade	998-00	Federal Interest	1,166,191	291,548	-	1,457,739	Amend: Change TIP ID from PHX15-433T to PHX15-437T to eliminate duplication. Change work year to 2016. 2015 Program of Projects	A minor project revision is needed to change TIP ID and adjust the work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX15-434T	Regionwide	Preventive maintenance	11.7A.00	Federal Interest	411,458	-	102,864	514,322	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2016	SCT16-404T	Regionwide	Preventive Maintenance	11.7A.00	Federal Interest	238,000	-	59,500	297,500	Amend: Reduce local match to 20%. Change work year to 2016. 2015 Program of Projects	A minor project revision is needed to adjust the funding amounts and work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year ⁴	TIP ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Phoenix	2015	PHX15-444T	Regionwide	Preventive Maintenance	11.7A.00	STP-AZ-Flex	52,442	-	13,111	65,553	Amend: Add new project. 2015 Program of Projects	The new project is considered to be exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-424T	Regionwide	Purchase bus: standard 40 foot - 1 replace	11.12.01	STP-AZ-Flex	442,000	78,000	-	520,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT15-106T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-AZ-Flex	1,575,000	-	-	1,575,000	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT15-107T	Regionwide	Purchase vanpools: 25 expand	11.13.15	STP-AZ-Flex	950,325	-	-	950,325	For information only. 2015 Program of Projects	For information only. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

City of Goodyear
City Manager's Office



September 23, 2015

Mayor W. J. "Jim" Lane
MAG Chair
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

Dear Mayor W. J. "Jim" Lane:

Please accept this letter interest in response to the vice chair vacancy on the MAG Elderly and Persons with Disabilities Transportation Ad Hoc Committee. The city of Goodyear proposes Christina Plante, Goodyear neighborhood services coordinator for the role.

Christina has had the opportunity to serve on the committee for the past two years and possesses the necessary skills and experience to help the committee fulfill its goals.

While currently working in local government, her professional experience includes more than 10 years in the non-profit sector, as well as, experience implementing federal grants. She would be a constructive advocate for the region's human service providers as they strive to fulfill the varied and difficult transportation needs of the elderly and disabled with the support of FTA Section 5310 capital assistance awards.

Please contact me at 623-882-7082 if you have questions or would like to discuss this opportunity further.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Bohr".

Rob Bohr
Governmental Relations Manager

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 20, 2015

SUBJECT:

Consultant Selection for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program On-Call List

SUMMARY:

The FY 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council on May 27, 2015, included \$200,000 for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program. Consultants from an approved on-call list will conduct the analysis. On July 28, 2015, MAG issued a Request for Qualifications to create an on-call consulting list for the project. Six firms submitted Statements of Qualifications. On September 22, 2015, a multi-agency evaluation team reviewed the Statements of Qualifications and recommended to MAG the selection of HDR Engineering, Inc., and WPS/Parsons Brinckerhoff, Inc., for the on-call list.

The purpose of the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program is for expediting the delivery of consultant services related to Cost Risk Analysis of the MAG Regional Freeway and Highway Program at MAG. The intent of this program is to enable MAG staff to augment existing resources by forming a pool of qualified consultants to provide services that are required for executing tasks and projects in the specialized area of expertise Cost Risk Analysis. It is anticipated that the selected consultants will use state-of-the-art engineering and planning tools to execute task orders. For this proposed FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program, qualified consultants were sought to assist staff in the following service area:

Cost Risk Analysis - To assist and facilitate MAG and ADOT staff with the analysis of the costs and schedules of the projects in the Regional Freeway and Highway Program in an effort to program projects with the most accurate information possible. This process is intended to provide a format for a detailed analysis by subject matter experts during workshops in an effort to provide a high level of confidence of costs and schedules for better implementation of the program.

A Request for Statements of Qualifications was advertised on July 28, 2015, with responses due on August 25, 2015. Six Statements of Qualifications were received from the following consultants:

Value Management Strategies (VMS), Inc.
 Rider Levett Bucknall (RLB), Ltd.
 Arizona State University

Hill International Inc.
 Parsons Brinckerhoff, Inc.
 HDR Engineering, Inc.

A multi-agency proposal evaluation team consisting of MAG, ADOT and three member agency staff reviewed the Statements of Qualifications and recommended to MAG the selection of the following two consultants for participation in the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program on-call list, qualifying in the accompanying service area:

- WPS/Parsons Brinckerhoff, Inc. - Cost Risk Analysis
- HDR Engineering, Inc., - Cost Risk Analysis

PUBLIC INPUT:

No public input has been received.

PROS AND CONS:

PROS: On-call FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program will enable MAG to deliver information, data, and projects within a relatively short time-frame. The on-call nature of the program affords the opportunity to engage a qualified consultant in a matter of weeks with a task order versus a considerably longer conventional procurement process that is followed for much larger project engagements. This program also increases the Transportation Division’s capabilities to provide rapid and strategic responses to critical issues.

CONS: None.

TECHNICAL AND POLICY IMPLICATIONS:

TECHNICAL: The added capabilities of the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program ensure that MAG receives information to move forward the initiatives of the overall transportation planning program. Data received from the task orders will be used in current and future projects. This program will be implemented in a manner that is consistent with the other current on-call consultant services programs that are presently being administered at MAG.

POLICY: Timely regional transportation planning and analyses provide policy makers with accurate information upon which to make decisions.

ACTION NEEDED:

Approval of the selection of HDR and WPS/Parsons Brinckerhoff to participate in the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program on-call list.

PRIOR COMMITTEE ACTIONS:

On October 14, 2015, the MAG Management Committee recommended approval of the selection of HDR and WPS/Parsons Brinckerhoff to participate in the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program on-call list.

MEMBERS ATTENDING

- | | |
|--|--|
| Darryl H. Crossman, Litchfield Park, Chair | Patrick Banger, Gilbert |
| Tom Remes for Ed Zuercher, Phoenix | Jenna Goad for Dick Bowers, Glendale |
| * Bryant Powell, Apache Junction | Brian Dalke, Goodyear |
| David Fitzhugh, Avondale | # Rosemary Arellano, Guadalupe |
| * Stephen Cleveland, Buckeye | Gregory Rose, City of Maricopa |
| * Gary Neiss, Carefree | Christopher Brady, Mesa |
| * Peter Jankowski, Cave Creek | Kevin Burke, Paradise Valley |
| Patrice Kraus for Marsha Reed, Chandler | Susan Daluddung for Carl Swenson, Peoria |
| Dr. Spencer Isom, El Mirage | # Louis Andersen for Greg Stanley, Pinal |
| # Jess Knudson for Lisa Garcia, Florence | County |
| Alfonso Rodriguez for Phil Dorchester, | # John Kross, Queen Creek |
| Fort McDowell Yavapai Nation | * Bryan Meyers, Salt River Pima-Maricopa |
| # Grady Miller, Fountain Hills | Indian Community |
| # Ernest Rubi, Gila Bend | Brad Lundahl for Fritz Behring, Scottsdale |
| * Tina Notah, Gila River Indian Community | # Bob Wingenroth, Surprise |

Andrew Ching, Tempe
Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Sintra Hoffman for John Halikowski, ADOT

Jennifer Toth for Tom Manos, Maricopa
County
John Farry for Steve Banta, Valley
Metro/RPTA

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

On September 22, 2015, the proposal evaluation team recommended to MAG the selection of consultants for participation in the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program for an amount not to exceed \$200,000 as provided for in the FY 2016 MAG Unified Planning Work Program and Annual Budget.

Members of the Proposal Evaluation Team:

Debbie Albert, City of Glendale
Eric Anderson, MAG
Jenny Grote, City of Phoenix
Bob Hazlett, MAG

Chau Hill, MAG
Trent Kelso, ADOT
Owen Mills, ADOT
Kristen Myers, Town of Gilbert

CONTACT PERSON:

Chau Hill, MAG Senior Engineer, 602-254-6300.

The National Ambient Air Quality Standards

OVERVIEW OF EPA'S UPDATES TO THE AIR QUALITY STANDARDS FOR GROUND-LEVEL OZONE

On Oct. 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 parts per billion (ppb), based on extensive scientific evidence about ozone's effects on public health and welfare. The updated standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants and ecosystems.

Highlights

- The updated health standard of 70 ppb will significantly reduce ozone air pollution and will provide an adequate margin of safety to protect at-risk groups.
- The standard is especially important for children and people with asthma, who are at increased risk from ozone exposure, and will prevent hundreds of thousands of asthma attacks.
- Public health benefits of the updated standards are significant – estimated at \$2.9 to 5.9 billion annually in 2025 and outweighing estimated costs of \$1.4 billion.
- EPA projections show the vast majority of U.S. counties will meet the standards by 2025 with federal and state rules and programs now in place or underway.
- EPA will work closely with states and tribes as they develop and implement clean air plans.

Updated Primary (Public Health) Standard

- Based on an expanded body of scientific evidence that includes thousands of studies on the effects of ozone on health, the EPA Administrator has concluded that the 2008 standard of 75 ppb is not requisite to protect public health with an adequate margin of safety, as required by law.
- As she determined what standard would provide that margin of safety, the Administrator considered the science, focusing on new studies that have become available since EPA last reviewed the standards in 2008. Those studies include new clinical studies, which provide the most certain evidence of health effects in adults. Those studies provide information clearly showing that ozone at 72 ppb can be harmful to healthy exercising adults.

- In addition, the Administrator examined results of analyses that look at people’s exposure to ozone and how different levels of a revised standard would reduce risk. These analyses take into account people’s activity patterns and how they are exposed to ozone in their daily lives.
- The Administrator focused on children’s exposure -- particularly repeated exposures. Repeated exposures are important, because the more times children are exposed to ozone, the more likely they will experience serious health effects.
- Children are at increased risk from ozone exposure because their lungs are still developing, and they are more likely to be active outdoors when ozone levels are high. Children also are more likely than adults to have asthma.
- Combined, the results of the clinical studies and risk and exposure analyses show that a standard of 70 ppb will protect public health.
 - A standard of 70 ppb is below the level shown to cause adverse health effects in the clinical studies.
 - A standard of 70 ppb essentially eliminates exposures that have been shown to cause adverse health effects, protecting 99.5 percent of children from even single exposures to ozone at 70 ppb.
- Several clinical studies have shown effects in some adults following exposure to ozone at levels as low as 60 ppb. However, the evidence is uncertain that those effects are harmful or “adverse.” In light of these uncertainties, the Administrator concluded that the science supported setting a standard that reduces exposure to ozone concentrations as low as 60 ppb but does not support a standard that eliminates them.
- The Administrator concluded that a standard of 70 ppb also will provide the adequate margin of safety the law requires. The updated standard will protect more than 98 percent of school-age children from repeated exposures to ozone concentrations as low as 60 ppb – a 60 percent improvement over the current standard.
- The standard accomplishes this because of the way it is structured. Areas meeting the updated standard will see ozone concentrations below 70 ppb on almost all days – and in many areas, on most days, concentrations will be even lower.

Protecting Public Health with an Adequate Margin of Safety

The Clean Air Act requires the EPA Administrator to set primary air quality standards to protect public health with an “adequate margin of safety,” including the health of at-risk groups.

In making this judgment, the Administrator considers factors such as the nature and severity of health effects, the size of the at-risk groups affected, and the degree of certainty and uncertainty in the science on ozone-related health effects. The law charges the Administrator with setting standards that are “requisite” -- neither more nor less stringent than necessary -- to accomplish this. The law does not require EPA to set primary standards at a zero-risk level.

The law requires EPA to review the standards -- and the science behind them -- every five years to determine whether changes are warranted. EPA last updated the standards in 2008.

- In selecting the level of the primary standard, the Administrator also considered advice from the agency’s independent science advisors, the Clean Air Scientific Advisory Committee (CASAC), and she considered public comment on the proposed standards.
- The CASAC concluded that the science indicates the 2008 standard is not adequate to protect public health and that science supports a standard within a range of 70 ppb down to 60 ppb. The panel noted that the decision about what standard provides the adequate margin of safety required by the Clean Air Act is a policy judgment left to the Administrator.

Ozone and Health

- Scientific evidence shows that ozone can cause a number of harmful effects on the respiratory system, including difficulty breathing and inflammation of the airways. For people with lung diseases such as asthma and COPD (chronic obstructive pulmonary disease), these effects can aggravate their diseases, leading to increased medication use, emergency room visits and hospital admissions.
- Evidence also indicates that long-term exposure to ozone is likely to be one of many causes of asthma development. In addition, studies show that ozone exposure is likely to cause premature death.
- An estimated 23 million people have asthma in the U.S., including an estimated 6.1 million children. Asthma disproportionately affects children, families with lower incomes, and minorities, including Puerto Ricans, Native Americans/Alaska Natives and African-Americans.
- Children -- including teenagers -- are among those most at risk from ozone exposure for several reasons:
 - Their lungs are still developing (this occurs until adulthood);
 - They breathe more air per pound of body weight than adults. That means if the air contains ozone, children get a higher “dose” of ozone for their weight than adults;
 - They are active outside more than adults; and
 - They also are more likely to have asthma.

Benefits of the Final Standards Outweigh Costs

- Setting air quality standards is about protecting public health and the environment. By law, EPA cannot consider costs in doing that. States ultimately will decide the best mix of measures to meet the standards in their nonattainment areas. However, to inform the public, EPA analyzes the benefits and illustrative costs of implementing the standards as required by Executive Orders 12866 and 13563 and guidance from the White House Office of Management and Budget (OMB). In conducting these analyses, EPA uses widely accepted, peer-reviewed economic practices and follows OMB guidance on economic analyses.

- EPA estimates that meeting the 70 ppb standards will yield health benefits valued at \$2.9 to \$5.9 billion annually in 2025 nationwide outside of California. These annual benefits include the value of avoiding a range of harmful health effects, including:
 - 320 to 660 premature deaths
 - 230,000 asthma attacks in children
 - 160,000 days when kids miss school
 - 28,000 missed work days
 - 630 asthma-related emergency room visits
 - 340 cases of acute bronchitis in children
- EPA analyzed the benefits and costs for California separately, because a number of areas in California would have longer to meet the final standards, based on their ozone levels. A number of California counties likely would have attainment dates ranging from 2032 to late 2037.
- Benefits of meeting the standards in California add to the nationwide benefits after 2025, with the value of the additional benefits estimated at \$1.2 to \$2.1 billion annually after 2025. This includes the value of avoiding harmful health effects, including:
 - 120 to 220 premature deaths
 - 160,000 asthma attacks among children
 - 120,000 days when kids miss school
 - 5,300 missed work days
 - 380 asthma-related emergency room visits
 - 64 cases of acute bronchitis among children
- While states ultimately decide what measures to implement to meet a standard, EPA has developed illustrative measures in order to estimate costs. Those estimates are \$1.4 billion in 2025 nationwide except for California. Estimated costs in California post-2025 are \$800 million.
- Estimated net benefits range from \$1.5 to \$4.5 billion nationwide, except California. In California, net benefits are estimated at \$0.4 to \$1.3 billion.

Updated Secondary (Public Welfare) Standard

- EPA also is strengthening the secondary standard to improve protection for trees, plants and ecosystems. Like the primary, an area will meet the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 70 ppb.
- New studies since the last review of the standards add to evidence showing that exposure to ozone reduces growth and has other harmful effects on plants and trees. These types of effects have the potential to harm ecosystems and the benefits they provide.
- The agency has assessed ozone exposure to vegetation using a seasonal index known as a “W126 index.” A W126 index, named after portions of the equation used to calculate it, is a weighted index designed to reflect the cumulative exposures that can damage plants and trees during the consecutive three months in the growing season when daytime ozone concentrations are the highest and plant growth is most affected.

- EPA determined that a W126 index level of 17 parts per million-hours (ppm-hours) is sufficient to protect the public welfare based on the latest science.
- Analyses of data from air quality monitors show that an 8-hour standard of 70 ppb will limit cumulative, seasonal exposures above a W126 index level of 17 ppm-hours, averaged over three years.
- Based on consideration of all the information in this review, including CASAC advice and judgments about uncertainties, the Administrator concluded that an updated secondary standard of 70 ppb will provide the requisite protection for public welfare that the Clean Air Act requires.

Working With States and Tribes to Implement the Updated Standards

- Protecting air quality is a federal/state partnership, and EPA, states and tribes have made significant progress reducing ozone. Nationwide, ozone levels have dropped by a third since 1980 at monitor sites that track ozone trends. More than 90 percent of the areas originally designated as nonattainment for the 1997 ozone standard now meet that standard. And 2014 data show that more than a third of areas designated in 2012 as nonattainment for the 2008 ozone standards have air quality meeting that standard.
- EPA has a long history of working closely with states as they develop State Implementation Plans (SIPs) to reduce emissions of ozone precursors within individual jurisdictions. The agency will continue these collaborative efforts for the updated ozone standards, including working closely with states in reviewing air quality during the designations process, which is the first step in implementing the updated standards.
- Recognizing that its partners have significant workloads and resource constraints, the agency has provided an outline of how EPA will work with state, tribal, local and federal agencies to implement the updated standards in a way that maximizes common sense, flexibility and cost-effectiveness, while following the requirements of the Clean Air Act.
- The “Implementation Memo” issued with the revised standards, outlines the agency’s plans for addressing issues related to:

Addressing Background Ozone

“Background ozone” refers to ozone that forms from pollution from natural sources, such as wildfires or stratospheric intrusions, and ozone that forms from man-made pollution from sources outside the U.S.

On high ozone days, most ozone is produced locally or regionally from man-made domestic sources. Reducing emissions of the pollutants that form ozone will reduce ozone broadly across the country and improve public health protection.

EPA analyses do not indicate that background ozone will prevent areas from meeting the updated ozone standards of 70 ppb. The Clean Air Act and EPA policies provide a number of tools to help states in the limited number of areas where background ozone may contribute to high ozone concentrations on a few days. These tools may help areas avoid a nonattainment designation, or minimize attainment control requirements where appreciable levels of background ozone influence air quality.

- Guidance available to agencies;
 - Ensuring major source permitting is effective and efficient;
 - Designating areas;
 - Background ozone;
 - Interstate ozone transport;
 - The challenges of reducing ozone in California;
 - Managing monitoring networks;
 - Community involvement;
 - Multi-pollutant clean air planning;
 - Emissions from wildland fires;
 - Transportation planning; and
 - The Ozone Advance Program.
- California has unique air quality challenges, due to the combination of meteorology and topography, population growth, and the pollution burden associated with mobile sources. EPA will continue working closely with the state, tribes and local air quality officials, nongovernmental organizations, interested commercial representatives and other federal agencies to explore strategies and technologies to reduce pollution and improve public health protection for California residents.

Rules and guidance to help states and tribes

- The agency plans to propose rules and guidance over the next year to help states with potential nonattainment areas implement the revised standards. The agency also plans to update its Exceptional Events Rule, which outlines the requirements for excluding air quality data (including ozone data) from regulatory decisions if the data are affected by events outside an area’s control, such as a wildfire or stratospheric intrusion.
- The Exceptional Events Rule is one of several tools available to states for addressing “uncontrollable pollution,” including background ozone, as they develop their clean air plans. Background ozone is ozone that forms from sources other than manmade U.S. emissions.
- In addition, EPA is developing guidance to address Exceptional Events Rule criteria for wildfires that could affect ozone concentrations. The agency anticipates receiving additional fire-related exceptional events demonstrations as climate change leads to increases in wildfires.
- To ensure a smooth transition to the updated standards, EPA is including a grandfathering provision to ensure that compliance with the updated ozone standards will not delay final processing of certain pending preconstruction permit applications.

- As required by the Clean Air Act, EPA anticipates making attainment/nonattainment designations for the revised standards by late 2017; those designations likely will be based on 2014-2016 air quality data.
- For more information on the designations schedule: see <http://www3.epa.gov/ozonepollution/actions.html>.

Federal rules will help most areas meet the standards without additional reductions.

- Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the ozone level in the area. Most states can build off work they are already doing to reduce pollution to help them meet the standards.
- Existing and proposed federal rules will help states meet the standards by reducing ozone-forming pollution. These rules include: requirements to reduce the interstate transport of air pollution, Regional Haze regulations, the Mercury and Air Toxics Standards, the Clean Power Plan, the Tier 3 Vehicle Emissions and Fuels Standards, the Light-Duty Vehicle Tier 2 Rule, the Mobile Source Air Toxics Rule, the Light-Duty Greenhouse Gas/Corporate Average Fuel Efficiency Standards, the Heavy-Duty Vehicle Greenhouse Gas Rule, the Reciprocating Internal Combustion Engines (RICE) NESHAP, and the Industrial/Commercial/Institutional Boilers and Process Heaters MACT and amendments.
- EPA's analysis shows that pollution reductions resulting from these rules will help the vast majority of counties meet the updated standards by 2025 without additional action.

Modernizing Monitoring Requirements

- The final rule streamlines and modernizes the Photochemical Assessment Monitoring Stations (PAMS) network to use monitoring resources most efficiently. The PAMS network measures ozone, the pollutants that form it, and meteorology in order to better understand ozone formation and to evaluate national and local ozone-reduction options.
- In addition, EPA is updating the Federal Reference Method for ozone to include an additional method for measuring ozone in the outdoor air. State, local and tribal air agencies will be able to continue operating their existing ozone monitors.

Notifying the Public: Updates to the Ozone Monitoring Season and Air Quality Index

- EPA is updating the Air Quality Index (AQI) to reflect the updates to the ozone health standard to provide the public with the most up-to-date information about air quality where they live. The AQI is EPA's color-coded tool for communicating air quality to the public.
- Also to help alert the public, EPA is extending the ozone monitoring season for 32 states and the District of Columbia to match the times of year when ozone is most likely to approach unhealthy levels. A review of all available ozone data from 2010 to 2013 shows that ozone can be elevated at times when some states were not required to measure it: earlier in the spring and later in the fall – and even in the wintertime in some western states.

- The monitoring season extensions will range from one additional month in 22 states and the District of Columbia, to an additional seven months in Utah.
- For more information on the AQI and monitoring season updates, see: <http://www3.epa.gov/ozonepollution/actions.html>

Background on Developing the Ozone Standards

- The Clean Air Act requires EPA to review the ozone standards every five years to determine whether they should be revised in light of the latest science. Reviewing the NAAQS is a lengthy undertaking and includes the following major steps before EPA issues a proposed rule: planning; a comprehensive review, synthesis and evaluation of the science on ozone (referred to as the Integrated Science Assessment); risk and exposure assessments for public health and the public welfare; and a staff policy assessment.
- Scientific review during the development of each of these documents is thorough and extensive. Drafts of all documents are reviewed by EPA's independent science advisers (CASAC), and the public has an opportunity to comment on them.
 - In June-July 2014, CASAC provided its advice to EPA on the policy assessment, the health risk and exposure assessment, and the welfare risk and exposure assessment.
- The EPA Administrator evaluates all of this information, along with advice from the CASAC, in determining whether to propose revisions to a standard. Proposed rules are made available for public comment, and the agency holds public hearings. EPA carefully considers all comments received on the proposal before issuing a final rule.
- EPA issued the first national air quality standards for ozone in 1971. The agency has revised the standards three times – in 1979, 1997 and 2008 – to ensure they continue to protect public health and welfare. The agency has not revised the standards on two other occasions:
 - In 1993, EPA reviewed the standards but determined that revisions were not warranted;
 - In 2010, the agency proposed, but did not finalize, revisions as part of a reconsideration of the 2008 standards.
- In July 2013, the U.S. Court of Appeals for the D.C. Circuit upheld the 2008 primary ozone standard but remanded the secondary standard to EPA, on the grounds that the agency had not adequately explained how the secondary standard provided the required public welfare protection. The revisions to the secondary standard respond to this remand.
- On Jan. 21, 2014, the Sierra Club, American Lung Association, Environmental Defense Fund and Natural Resources Defense Council sued EPA for not completing the review of the standards within five years - by March 2013. The groups asked the U.S. District Court for the Northern

District of California to order EPA to complete the five-year review of the 2008 standards. The court ordered the agency to sign a proposed rule by Dec. 1, 2014 and a final rule by Oct. 1, 2015.

- On Nov. 25, 2014, EPA proposed to strengthen the ozone standards. The agency proposed to set both the primary and secondary standards as 8-hour standards of 65 to 70 ppb. EPA received more than 430,000 comments on the proposed standards and held three public hearings.

Where to Get More Information:

- To read the final rule and additional fact sheets, visit <http://www3.epa.gov/airquality/ozonepollution/actions.html> .
- For technical documents related to this review of the standards, see: http://www.epa.gov/ttn/naaqs/standards/ozone/s_o3_index.html
- A table of historical ozone standards is available at: http://www.epa.gov/ttn/naaqs/standards/ozone/s_o3_history.html
- For your local air quality forecasts and information on current air quality, visit www.airnow.gov

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

October 20, 2015

SUBJECT:

Draft FY 2016 Early Phase Input Opportunity Report

SUMMARY:

The Maricopa Association of Governments (MAG) conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2016 Early Phase Input Opportunity was conducted from mid-August 2015 to early-September 2015 and provided the public with an opportunity to provide project suggestions in areas in which funding was available. These areas included bicycle-pedestrian, intelligent transportation systems, paving of unpaved dirt roads, PM-10 street sweepers, Pinal County arterial roadway projects that are in the MAG region, and the regional transit system. All of the project suggestions were forwarded to the appropriate MAG member agency for review and possible inclusion into a draft listing of projects that eventually make up the Draft FY 2017-2021 Transportation Improvement Program (TIP). MAG received public comment at the MAG Regional Council during the phase. In addition, MAG also received comment via telephone and online correspondence as a result of a direct mailing to the MAG public involvement mail list and regional libraries.

PUBLIC INPUT:

No input was received on the FY 2016 Early Phase Input Opportunity Report at the October 14, 2015 MAG Management Committee meeting.

PROS & CONS:

PROS: The FY 2016 Early Phase Input Opportunity provides the initial opportunity for the public to provide comment on transportation plans and programs prior to approval of draft documents by MAG policy committees, in accordance with federal law. The input process also provides information regarding the meeting process, content, and results to participants, staff, decision makers, federal agencies and other interested parties.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This input will be considered in the development of the Draft FY 2017-2021 Transportation Improvement Program.

POLICY: The Early Phase process fulfills both the federal requirements and MAG public participation plan, while the report conveys these results to policymakers. In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accord with new federal guidelines.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Jason Stephens, MAG Public Involvement Planner, (602) 254-6300.



DRAFT FY 2016 EARLY PHASE INPUT OPPORTUNITY REPORT

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Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. Where and when possible, MAG partners with the Arizona Department of Transportation (ADOT), Valley Metro (Regional Public Transportation Authority and METRO Rail) and the City of Phoenix Public Transit Department to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. The latest transportation authorization was passed on July 6, 2012. This enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21), continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

The Early Phase input opportunity provides for initial input prior to the development of a draft listing of projects that will eventually make up the Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). The input is then collected and entered into the Draft FY 2016 Early Phase Input Opportunity Report, which is presented to the MAG Management Committee and MAG Regional Council for review and consideration prior to action.

INPUT OPPORTUNITIES

Different forums for input were available during the FY 2016 Early Phase Input Opportunity. In addition to the committee meeting held during this phase, MAG also received comment via a direct mailing that was distributed to MAG's public involvement mailing list and to libraries throughout the region. Residents who received the mailing contacted MAG staff via telephone and e-mail correspondence. All comments received were either responded to at the time of the contact or within 48 hours. Comments received during this input opportunity are included in the *Summary of Input* section on Page 2. All committee meetings are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials such as large print, Braille and FM/Infrared Listening Devices, were available upon request.

SUMMARY OF INPUT

A summary of the comments/questions/suggestions received during the Early Phase input opportunity is provided below. All comments/questions/suggestions were addressed on site or responded to within 48 hours:

- ▶ Please help us to better enjoy our neighborhoods “between the 7's” (7th Street and 7th Avenue in Phoenix) and to help the commuters and bike riders in the city by creating a program where a neighborhood can solicit the city for help in steering their walkers and bikers into protected lanes that better serve “walkable Phoenix” as we move to a more dense inner-city living.
- ▶ There needs to be more dedicated bicycle paths, not just bicycle lanes, to encourage people to commute to work and other destinations.
- ▶ I would urge MAG to work with ADOT to complete I-10 to three lanes in each direction as soon as possible. I've seen many close calls switching from three lanes to two lanes.
- ▶ I do not think passenger rail between Phoenix and Tucson is a good idea.
- ▶ Please get all the cities on the same page about when the left turn signal appears. Some cities have a delayed left arrow and some have it at the beginning of the light sequence.
- ▶ Increase bike lanes and make them safe. In Buenos Aires, bike lanes are very well-marked and very safe, with a barrier between the bike lane and the cars so cars have a tough time running into bikes.
- ▶ Please pave the entire Aquila Road between Vulture Mine Road and Eagle Eye Road. It's an 18-mile road and the entire thing needs to be paved.
- ▶ Dust ordinances need to be strictly enforced.
- ▶ There needs to be a regional paratransit system for the visually impaired and people with other disabilities.
- ▶ Please encourage the City of Phoenix to build a light rail station transit stop at the Arizona Bridge to Independent Living Disability Empowerment Center.
- ▶ The light rail system should have an option for ticketless payments where your smart phone could show your ticket as is done on Amtrak or the airlines. It would save on printing costs and you would not lose your ticket.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. The latest transportation authorization was passed on July 6, 2012. This enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21), continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

In response to previous federal guidelines known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the MAG Regional Council, in December 2006, approved a Public Participation Plan to guide the MAG public

The MAG process for public involvement receives public opinion in accordance with federal requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process.

input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, Page 4*). The MAG Public Participation Plan sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The Early Phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the FY 2016 Early Phase Input Opportunity was conducted from mid-August through early-September, 2015. The purpose of this document, the *FY 2016 Early Phase Input Opportunity Report*, is to provide information about the outreach conducted during this early phase and to summarize the results of the input received.

The Mid-Phase process generally provides for input on initial plan analysis for the Draft TIP and Draft Plan, and includes a public hearing on regional transportation issues. The Mid-Phase is usually conducted from February through April. The results of the Mid-Phase Input Opportunity will be included in the *FY 2016 Mid-Phase Input Opportunity Report*.

The Final Phase generally provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the Final Phase Input Opportunity will be included in the *FY 2016 Final Phase Input Opportunity Report*. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in federal transportation legislation and includes input from Title VI stakeholders (minority and low-income populations). The input received during the enhanced input opportunity has been incorporated into the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of the Transportation Equity Act of the 21st Century (TEA-21) in 1998. As a result, the Arizona Department of Transportation (ADOT) hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April 1999, and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (STIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the 1999 meeting, the state and regional planning and programming processes were combined, (*see Page 7*).

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with federal transportation guidelines for metropolitan transportation planning. At the time, these guidelines were outlined in Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This plan also conforms to guidelines delineated in the latest federal transportation guidelines known as Moving Ahead for Progress in the 21st Century (MAP-21).

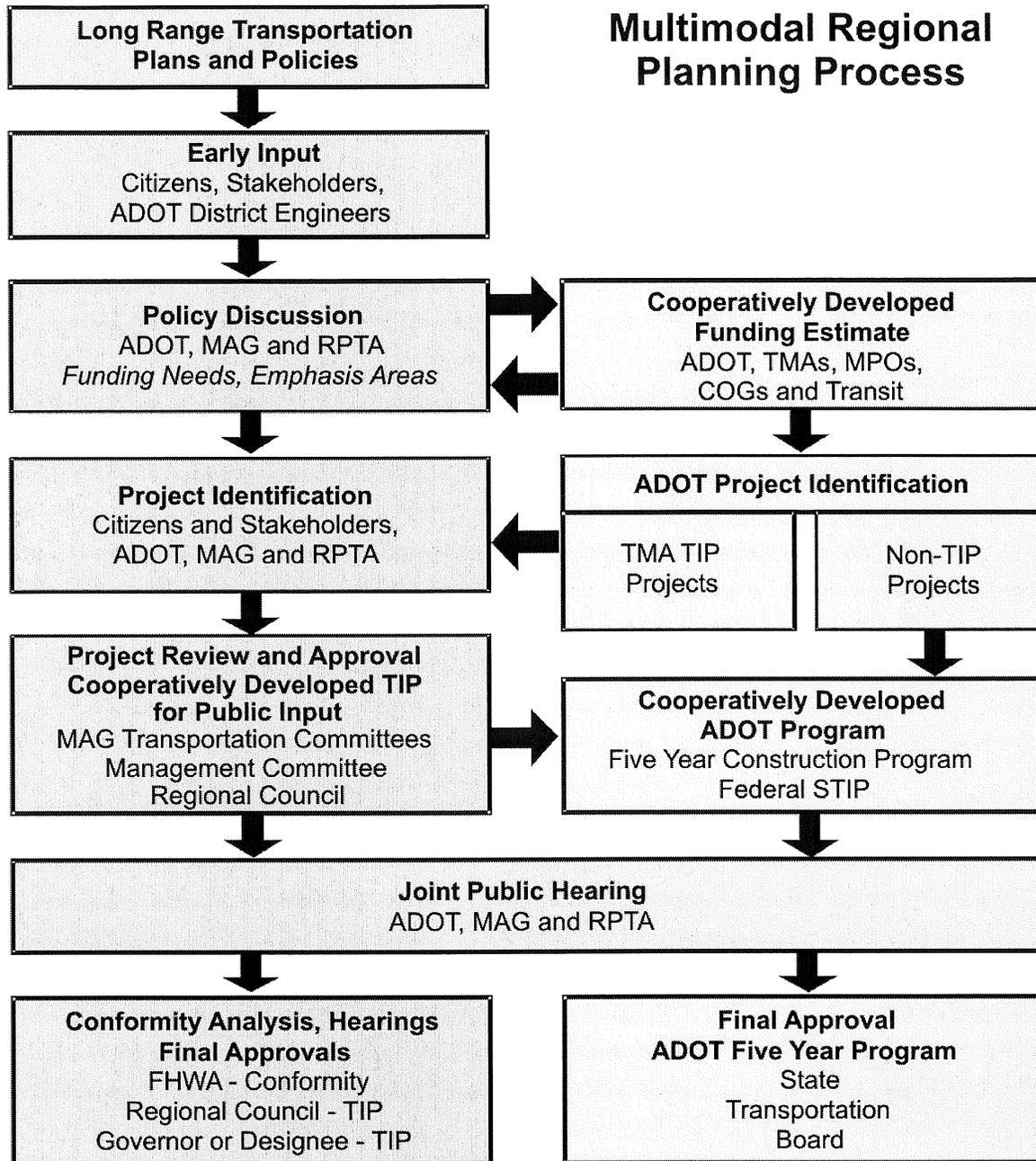


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * ADOT: Arizona Department of Transportation
- * COG: Council of Governments
- * FHWA: Federal Highway Administration
- * MAG: Maricopa Association of Governments
- * MPO: Metropolitan Planning Organization
- * RPTA: Regional Public Transportation Authority
- * STIP: State Transportation Improvement Program
- * TIP: Transportation Improvement Program
- *TMA: Transportation Management Area

Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves

- ◆ One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions, including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

MAG typically publicizes input opportunities via targeted mailings, public notice, public advertisements and/or via the MAG website. All committee meetings are posted and noticed on the MAG website.

CONTINUOUS INVOLVEMENT

As part of the continuous involvement process, MAG staff will participate in a number of events after the completion of the FY 2016 Early Phase input opportunity. Activities will include:

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations.

- ◆ Ongoing consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Partnerships in joint special events with ADOT, Valley Metro, and METRO, where possible.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

Additional outreach activities included updating the MAG website at www.azmag.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to jstephens@azmag.gov. In addition, MAG distributes a quarterly newsletter, *MAGAZine*, which includes information about MAG activities and programs, providing Valley residents with a better understanding of MAG's roles and responsibilities in the region.

MAG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information on rights afforded under Title VI, relevant activities at MAG, or if you feel these rights have been violated, please visit the MAG website, email jstephens@azmag.gov or call Jason Stephens at (602) 452-5004.

**II. APPENDIX A.
CORRESPONDENCE RECEIVED DURING THE
EARLY PHASE INPUT OPPORTUNITY**

Jason Stephens

From: Bill H <bah5491@gmail.com>
Sent: Friday, August 14, 2015 1:57 PM
To: Jason Stephens
Subject: Transportation Ideas

Hi Jason,

We received a yellow postcard recently asking for transportation ideas for MAG. My only thoughts on transportation involves traveling between Phoenix and Tucson. I would urge MAG to pressure ADOT to complete I-10 to 3 lanes in each direction as soon as possible. I've seen many close calls switching from 3 lanes to 2 lanes which happens 3 times. I dread driving that road. For me, it's a white knuckle trip.

Also, from time to time I read articles in the AZ Republic about ADOT wanting to build a passenger rail line between Phoenix and Tucson. I would urge MAG to take a position that this is NOT a good idea. The billions this would cost could be better spent in other areas. Plus consider the logistics of getting off at a station in either city, then what? Tucson is as spread out as Phoenix. If the people at ADOT want to play with trains, they should join a backyard railroad club.

Bill Hazard

Phoenix

Jason Stephens

From: Ali Avey <ali.avey50@gmail.com>
Sent: Thursday, August 13, 2015 10:51 AM
To: Jason Stephens; kerry.wilcoxon@phoenix.gov
Subject: MAG Solicitation for Transportation Ideas! Central and Camelback Roads

Hello Jason,

The need has been increasing over the years since Light Rail has been in place for some attention to the paths commuters are taking to access the Metro on a daily basis, both for work, school and play. With more riders, as planned, more pedestrian traffic has been generated through our inner city neighborhoods "between the 7's". These newly identified pedestrian paths should be identified and protected just as the Bike Lanes have been identified to protect the riders.

I'm the Chairman of the St. Francis District Neighborhood Association. We are a pocket neighborhood between Camelback Road and the Grand Canal (to our south) and Central and 7th Street to our east. We are the ONLY path to the Metro for one solid block being that we have businesses and hard landscape that block both car and pedestrian pathways from accessing all three of the Rail Stations from Indian School Road to Camelback. ALL of the east of Central riders of Light Rail MUST travel, bike or walk through the St. Francis neighborhood. The UNIQUE condition necessitates a unique response.

St. Francis neighborhood has only 5% of it's homes served by concrete sidewalks. Our homes were constructed from the early 30's through the mid-50's. But we now serve a huge and growing populace from both the schools we serve (Brophy, St. Francis Elementary and Xavier) and the pedestrian rail passengers along with a growing residential population walking their pets daily. ALL OF THESE ADDED WALKERS MUST USE THE ACTUAL BLACKTOP STREET TO COMMUTE!!!!!!

My suggestion on how to better serve "Walkable Phoenix" is to identify the walks.....to use a system similar to that already identified and used for bike traffic.....**painted lines on the blacktop with a symbol!** Walkers and bikers can both then feel a better sense of comfort that they have a safer place to bike and walk than being in the immediate roadway of cars!! AND, the added benefit to the homeowners and families in the area is that the narrowed streets have a tendency to slow down the cut-through traffic (another unique feature that we struggle with) so that we again become safer for not only the pedestrians but also for the children playing in front yards or riding bikes!!!

PLEASE help us to better enjoy our neighborhoods "between the 7's" and to help the commuters and bike riders in the city by creating a program where a neighborhood can solicit the city for help in steering their walkers and bikers into protected lanes that better serve "Walkable Phoenix" as we move to more dense inner-City living!

Thank you so much. I hope to hear back from you soon!

Allene Avey
Chairman
St. Francis District Neighborhood Assoc.

Jason Stephens

From: Nancy Marshall <nanmar4009@gmail.com>
Sent: Thursday, August 20, 2015 10:31 AM
To: Jason Stephens
Subject: transportation ideas

Hello, Jason:

I received the MAG card requesting ideas. Perfect timing. Yes, I have two ideas.

#1. Get all the cities on the same page about when the left turn signal is. Scottsdale = at the end; Phoenix = at the beginning. This is silly and has been for decades. Get the data on which approach has fewer accidents (I live in Phoenix and I bet the better choice is Scottsdale), and get the cities to get this done.

#2. Increase bike lanes and make them safe. I was just in Buenos Aires, where bike lanes in a similarly big flat city have very well-marked and very safe two-way bike lanes, with a barrier between the bike lane and the cars so cars have a tough time running into bikes. Our system has been way under developed for decades. I've been in Phoenix for almost 40 years awaiting some real improvement in this area.

I will forward you two photos of the bike lanes in BA separately. There is a green space for bikes (and people) to cross the streets, and on the street the lanes are safe and well marked. I used them. And they are extensive. None of these partial lanes that dead-end into major traffic.

I hope this helps.

Sincerely,

Nancy Marshall

Jason Stephens

From: Tim Flood <tjflood@att.net>
Sent: Sunday, August 30, 2015 4:15 PM
To: Jason Stephens
Subject: 2017-21 MAG TIP

Dear MAG,

This comment is concerning the call for projects to be included in the Draft Transportation Improvement Program.

I would like to see more dedicated bicycle paths (not bicycle lanes). It is important for the safety of bicycle riders that there be a separation of the bicycle traffic from motorized vehicular traffic. Without have dedicated bicycle paths I do not believe the Plan will attract a sufficient number of bicyclists to meaningfully impact the currently miniscule percent of persons who use bicycle as a means of commuting to work or to other places. If I recall from the US Census community profiles, the current bicycle usage in the Phx-Mesa metro area is under 2.5%.

Thank you.

Tim Flood
503 E. Medlock Dr
Phoenix, AZ 85012
602-265-4325 H
TJFlood@att.net

Jason Stephens

From: James Roche <jkroche@asu.edu>
Sent: Tuesday, August 25, 2015 8:22 AM
To: Jason Stephens
Subject: Transportation ideas

Jason,

I am a ASU student who rides the light rail. One thing that would be an improvement for that system is to use ticketless payments like i-phones that show your ticket like they do on Amtrak or the airlines.

It would save printing costs and could not be lost. The scanners should be able to scan a barcode from a phone screen.

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James K Roche, R.G.
Graduate Student
Herbreger Design School, ASU