

February 16, 2016

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, February 24, 2016  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

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

Please park in the garage underneath the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation. Assisted listening devices are available from MAG staff at the meeting. If you have any questions, please call the MAG Office.

c: MAG Management Committee

**MAG REGIONAL COUNCIL  
TENTATIVE AGENDA  
February 24, 2016**

**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 January 27, 2016, Meeting Minutes

5A. Review and approval of the January 27, 2016, meeting minutes.

### TRANSPORTATION ITEMS

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

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at the January 27, 2016, Regional Council meeting. Since then, additional project changes and additions are needed. Project listing changes and additions included are not contingent on a new finding of conformity. The member agency requested project additions and changes include general highway and transit project changes. Funding types include Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP); FY 2015 TIGER award announcement; and locally funded project changes (See Table A). MAG is developing a new FY 2017-2021 Transportation Improvement Program (TIP). The MAG Regional Transportation Plan (RTP) allocates MAG Federal CMAQ and Transportation Alternatives (TAP-MAG) Infrastructure Program funds for certain program areas. A Call for Projects was held and an evaluation of projects submitted for Bicycle and Pedestrian projects has been completed. Those new projects and project work phases that fall within the current FY 2014-2018 TIP window and that are proposed for CMAQ and TAP funding are included in Table B. The Federal Highway Administration (FHWA) sub-allocated funding includes the CMAQ, HSIP, Surface Transportation Program (STP-MAG), and TAP. An evaluation of FHWA funding determined that the MAG region has federal funding that is available for the Closeout programming priorities as described in the Federal Fund Programming Guidelines and Procedures that were approved by Regional Council in June 2015. A request for closeout projects was conducted and evaluated, and the results are included in Table C. If approved, items in Table C will supersede duplicate listings in Table B. The project changes were

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

recommended by the MAG Management Committee on February 10, 2016. Since the Management Committee recommendation, clerical corrections have been incorporated and are annotated on the attached material. This item is on the February 17, 2016, Transportation Policy Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

\*5C. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notifications from July 1, 2015 to December 31, 2015. Eleven of the 107 notices received have an impact to the state highway system. The Red Letter list was included in the January 28, 2016, MAG Transportation Review Committee agenda and the February 10, 2016, MAG Management Committee agenda. Please refer to the enclosed material.

\*5D. Sun Corridor Metropolitan Planning Organization Loan Request

Sun Corridor Metropolitan Planning Organization (SCMPO) has requested that MAG enter into a loan agreement to assist them with \$622,325 in Federal Fiscal Year (FFY) 2016 Federal Highway Administration Surface Transportation Program (STP) funds that they cannot utilize this year due to project delays, and SCMPO is requesting MAG repayment of the funds in FY 2017. The proposed loan would have no negative impacts to the MAG region and requires a minimal amount of accounting time to track. The FFY 2016 loan request from SCMPO with the MAG region for STP funding will adhere to repayment terms as prescribed in the Arizona Department of Transportation loan program. The main benefit to the region includes early advance federal funding

5C. Information.

5D. Approval to enter into a loan agreement with the Sun Corridor Metropolitan Planning Organization in the amount of \$633,480 in Federal Fiscal Year (FFY) 2016 STP funds to be utilized in MAG FHWA funded FFY 2016 Closeout process, and for repayment by MAG to SCMPO in FFY 2017.

for projects that are currently underway or that can begin design, and can meet federal and state rules and policies. The loan agreement between SCMPO and MAG was recommended by the MAG Management Committee on February 10, 2016. Since the Management Committee met, SCMPO has requested an increase in the loan by \$11,155 for a total loan of \$633,480. The increase is due to the announced actual obligation authority rate, which increased under the new surface transportation legislation, Fixing America's Surface Transportation Act (FAST Act). Please refer to the enclosed material.

**ENVIRONMENTAL ITEMS**

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

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

\*5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including projects for Glendale, Maricopa County and Phoenix, and new CMAQ-funded Bicycle and Pedestrian projects for FY 2018. The amendment includes projects that may be

5E. Information and discussion.

5F. Consultation.

categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

**GENERAL ITEMS**

\*5G. Social Services Block Grant Allocation Recommendations

Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services and Community Initiatives Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG assist the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Each year, the MAG Human Services and Community Initiatives Committee conducts a service ranking exercise to help determine a prioritized listing of services to assist people in these four target groups. The service ranking exercise was conducted in December 2015 and the draft funding recommendations were released for public comment in January 2016. The draft allocations were recommended for approval by the MAG Human Services Technical Committee on January 14, 2016, the MAG Human Services and Community Initiatives Committee on January 21, 2016, and the MAG Management Committee on February 10, 2016. Please refer to the enclosed material.

5G. Approval to forward the Social Services Block Grant (SSBG) allocation recommendations for FY 2017 to the Arizona Department of Economic Security.

**ITEMS PROPOSED TO BE HEARD**

6. Approval of MAG Regional Misdemeanor Domestic Violence Protocol Model

The MAG Regional Misdemeanor Domestic Violence Protocol Model was developed to improve the way domestic violence offenders are arrested across the region. Each year the protocol is updated through a collaborative process. The revisions to the MAG Regional Misdemeanor

6. Approval of the MAG Regional Misdemeanor Domestic Violence Protocol Model.

Domestic Violence Protocol Model were recommended for approval by the MAG Regional Domestic Violence Council on February 4, 2016, and the MAG Management Committee on February 10, 2016. Please refer to the enclosed material.

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

MAG is developing a new Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives (TAP-MAG) Infrastructure Program funds to specific modes and in some cases, identifies specific projects for the funds. A Call for Projects was announced in August 2015 and the results from the evaluation process are included for the Bicycle and Pedestrian projects that are proposed to be funded with CMAQ and TAP-MAG funds. The MAG Bicycle and Pedestrian Committee, the MAG Transportation Review Committee and the MAG Management Committee have made recommendations of programming by year. Please refer to the enclosed material.

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

A summary of the Federal Highway Administration sub-allocated funding that includes Congestion Mitigation and Air Quality Improvement (CMAQ), Highway Safety Improvement Program (HSIP-MAG), Surface Transportation Program (STP-MAG), and Transportation Alternatives Program (TAP-MAG) programs has been completed. It is determined

7. Approval of the priority list of Congestion Mitigation and Air Quality Improvement Program and Transportation Alternative Program funded Bicycle and Pedestrian projects to be added to the FY 2014-2018 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate, and to add the lists of FY 2018, 2019, and 2020 projects to the Draft FY 2017-2021 MAG Transportation Improvement Program.

8. Approval to proceed with Option Two and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation.

that the MAG region is estimated to have federal funding that is available for the Closeout programming priorities as described in the Federal Fund Programming Guidelines and Procedures that were approved by Regional Council in June 2015. Two options were developed for consideration to address available funding (Closeout). Option Two was recommended for approval by the MAG Transportation Review Committee on January 28, 2016, and the MAG Management Committee on February 10, 2016. Please refer to the enclosed material.

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

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2017 Work Program. The updated draft budget timeline, the invitation for the Budget Webinar presentation on February 18, 2016, at 1:00 p.m. in the MAG Cottonwood Room, and estimated dues and assessments are included with the budget documents. 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.

9. Information and discussion.

10. Information, discussion and possible action.

11. Information.

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

12. Information.



Councilmember Michael Farrar, Mayor Rebecca Jimenez, Mayor Linda Kavanagh, Mayor Michael LeVault, Mayor Christian Price, and Mayor Jay Tibshraeny joined the meeting by teleconference.

Chair Lane noted that for agenda item #11, Legislative Update, a summary of legislation of interest to the MAG region was at each place.

3. Call to the Audience

Chair Lane recognized public comment from Ms. Dianne Barker, who thanked MAG for the transit pass. She thought she might pass it along to one of the mayors to use. Ms. Barker stated that multimodal feels good and she has been told she inspires people to get off the couch. She stated that she has been attending meetings at Valley Metro, the City of Phoenix, and at the Legislature. Ms. Barker stated that she feels the purpose of transportation is mobility, but the Phoenix Charter says it is for the common good. She said that transit cuts down on congestion and pollution and is the economic driver. Ms. Barker requested the Regional Council consider the Spine. She noted the traffic backups on I-10. Chair Lane thanked Ms. Barker.

Chair Lane recognized public comment from Mr. John Rusinek, who stated that he did not wish to address the Regional Council, but he wanted to express his agreement with Ms. Barker's comments. Chair Lane thanked Mr. Rusinek.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that work continues on the Tourism and Shopping Initiative (formerly the Border Crossing Card). He reported that a Resolution of Support for expanding the shopping and visitor zone to Mexican nationals was approved by the MAG Regional Council, six other regional planning organizations in Arizona, and the Intertribal Council of Arizona. Mr. Smith stated that the *Financial Times*, an international daily newspaper with 2.2 million daily subscribers and 4.5 million internet subscribers, published a story about the Initiative. He added that the story was selected as an Editor's Choice story.

Mr. Smith stated that the Tourism and Shopping Initiative was featured on the PBS show *Horizonte* with Garrick Taylor from the Arizona Chamber of Commerce. Mr. Smith said that they have spoken with the field command in Tucson. He said that expanding the zone is important and will save time because it could eliminate having to complete I-94 forms for many visitors, which can be time consuming. Mr. Smith stated that the next step is to propose a rule change by Homeland Security.

Mr. Smith noted that tourism is Arizona's number one economic sector and accounts for 171,500 jobs statewide and 94,300 jobs in Maricopa County. He said that the University of Arizona evaluated the project over five years and found an expanded shopping zone could represent a \$181 million impact statewide.

Mr. Smith stated that a meeting of the Joint Planning Advisory Council called "The Sun Corridor - A Connected Economy" was attended by 127 people on January 8, 2016, at the Tucson Convention Center. Mr. Smith stated that speakers included Arizona State Legislators Senator Steve Farley and Senator Bob Worsley. He noted that representatives from the Utah Chamber of Commerce, the Salt Lake regional

planning organization and Utah Department of Transportation presented their unified plan, which began as a corridor plan. Mr. Smith stated that Arizona Department of Transportation is looking at a statewide unified plan and a meeting of Sun Corridor staff is scheduled for next week.

Mr. Smith stated that Arizona Canada Week will take place February 6-14, 2016. He noted that MAG elected officials will be receiving invitations to some of the scheduled events.

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

Chair Lane thanked Mr. Smith for his report.

5. Approval of Consent Agenda

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

Chair Lane asked if members had questions or requests for a presentation on any of the Consent Agenda items. Chair Lane moved agenda item #5L from the Consent Agenda to be heard.

Chair Lane recognized public comment from Ms. Dianne Barker, who commented on agenda items #5A and #5D. She stated that no public comment was made at the last meeting, however, she wanted to say that citizens are watching and reading the minutes and care what the mayors are doing. Ms. Barker said that it is not all about making money. She stated that she cares about the more vulnerable of our population: children and elderly, and the health effects of projects. She remarked that she read the section of the minutes about exceptional events and Mayor Kavanagh's comments about ozone. Ms. Barker stated that it happens mostly in summer and from vehicles. She stated that EPA has labeled us second in the nation for carbon monoxide. Ms. Barker stated that the Presidential Administration is looking to expedite plans to cut this pollution. She said that her sister and mother had asthma, and she was also a school bus driver, so she is very aware of pollution. Ms. Barker stated that particulates from light rail and buses are exempt from pollution. She had a statement from the City of Phoenix regarding preemption of traffic signalization and light rail. Ms. Barker stated that all of the air quality funds going to light rail needs to be looked at in entirety to protect us from pollution. Chair Lane thanked Ms. Barker.

Mayor Georgia Lord moved to approve the Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K. Councilmember Dick Esser seconded, and the motion passed unanimously.

5A. Approval of the December 16, 2015, Meeting Minutes

The MAG Regional Council, by consent, approved the December 16, 2015, meeting minutes.

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

The MAG Regional Council, by consent, accepted the MAG Federally Funded, Locally Sponsored Project Development Status Report. A Project Development Status Report is produced twice each year, and project changes are completed quarterly or as needed. Monitoring of member agency project schedules within the Status Report, and the assurance by each agency that their project(s) will obligate federal funds as noted in the federally approved Transportation Improvement Program (TIP) listing, assist with ensuring that the regional suballocation of federal funds will be utilized and not swept from the region. The Project Status Report also assists with providing needed information in preparation of closing out Federal Highway Administration funding for the current year. The Project Development Status Report was recommended for acceptance on December 17, 2015, by the MAG Transportation Review Committee and on January 6, 2016, by the MAG Management Committee.

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

The MAG Regional Council, by consent, approved a list of six Safe Routes to School projects for FY 2017 in the total amount of \$260,407 of Transportation Alternatives Program funding to be added to the FY 2014-2018 MAG Transportation Improvement Program, the draft FY 2017-2021 Transportation Improvement Program, and the 2035 Regional Transportation Plan as appropriate. Through prior MAG action, a total of \$400,000 in Transportation Alternatives funds is set aside each fiscal year for Safe Routes to School non-infrastructure projects. A call for qualifying projects was issued in August 2015 to program \$508,057 in Fiscal Year (FY) 2017 (includes \$108,057 moved to FY 2017 from earlier cycles). Six Safe Routes to School project applications were received requesting a total of \$260,407 in FY 2017. On November 17, 2015, the MAG Transportation Safety Committee reviewed and recommended approval of a list of Transportation Alternatives/Safe Routes to School projects. Since this recommendation will not result in the programming of all available funds, remaining Transportation Alternatives/Safe Routes to School non-infrastructure funds will be transferred to the Transportation Alternatives Program to be used to program infrastructure projects for FY 2018-2020. The six projects to receive funding were recommended for approval on December 17, 2015, by the MAG Transportation Review Committee and on January 6, 2016, by the MAG Management Committee.

5D. Request for Connection to the Regional Community Network

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

approval. The Regional Community Network Roles and Responsibilities document was recommended for approval on December 17, 2015, by the MAG Transportation Review Committee and on January 6, 2016, by the MAG Management Committee.

5E. Arterial Life Cycle Program Status Report: April 2015 - November 2015

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between April 2015 and November 2015. This is the program's twenty-second status report and the first published in Fiscal Year 2016. This item was on the agenda for information and discussion.

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

The MAG Regional Council, by consent, approved the list of FY 2016 Traffic Signal Optimization Program projects. On October 7, 2015, MAG announced a call for new projects for the FY 2016 Traffic Signal Optimization Program (TSOP). The budget available for new TSOP projects is \$300,000. A total of six project applications was received. On December 2, 2015, the MAG Intelligent Transportation Systems (ITS) Committee reviewed all applications and recommended all six of the proposed projects and two additional projects that would involve performing before-and-after evaluations and a workshop to provide training on traffic signal timing software. These projects would help improve traffic signal coordination along a number of major arterial corridors in addition to freeway-arterial coordination in the Interstate 10 corridor. The total estimated cost for all eight projects is estimated to be \$304,000. An additional \$10,000 is available in TSOP funds carried over from FY 2015. All projects will be carried out using MAG on-call consultants. The list of FY 2016 Traffic Signal Optimization Program projects were recommended for approval on December 17, 2015, the MAG Transportation Review Committee and on January 6, 2016, by the MAG Management Committee.

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

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

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

The MAG Regional Council, by consent, approved the list of FY 2018 Congestion Mitigation and Air Quality Improvement Program funded Paving Unpaved Road projects to be added to the FY 2014-2018 MAG Transportation Improvement, and to add the lists of FY 2018, 2019, and 2020 Paving Unpaved Road projects to the Draft FY 2017-2021 MAG Transportation Improvement Program, and 2035

Regional Transportation Plan as appropriate. MAG is developing a new Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). A call for projects was announced in August 2015 and the results from the evaluation and prioritization process for the Paving of Unpaved Road projects funded with the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds have been generated. The lists of FY 2018, FY 2019, and FY 2020 CMAQ funded Paving Unpaved Road projects were recommended for approval on November 10, 2015, by the MAG Street Committee, on December 17, 2015, by the MAG Transportation Review Committee, and on January 6, 2016, by the MAG Management Committee.

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

The MAG Regional Council, by consent, approved the list of FY 2018 Congestion Mitigation and Air Quality Improvement Program funded Intelligent Transportation Systems projects to be added to the FY 2014-2018 MAG Transportation Improvement Program, and to add the lists of FY 2018 and 2019 Congestion Mitigation and Air Quality Improvement Program funded projects to the Draft FY 2017-2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate. MAG is developing a new Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). A call for projects was announced in August 2015 and the results from the evaluation process are included for the Intelligent Transportation Systems (ITS) projects that are funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. The lists of FY 2018 and FY 2019 CMAQ funded ITS projects were recommended for approval on December 2, 2015, by the ITS Committee, on December 17, 2015, by the MAG Transportation Review Committee, and on January 6, 2016, by the MAG Management Committee.

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

The MAG Regional Council, by consent, approved awarding full requested Surface Transportation Program funding to the Gilbert Road project and partial requested Surface Transportation Program funding to the Southern Avenue project in the FY 2014-2018 MAG Transportation Improvement Program, draft FY 2017-FY 2021 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate. Inclusion of the Southern Avenue project is contingent on a new finding of air quality conformity, anticipated in June 2016. MAG is developing a new Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). On August 10, 2015, MAG released a call for projects for the Pinal County Surface Transportation Program. An estimated \$1.620 million is available for FY 2018 and FY 2020. Three project applications were received by the September 21, 2015, due date. On October 13, 2015, the MAG Street Committee reviewed the applications and deemed one ineligible for funding under the program and had questions concerning the data in the two remaining project applications. The Street Committee requested that the agencies provide additional information at the next meeting. On November 10, 2015, the Street Committee reviewed the updated applications. The two remaining project applications received an identical project score based on the committee's technical review, program measures, and evaluative weights. At the meeting, the Gila River Indian Community indicated that it would not be able to proceed with its Gilbert Road project with partial

funding. The City of Apache Junction subsequently indicated that it would be able to go forward with its Southern Avenue project with partial funding. Awarding full requested funding to the Gilbert Road project and partial requested funding to the Southern Avenue project were recommended for approval on December 17, 2015, by the MAG Transportation Review Committee and on January 6, 2016, by the MAG Management Committee.

5K. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including miscellaneous highway projects, transit projects, as well as Transportation Alternatives Program/Safe Routes To School, Paving Unpaved Road, Intelligent Transportation System, and Pinal County Surface Transportation Program projects for fiscal years 2017 and 2018. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5L. Ratification of the Annual Performance Review and Compensation Benefits of the MAG Executive Director

This item was removed from the Consent Agenda.

Chair Lane called forward Ms. Fredda Bisman, MAG General Counsel, who stated that at the January Executive Committee meeting, the Committee conducted its annual review of the MAG Executive Director and took action as noted in the agenda material. Ms. Bisman stated that in light of recent publicity at Valley Metro, the Executive Committee made its action contingent on a review of the Executive Director's contract by the Office of the General Counsel. She noted that this review is being conducted and they will report back to the Executive Committee in February.

Chair Lane stated that he wanted to make sure the Regional Council knew the Executive Committee was undertaking additional action in light of current considerations at Valley Metro. He stated that this was not a negative reflection on anything they have seen or heard, just a proactive action. Chair Lane stated that the Executive Committee would be reviewing the contract to ensure it is up-to-date and consistent.

No questions from the Council were noted.

Mayor Cathy Carlat moved to ratify the action of the Executive Committee regarding compensation/benefits of the MAG Executive Director. Vice Mayor Robin Barker seconded, and the motion passed unanimously.

6. Status Update on the June 30, 2015 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2015

Ms. Becky Kimbrough, MAG staff, stated that CliftonLarsonAllen LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2015. She noted that a copy of the CAFR was included in the agenda packet. Ms. Kimbrough introduced Mr. Dennis O'Such, Principal of the accounting firm of CliftonLarsonAllen LLP.

Mr. O'Such stated that his firm conducted both the Single Audit Report of major federal programs and financial statement. For the Financial Statement Audit, his firm issued an unmodified opinion that it was in accordance with generally accepted accounting principles.

Mr. O'Such stated that for the Single Audit Report they issue two reports. The first report is the Government Auditing Standards Report, in which they do not issue an opinion, but do report on internal controls related to the financial statements. Mr. O'Such indicated they found no significant deficiencies nor material weaknesses. He said that the second report is the OMB Compliance Supplement and they provide an opinion on compliance with major federal programs and issue an unmodified or clean opinion and report on internal controls as they relate to major federal programs. Mr. O'Such indicated they found no significant deficiencies nor material weaknesses.

Mr. O'Such stated that the Fiscal Year 2014 finding related to documenting some DUNS numbers for subrecipients has been fully corrected. He pointed out one major item in the financial statement is a restatement of net position in the government-wide statements, which was not related to an error, but to new pension standards of GASB 68 and 71. Mr. O'Such explained that this requires all governments to report their unfunded pension liability for the Arizona State Retirement System (ASRS). He noted that previously, this was not required to be reported, just the required annual contributions and whether the government was making the contributions. Mr. O'Such stated that this is a \$13 million liability that is booked to the government wide financial statements on the full accrual basis of accounting and account for long-term assets and liabilities. As a result, a negative net position of \$8 million on the full accrual basis is being reported for MAG. Mr. O'Such explained that this means future liability for the unfunded pension portion but MAG still makes annual contributions based on ASRS contribution rates. He added that MAG's situation is not unusual, and a number of agencies are reporting a negative net position due to pension liability restatement.

Chair Lane remarked on oversight of agencies and noted concerns for the processes at the City of Kingman and Valley Metro. He stated that his question is who is ultimately responsible to review external controls. He noted that the auditor does not control an agency's process, however, might notice irregularities and that the auditor's opinion did not include expressing an opinion on items that were not material and that no opinion of assurance could be given.

Mr. O'Such stated that his firm did not conduct the audits at the City of Kingman and Valley Metro, and their purpose is to give an opinion. He explained their audit method and said that some of the elements have significance to taxpayers, for example, credit card disbursements have the potential for issues and have significance to the public.

Chair Lane stated that in view of the potential for problems, had someone come in and verified the level of internal controls by contracting for an independent audit that the potential lack of controls, though immaterial, would have been reviewed.

Mr. Smith stated that Mayor Jackie Meck is the MAG Treasurer and met with MAG Fiscal Services staff when he took office to learn about the department's functions.

Mayor Meck stated that he and his staff member, who is a former banker, met with MAG Fiscal Services staff. He expressed that he and his staff member were amazed at the competency, the reviews, the checks and balances that resulted in immaculate books. Mayor Meck stated that he was impressed with the amount of work processed by the department.

Chair Lane thanked Mayor Meck for performance of his duties as Treasurer.

Mayor Tom Schoaf wondered if in the budget process unfunded liability, especially with the way MAG is funded, is taken into account. He asked if a plan was in place.

Ms. Kimbrough noted that the unfunded liability is in the future and MAG has no control over it. Ms. Kimbrough stated that the contribution rate is set by the ASRS and approved by GASB, and that the assets and liabilities of the pension system belong to ASRS. It could mean an increase in the contribution rate in the future. Ms. Kimbrough stated that MAG could not fund the unfunded liability because it is a shared plan and ASRS handles this element.

Mr. Smith asked if this situation is common in other states.

Mr. O'Such stated that ASRS liabilities and assets are allocated to participating members. If MAG were to write a check to reduce its unfunded liability with a cost sharing plan, the amount would be applied and reduce the liability to all members. Mr. O'Such added that this differs from the public safety pension system. He stated that you could budget funding the balance, but that would not reduce the liability. Mr. O'Such stated that the liability would always be there, but you could be funding the balance.

Mayor Schoaf asked if this could be covered by federal funds or sales tax revenue. Mayor Schoaf added that he thought that we can include the amount to billing rates for the current year.

Mr. O'Such said that the current year overhead includes only the current year contributions.

Mayor Jackie Meck moved acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2015. Councilmember Dick Esser seconded, and the motion passed unanimously.

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

Ms. Teri Kennedy, MAG staff, provided a report on requested transportation project changes to the FY 2014-2018 MAG Transportation Improvement Program by member agencies. Ms. Kennedy reviewed the changes shown on Table C, which include ADOT projects (pavement preservation projects, spot safety improvement projects, railroad crossing improvement projects and the final Grant Anticipation Notes payment); agency project changes related to the MAG Federally Funded, Locally Sponsored Project Development Status Report and general project changes; general transit project changes, FTA Grant bus procurement project changes, and advance purchase of eight rail vehicles to take place in one year (which saves approximately \$1.5 million per vehicle ).

Ms. Kennedy addressed the requested project changes in Table D that resulted from the calls for projects in August 2015. Projects were programmed for the Safe Routes to School Program eligible activities projects, Congestion Mitigation and Air Quality Improvement Program paving projects, Congestion Mitigation and Air Quality Improvement Program intelligent transportation system projects, and Pinal County Surface Transportation Program projects.

Transportation Board Member Jack Sellers moved approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan. Vice Mayor Robin Barker seconded, and the motion passed unanimously.

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

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

Mr. Joshua stated that the program began in October 2014 and it was fully operational in January 2015. He noted that the incident clearance data were gathered using the DPS electronic reporting system, TraCS, and evaluated over the January-September period in 2014 (before the pilot started) versus the same period in 2015. Mr. Joshua introduced Sgt. John Paul Cartier from DPS, one of the troopers at the TOC.

Sgt. Cartier expressed his appreciation to MAG members and to partners, ADOT and Federal Highway Administration. Sgt. Cartier displayed the comparisons for freeway crashes without injuries, crashes with injuries, and fatal crashes. He said that the evaluation has shown that, despite a nearly 23 percent increase in the number of crashes (11,243 in 2014 versus 13,862 in 2015), the average time taken to clear a crash site on freeways was reduced by 54 minutes, helping traffic move more quickly, preventing secondary collisions, and potentially saving lives.

Sgt. Cartier introduced DPS troopers Rob Brown and Dan Williams, who work with him at the TOC on this program. He noted that this project has national implications and they could find no where else that this type of a program was in operation in the country.

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

Mr. Joshua stated that MAG and ADOT are jointly funding the project at nearly \$450,000 for the first year, and approximately \$425,000 per year for years two and three. He noted that the cost/benefit ratio for year one is 368:1.

Chair Lane thanked Mr. Joshua, Sgt. Cartier, and Troopers Brown and Williams. He asked members if they had questions.

Mayor John Lewis recalled the concerns and discussions expressed by the Regional Council members the day this program was approved. He remarked that the results of the evaluation are extremely positive and he was pleased to see the results.

Mayor Cathy Carlat expressed appreciation for the program. She remarked on what an incredible accomplishment this was -- to set a goal and exceed it. Mayor Carlat remarked how many positive reports she had seen on this project and she thought it is a big deal.

State Transportation Board Member Jack Sellers stated that the Board visited the TOC. He said that they were very impressed with the TOC and this is a great addition to its operations.

Vice Chair Greg Stanton remarked that this was an excellent investment that achieved beneficial results. He asked the reason the accident numbers increased.

Sgt. Cartier replied that traffic volumes on the region's highways have increased. In addition, there are more distracted drivers.

Vice Chair Stanton stated that he was proud that local resources helped support this program. This program's reductions and improvements to the local economy could be presented to the Legislature. Vice Chair Stanton asked if there was anything else needed to better support DPS with this effort.

Sgt. Cartier replied continuous investment, which could allow expansion. He also commended ADOT's technology and MAG's fiber have been very helpful to them.

Mr. Smith remarked that ADOT has recently gone through done an organizational change to better address operations. He said that ADOT/DPS working with MAG and FHWA amounted to a culture change. Mr. Smith added that investing in improvements to traffic operations can have a better return than investment in pavement. He stated that this is one of the best investments MAG has made.

Chair Lane expressed his appreciation and remarked that this project has exceeded expectations. He said that better management and use of assets is a big plus in additional safety for the public and officers and reduction in secondary crashes.

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

Mr. Bob Hazlett, MAG staff, provided a report on the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS). Mr. Hazlett stated that MAG decided to conduct the study because a few years ago, ADOT was ready to turn over US-60/Grand Avenue to local control of the agencies the corridor passed through. He stated that the leadership along US-60/Grand Avenue said the corridor is a regional facility and not a local road.

Mr. Hazlett stated that the Charter Partners, elected officials from the member agencies along Grand Avenue, developed a vision statement and guiding principles of the COMPASS study. He indicated that four alternatives were identified during the study: continue with planning improvements contained in the Regional Transportation Plan; reconsider the US-60/Grand Avenue Expressway option; plan for commuter rail with operational improvements; identify other high capacity transit options with US-60 enhancements.

Mr. Hazlett stated that an alternatives screening process was conducted and he pointed out where criteria of travel demand, safety and accessibility, economic opportunity, investment needs, and corridor vision were met and not met by the different alternatives. He noted that neither the Expressway Option nor the Other High Capacity Transit Option the criteria as alternatives for the corridor. Mr. Hazlett stated that the study recommended establishing a corridor access management system; continuing with improvements in the Regional Transportation Plan; addressing remaining bottlenecks and congestion points; and planning for commuter rail with operational improvements.

Mr. Hazlett noted that the 51-page COMPASS recommendations document is posted on the MAG website. He stated that the corridor could be optimized by maintaining private property access, adding ten overcrossings of the BNSF railroad, cleaning up existing geometries of intersections, and reducing the need for traffic signals at some locations. Mr. Hazlett displayed an aerial photograph of the 35th Avenue/Indian School Road/Grand Avenue intersection and noted some of the corridor driveways are recommended for closure to improve operations.

Mr. Hazlett stated that the recommendations are only concepts at this point, and design and environmental clearances are the next steps with required local, state and federal agency approvals. Mr. Hazlett stated that 230 access points could be consolidated from the 429 driveways along the corridor over time, leaving a remainder of 197 driveways. Mr. Hazlett noted that they are currently working with the Town of Youngtown on a couple of access points.

Mr. Hazlett stated that cities along the corridor could form a zoning overlay district to allow them to enforce access management along the corridor. He noted that at the Transportation Policy Committee meeting, Mayor Sharon Wolcott and Mayor Greg Stanton recommended that annual COMPASS progress updates be provided.

Chair Lane thanked Mr. Hazlett for his report.

Mr. Dennis Smith stated that action is not being requested for this item, however, it does have teeth. He said that a list of those that reduced access or increased access will be sent to all member agencies annually. Mr. Smith remarked that they hope this will assist cities in their work with developers.

Mayor Sharon Wolcott expressed her appreciation to Mr. Hazlett and MAG for this project. She remarked that it is important to her city. Mayor Wolcott stated that Grand Avenue is an important facility; it connects five downtowns and has a unique configuration. She commented that it will require everyone to look at land use, which needs to be done correctly. Mayor Wolcott stated that when she first came to Arizona, she was horrified at the number of access points along Grand Avenue. She indicated it needed to be made more people-friendly. Mayor Wolcott stated that the City of Surprise has been successful locating the Westmec campus on Grand Avenue. She indicated that improvements to Grand Avenue will be beneficial to all member agencies along the way. Mayor Wolcott stated that she looked forward to working with all parties on Grand Avenue.

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

Ms. Kimbrough then reported on the development of the FY 2017 MAG Unified Planning Work Program and Annual Budget. She noted that the draft Dues and Assessments and the proposed budget production timeline were included in the agenda packet. Ms. Kimbrough stated that the development of the Work Program begins in January each year in order to provide opportunities for early input and review.

Ms. Kimbrough explained that the draft MAG Dues and Assessments are calculated using the 2015 average Consumer Price Index-Urban Consumers (CPI-U) estimated at 2.33 percent, which was issued January 20, 2016. She noted that this should be the final number for the Dues and Assessments. Ms. Kimbrough stated that the draft timeline was also included in the agenda packet.

Chair Lane asked members if they had questions. None were noted.

11. Legislative Update

Mr. Nathan Pryor provided an update on legislative items of interest. He stated that the 52nd state legislature second regular session began on January 11, 2016. Mr. Pryor noted the legislative summary was at each place.

Mr. Pryor stated that at Mayor Stanton's request, MAG started tracking HB 2037, which affects First Things First funding. A hearing on this bill was scheduled for that afternoon and they will continue to monitor this legislation.

Mr. Pryor stated that they are following the Joint Technical Education District (JTED) funding issue as the MAG Economic Development Committee has been interested in this issue since the funding reduction was proposed in the last legislative session. Mr. Pryor stated that a breakfast event with a focus on JTEDs, called Opportunity Arizona: Identifying a Qualified Workforce, is scheduled for March 3,

2016. He noted that the breakfast will be at the Sheraton Phoenix Downtown and hosted by the Greater Phoenix Chamber of Commerce.

Mr. Pryor stated that the MAG Building Codes Committee has also requested that a number of bills be tracked that could impact building codes and code enforcement.

Mr. Pryor recalled that in the 2015 legislative session, a bill was enacted that provided approximately \$2.5 million from MAG and approximately \$500,000 from PAG to fund the operations of the Arizona Department of Revenue (ADOR). The funds to pay for the ADOR assessment are from the voter approved half cent sales tax dedicated to transportation improvements. Mr. Pryor stated that last summer, a working group of MAG and PAG elected officials had a number of discussions with the Governor's office to find a solution to this issue. At the August 2015 MAG Regional Council meeting, Mr. René Guillen from the Governor's office presented a potential solution to this issue and to more directly fund the Department of Public Safety.

Mr. Pryor stated that last year, the Rural Transportation Advocacy Council (RTAC) coordinated a letter to the Governor and Legislature requesting a stop of transfers from the Highway Users Revenue Fund (HURF). In January 2015, the MAG Executive Committee supported Mayor LeVault signing the letter on behalf of MAG.

Mr. Pryor stated that MAG received a similar request this year to sign onto a RTAC coordinated letter requesting a stop of the HURF sweeps. However, since MAG has been working with PAG and the Governor's office to find alternatives to fund DPS, limit HURF sweeps, and repeal the ADOR assessment, a joint MAG/PAG letter might be more appropriate. Mr. Pryor stated that a letter has been drafted that has a positive, productive tone that is supportive of funding solutions to these issues. He noted that Tucson Mayor Rothschild has signed the letter on behalf of PAG. Mr. Pryor stated that Mayor Lane could sign the letter on behalf of MAG to reflect the standing position at MAG for similar requests regarding HURF. Mr. Pryor stated that the letter could be sent to the Governor and all members of the Legislature.

Mr. Pryor stated that the Governor's proposed FY 2017 budget does include a HURF transfer and another assessment to MAG and PAG to support ADOR operations. He said that they are hopeful and look to be supportive of finding alternatives to fund DPS, limit HURF sweeps and stop to assessment of MAG and PAG.

Chair Lane thanked Mr. Pryor for his report. He stated that the momentum with Mr. Guillen slowed and remarked that MAG did not agree with the mechanism for funding the Arizona Department of Revenue. Chair Lane noted that discussions need to continue.

Mr. Pryor noted that there still could be an opportunity to work on this issue since it is early in the session.

Vice Chair Stanton suggested an executive session might be an option. He noted there were questions last year on the legality of using Proposition 400 funds to support ADOR. Vice Chair Stanton also noted that the state is now operating in the black so it is beyond the pale to charge us to support ADOR. He stated that this is not acceptable and MAG should invest in legal options.

Mr. Smith stated that a solution to funding DPS is needed. He noted that ADOT Director John Halikowski suggested raising the vehicle registration fee and he indicated that vehicle registration fees are higher in California. Mr. Smith stated that state law allows that \$20 million of the Highway User Revenue Fund can be used toward funding DPS. If the amount from HURF was contained to the \$20 million, it would mean an additional \$500 million over five years would go toward transportation. Mr. Smith noted that adding miles to the highway system has put additional demands on DPS. He stated that he had inquired with Mr. Guillen at the recent JPAC meeting. He added that this year's budget did not include his proposal. Mr. Smith stated that last year, MAG pulled back on the lawsuit.

Vice Chair Stanton asked if the vehicle registration fee increase of Mr. Halikowski was formally proposed last year.

Mr. Smith replied that it was in the Governor's budget proposal, but was removed during the legislative process.

Mayor Kenneth Weise expressed concern that the efforts to work together are gone. He indicated that he thought annual letters were futile. Mayor Weise stated MAG needs to act because this is our money. He remarked that he felt the situation will only worsen and he thought a national downturn could be coming.

Mayor Sharon Wolcott stated that she did not think there was time to waste. She expressed that she liked Mr. Halikowski's proposal, which is a reasonable solution and goes a long way to make us whole. Mayor Wolcott stated that sending letters is ineffective and MAG needs to stand its ground. She added that investing in infrastructure grows a strong state and improves the economy. Mayor Wolcott urged that time not be wasted.

Chair Lane expressed his agreement regarding interaction with the Governor's office.

Supervisor Todd House stated that the County Supervisor's Association shares the same frustration and he noted they have sent the same type of letters. He suggested condensing efforts and partner on this.

Mr. Smith discussed assembling a group of agencies, including the County Supervisor's Association, that could meet with the purpose of presenting a united cause. He noted Mayor Christian Price's comment at the JPAC meeting that fixing DPS funding takes a small bite of the \$20 billion state transportation needs elephant.

Chair Lane asked if there were any objections. None were noted.

Mr. Smith suggested a meeting with the Governor's office.

Mayor Lana Mook commented on funding a very important element, which is public safety.

Vice Chair Stanton stated that public safety is being funded, but by us, not them. He proposed dropping a bill soon because time is passing.

Mr. Smith suggested a meeting with Senator Worsley to potentially run a bill. He noted that Mr. Halikowski proposed legislation that would give Mr. Halikowski the authority to increase the registration fee.

Chair Lane asked if a reason was given why this proposal has not moved forward. Mr. Pryor replied that to his knowledge, no reason had been given.

Mr. Eric Anderson noted that he had met with Mr. Guillen and discussed the proposal. Mr. Anderson said that Mr. Guillen indicated the \$2.5 million for ADOR was part of the Governor's budget, however, he had not had a conversation with the Governor on the budget. Mr. Anderson remarked that he felt nothing was moving forward this year, and from his perspective, potentially there could be a special session on transportation.

Chair Lane said that Mr. Guillen indicated he would forward this to the Legislature. He asked if this had taken place. Mr. Anderson replied not that Mr. Guillen mentioned.

Mayor John Lewis stated that he thought Mr. Guillen was struggling and that some legislators do not support the proposal. Mayor Lewis thought a meeting was a good idea, but recommended a smaller group.

Chair Lane stated that he thought this was an interesting suggestion, but this needs to move quickly.

Mayor Georgia Lord expressed her agreement with Mayor Lewis on being cautious with remarks to the Governor's Office because some of the Governor's statements seemed somewhat threatening to cities. Mayor Lord encouraged that a small group meet soon.

Chair Lane stated that he would be calling Mr. Guillen, and he added that not communicating causes him concern. Chair Lane noted that a small group would be assembled, which could ultimately facilitate a larger group.

Mr. Pryor then continued with his legislative report. He stated that HB 2157, ASRS; political subdivision entities, by Representative Ugenti-Rita is being monitored. In 2014, a bill was run that, if enacted, would have prevented future employees of MAG from being enrolled in the Arizona State Retirement System (ASRS). This would also include other councils of governments, metropolitan planning organizations around the state, as well as the League of Arizona Cities and Towns, county associations, the Arizona Municipal Water Users Association, and others. In 2014, MAG worked with these associations and much credit goes to the MAG member agencies in getting this bill defeated. Mr. Pryor stated that in 2015 the bill was not run, however, in 2016 the bill has been introduced again.

Mr. Pryor stated that at issue is the ability to recruit and retain employees. Many of the employees of MAG come from cities/towns/state/other associations, where they have been enrolled in ASRS. Mr. Pryor stated that just as in 2014, MAG staff is working with the other associations throughout the state and is looking to MAG member agencies to assist in defeating this bill.

Mr. Pryor stated that the bill has been assigned to the House Government and Higher Education Committee; it has not been scheduled for hearing yet. Members of the House Government and Higher

Education Committee in the MAG region include Representative Lela Alston, Phoenix; Representative Larkin, Glendale; Representative Lovas, Peoria; Representative Olson, Mesa; Representative Petersen, Gilbert; Representative Townsend, Mesa. Mr. Pryor encouraged outreach to these legislators in opposition to HB 2157.

Chair Lane thanked Mr. Pryor for his report. No additional questions were noted.

12. Request for Future Agenda Items

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

No requests were noted.

13. Comments from the Council

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

No comments were noted.

Adjournment

There being no further business, the meeting adjourned at 1:10 p.m.

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Chair

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Secretary

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 16, 2016

**SUBJECT:**

Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as Appropriate, to the 2035 Regional Transportation Plan

**SUMMARY:**

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at the January 27, 2016, Regional Council meeting. Since then, additional project changes and additions are needed. Project listing changes and additions included are not contingent on a new finding of conformity.

The member agency requested project additions and changes include general highway and transit project changes. Funding types include Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP); FY 2015 TIGER award announcement; and locally funded project changes. See Table A.

MAG is developing a new Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives (TAP-MAG) Infrastructure Program funds for certain program areas. A Call for Projects was held and an evaluation of projects submitted for Bicycle and Pedestrian projects has been completed. Those new projects and project work phases that fall within the current FY2014-2018 TIP window and that are proposed for CMAQ and TAP funding are included in Table B.

The FHWA sub-allocated funding includes the CMAQ, HSIP, Surface Transportation Program (STP-MAG), and TAP. An evaluation of FHWA funding, determined that the MAG region has federal funding that is available for the Closeout programming priorities as described in the Federal Fund Programming Guidelines and Procedures that were approved by Regional Council in June 2015. A request for closeout projects was conducted and evaluated, and the results are included in Table C. If approved, items in Table C will supersede duplicate listings in Table B.

The project changes were recommended by the MAG Management Committee on February 10, 2016. Since the Management Committee recommendation, clerical corrections have been incorporated and are annotated on the attached material. This item is on the February 17, 2016, Transportation Policy Committee agenda. An update will be provided on action taken by the committee.

**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, and as appropriate, to the 2035 Regional Transportation Plan.

**PRIOR COMMITTEE ACTIONS:**

This items is included in the February 17, 2016 MAG Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

The project changes were recommended for approval by the MAG Management Committee on February 10, 2016.

MEMBERS ATTENDING

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

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

On January 28, 2016, the MAG Transportation Review Committee recommended approval of the project changes.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Chris Hauser, El Mirage
- \* ITS Committee: Marshall Riegel, Phoenix
- # FHWA: Ed Stillings
- \* Bicycle/Pedestrian Committee: Jim Hash, Mesa
- \* Transportation Safety Committee: Dana Alvidrez, Chandler

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

**CONTACT PERSON:**

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

**TABLE A: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year <sup>4</sup>	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 <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
Glendale	Highway	2017	GLN16-403	5347	55th Avenue Widening for Bike Lanes and Sidewalk	Widen roadway to add sidewalk, curb and gutter and bicycle lanes	0.12	0	0	-----	None	-----	Bike/Ped	CMAQ	2017	159,266	-	245,337	404,603	Amend: Defer project from FY2016 to FY 2017, agency request.
Glendale	Highway	2016	GLN14-104RW	46208	59th Avenue and Olive	Right-of-way Intersection Safety Improvements	0	0	0	-----	None	-----	Safety	HSIP-MAG	2016	100,382	-	6,068	106,450	Amend: Project scope was amended to include only safety improvements. Reduce local cost from \$130,050 to \$6,068.
Glendale	Highway	2017	GLN17-402	46208	59th Avenue and Olive	Construct Intersection Safety Improvements	0	0	0	-----	None	-----	Safety	HSIP-MAG	2017	1,395,146	-	84,330	1,479,476	Amend: Project scope was amended to include only safety improvements. Reduce local cost from \$1,498,166 to \$84,330.
Maricopa County	Highway	2017	MMA16-401	3513	McLellan from 103rd Street to Signal Butte Road and 104th Street from beginning of maintenance to McLellan Road	Pave dirt road	0.83	2	2	MMA-0(251) D	None	SZ124 01C/01 D	Air Quality	CMAQ	2017	-----452,640	-----	-----27,360	-----480,000	Amend: Delete project. Project may be completed with dust palliatives.
Maricopa County	Highway	2016	MMA15-434C	15820	New River Area	Pave seven various dirt roads (Phase 1)	4.4	2	2	CM-MMA-0(244) D	None	SZ085 01C	Air Quality	CMAQ	2016	-----1,072,645	-----	-----64,836	-----1,137,481	Amend: Delete project.
Phoenix	Highway	2016	PHX16-441	NEW	Grand Canal: 15th Ave to 16th St.; 36th St. to 40th St. (Phase 1)	Design and environmental work for a shared use pathway along two sides of Grand Canal	3.4	0	0	-----	None	-----	Bike/Ped	Local	2016	-	-	442,390	442,390	Amend: Add new project. Design phase is funded with \$25,000 - City funds, and \$417,390 - SRP Aesthetic funds
Phoenix	Highway	2017	PHX17-445	NEW	Grand Canal: 15th Ave to 16th St.; 36th St. to 40th St. (Phase 1)	Construction of shared use path along one side of Grand Canal; landscape and irrigation; street and ped lighting; signal crossing at canal/arterial intersections; site furnishings and public art features.	3.4	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	3,820,012	3,820,012	Amend: Add new project. Local Funding: \$70,000 of City funds, and \$3,750,012 of SRP Aesthetic funds
Phoenix	Highway	2016	PHX16-442	NEW	Grand Canal: I-17 to 15th Ave; 16th St. to 36th St., and 40th St. to Priest Dr. (Phase 2)	Design and environmental work for a shared use pathway along one side of Grand Canal	8	0	0	-----	None	-----	Bike/Ped	Local	2016	-	-	1,512,260	1,512,260	Amend: Add new project. Design phase is funded with \$1,235,000 - City funds, \$274,260 - SRP Aesthetic funds, and other local funds

**TABLE A: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year <sup>4</sup>	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 <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
Phoenix	Highway	2017	PHX17-446	NEW	Grand Canal: I-17 to 15th Ave; 16th St. to 36th St., and 40th St. to Priest Dr. (Phase 2)	Right of way work, easements, and purchases for shared use path along one side of Grand Canal	8	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	1,000,000	1,000,000	Amend: Add new project.
Phoenix	Highway	2018	PHX18-413	NEW	Grand Canal: I-17 to 15th Ave; 16th St. to 36th St., and 40th St. to Priest Dr. (Phase 2)	Construction of shared use path along one side of Grand Canal; landscape and irrigation; street and ped lighting; signal crossing at canal/arterial intersections; site furnishings and public art features.	8	0	0	-----	None	-----	Bike/Ped	TIGER	2018	10,330,000	-	5,437,740	15,767,740	Amend: Add new project. Local Funding: \$1,712,000 of City funds, and \$3,725,740 of SRP Aesthetic funds

**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.

**TABLE B: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP), the draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #17**

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Apache Junction	Highway	2016	APJ16-440	NEW	Winchester Road: Southern Avenue to 16th Avenue	Design Bicycle Lanes and Sidewalks	0.5	2	2	-----	None	-----	Bike/Ped	Local	2016	-	-	255,000	255,000	Amend: Add new Bicycle and Pedestrian project. Application ID: APJ-18-BPB-001
Apache Junction	Highway	2018	APJ18-440	NEW	Winchester Road: Southern Avenue to 16th Avenue	Construct Bicycle Lanes and Sidewalks	0.5	2	2	-----	None	-----	Bike/Ped	CMAQ	2018	1,289,994	-	77,974	1,367,968	Amend: Add new Bicycle and Pedestrian project. Application ID: APJ-18-BPB-001
Chandler	Highway	2016	CHN18-440	NEW	Chandler Boulevard: I-10 to 54th Street	Design bike lanes	0.37	6	6	-----	None	-----	Bike/Ped	CMAQ	2016	81,570	-	4,931	86,500	Amend: Add new Bicycle and Pedestrian project. Application ID: CHN-20-BPB-001 Federal funding pending closeout request.
Chandler	Highway	2019	CHN19-740	NEW	Chandler Boulevard: I-10 to 54th Street	Right of way for bike lanes	0.37	6	6	-----	None	-----	Bike/Ped	Local	2019	-	-	50,000	50,000	Amend: Add new Bicycle and Pedestrian project. Application ID: CHN-20-BPB-001
Chandler	Highway	2020	CHN20-740	NEW	Chandler Boulevard: I-10 to 54th Street	Construct bike lanes	0.37	6	6	-----	None	-----	Bike/Ped	CMAQ	2020	454,597	-	27,478	482,075	Amend: Add new Bicycle and Pedestrian project. Application ID: CHN-20-BPB-001
Gilbert	Highway	2018	GLB18-440	NEW	Western Powerline Trail over Union Pacific Railroad	Design grade separated bike/ped bridge	0	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	248,500	248,500	Amend: Add new Bicycle and Pedestrian project. Application ID: GLB-19-BPB-001
Gilbert	Highway	2018	GLB18-441	NEW	Western Powerline Trail over Union Pacific Railroad	Right of way for grade separated bike/ped bridge	0	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	85,000	85,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLB-19-BPB-001
Gilbert	Highway	2019	GLB19-740	NEW	Western Powerline Trail over Union Pacific Railroad	Construct grade separated bike/ped bridge	0	0	0	-----	None	-----	Bike/Ped	CMAQ	2019	2,829,943	-	171,057	3,001,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLB-19-BPB-001
Glendale	Highway	2016	GLN18-440	NEW	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Design Half Street Improvements and Sidewalk	1	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	183,885	-	11,115	195,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-20-BPB-001 Federal funding pending closeout request.
Glendale	Highway	2019	GLN19-740	NEW	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Acquire Right of Way (NWC or Myrtle & 67th Ave)	1	0	0	-----	None	-----	Bike/Ped	Local	2019	-	-	6,000	6,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-20-BPB-001

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Glendale	Highway	2020	GLN20-740	NEW	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Construct Half Street Improvements and Sidewalk	1	0	0	-----	None	-----	Bike/Ped	CMAQ	2020	1,097,275	-	147,025	1,244,300	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-20-BPB-001
Glendale	Highway	2016	GLN17-440	NEW	Camelback Road, 79th Avenue to 83rd Avenue	Design Sidewalk Improvements	0.5	4	4	-----	None	-----	Bike/Ped	CMAQ	2016	83,927	-	5,073	89,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-18-BPB-005 Federal funding pending closeout request.
Glendale	Highway	2018	GLN18-442	NEW	Camelback Road, 79th Avenue to 83rd Avenue	Construct Sidewalk Improvements	0.5	4	4	-----	None	-----	Bike/Ped	CMAQ	2018	257,156	-	42,844	300,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-18-BPB-005
Glendale	Highway	2016	GLN18-441	NEW	Paradise Lane, 55th Avenue to 59th Avenue	Design Sidewalk Improvements	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	54,694	-	3,306	58,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-19-BPB-002 Federal funding pending closeout request.
Glendale	Highway	2019	GLN19-741	NEW	Paradise Lane, 55th Avenue to 59th Avenue	Construct Sidewalk Improvements	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2019	223,402	-	46,698	264,100	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-19-BPB-002
Mesa	Highway	2017	MES17-440	NEW	South Canal Shared Use Path: Consolidated Canal Shared Use Path to McDowell Road	Design Multiuse Path	3.5	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	153,915	153,915	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-003
Mesa	Highway	2019	MES19-740	NEW	South Canal Shared Use Path: Consolidated Canal Shared Use Path to McDowell Road	Construct Multiuse Path	3.5	0	0	-----	None	-----	Bike/Ped	TAP-MAG	2019	2,003,013	-	138,051	2,141,064	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-003
Mesa	Highway	2017	MES17-441	NEW	South Canal: Consolidated Canal Shared Use Path to McDowell Road (Phase 2)	Design Multiuse Path	3.5	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	150,915	150,915	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-001
Mesa	Highway	2019	MES19-741	NEW	South Canal: Consolidated Canal Shared Use Path to McDowell Road (Phase 2)	Construction of Multiuse Path	3.5	0	0	-----	None	-----	Bike/Ped	TAP-MAG	2019	2,032,624	-	139,840	2,172,464	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-001
Paradise Valley	Highway	2016	PVY16-440	NEW	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Design 6' colored concrete sidewalk	2	4	4	-----	None	-----	Bike/Ped	CMAQ	2016	245,180	-	14,820	260,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001. Federal funding pending closeout request.

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Paradise Valley	Highway	2017	PVY17-440	NEW	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Right of Way for 6' colored concrete sidewalk	2	4	4	-----	None	-----	Bike/Ped	Local	2017	-	-	350,000	350,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001
Paradise Valley	Highway	2019	PVY19-740	NEW	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Construct 6' colored concrete sidewalk	2	4	4	-----	None	-----	Bike/Ped	CMAQ	2019	1,958,977	-	118,411	2,077,388	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001
Peoria	Highway	2016	PEO17-440	NEW	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening, bike lanes, and sidewalk construction	1.2	2	2	-----	None	-----	Bike/Ped	CMAQ	2016	113,632	-	6,869	120,500	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-18-BPB-001 Federal funding pending closeout request.
Peoria	Highway	2018	PEO18-440	NEW	83rd Avenue: Happy Valley Road to Jomax Road	Widen roadway and construct sidewalk and bike lanes	1.2	2	2	-----	None	-----	Bike/Ped	CMAQ	2018	614,836	-	59,164	674,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-18-BPB-001
Peoria	Highway	2018	PEO18-441	NEW	New River Multi-use Path, Happy Valley Road to Pinnacle Peak Road	Design Multi-use Path	1	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	260,000	260,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-20-BPB-002
Peoria	Highway	2019	PEO19-440	NEW	New River Multi-use Path, Happy Valley Road to Pinnacle Peak Road	Acquisition of right-of-way / easements for Multi-use Path	1	0	0	-----	None	-----	Bike/Ped	Local	2019	-	-	131,000	131,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-20-BPB-002
Peoria	Highway	2020	PEO19-740	NEW	New River Multi-use Path, Happy Valley Road to Pinnacle Peak Road	Construction of Multi-use Path	1	0	0	-----	None	-----	Bike/Ped	CMAQ	2020	539,622	-	44,618	584,240	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-20-BPB-002
Phoenix	Highway	2017	PHX17-447	NEW	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Design sidewalk, curb and gutter, ADA ramps and lighting	0	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	337,295	337,295	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-008
Phoenix	Highway	2020	PHX20-740	NEW	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Construct sidewalk, curb and gutter, ADA ramps and lighting	0	0	0	-----	None	-----	Bike/Ped	CMAQ	2020	1,428,494	-	86,346	1,514,840	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-008

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Phoenix	Highway	2018	PHX18-414	NEW	Buckeye Rd at 16th Ave, Thomas Rd at Dayton St, 16th St north of Indian School Rd, 16th St at Palm Ln, Greenway Rd at 38th St, and Osborn Rd at 13th Ave	Design six HAWK signals and crossings	0	0	0	-----	None	-----	Bike/Ped	Local	2020	-	-	90,000	90,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-007
Phoenix	Highway	2019	PHX19-740	NEW	Buckeye Rd at 16th Ave, Thomas Rd at Dayton St, 16th St north of Indian School Rd, 16th St at Palm Ln, Greenway Rd at 38th St, and Osborn Rd at 13th Ave	Right of way for six HAWK signals and crossings	0	0	0	-----	None	-----	Bike/Ped	Local	2020	-	-	360,000	360,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-007
Phoenix	Highway	2020	PHX20-741	NEW	Buckeye Rd at 16th Ave, Thomas Rd at Dayton St, 16th St north of Indian School Rd, 16th St at Palm Ln, Greenway Rd at 38th St, and Osborn Rd at 13th Ave	Construct six HAWK signals and crossings	0	0	0	-----	None	-----	Bike/Ped	TAP-MAG	2020	1,121,227	-	91,273	1,212,500	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-007
Phoenix	Highway	2017	PHX17-448	NEW	Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, and Buckeye Road at 16th Avenue	Design four HAWK signals	0	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	80,000	80,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-19-BPB-006
Phoenix	Highway	2018	PHX18-415	NEW	Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, and Buckeye Road at 16th Avenue	Right of Way for four HAWK Signals	0	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	120,000	120,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-19-BPB-006
Phoenix	Highway	2019	PHX19-741	NEW	Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, and Buckeye Road at 16th Avenue	Construct four HAWK Signals	0	0	0	-----	None	-----	Bike/Ped	TAP-MAG	2019	830,783	-	73,717	904,500	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-19-BPB-006

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Phoenix	Highway	2017	PHX17-449	NEW	McDowell Rd at 41st Ave, 19th Ave at Pima St, Deer Valley Rd at 33rd Ave, Van Buren St at 36th St, McDowell Rd at 67th Ave, 15th Ave at Whitton Ave and Highland Ave, and Lower Buckeye Rd at 72nd Ave	Design eight HAWK signals	0	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	120,000	120,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-18-BPB-005
Phoenix	Highway	2018	PHX18-416	NEW	McDowell Rd at 41st Ave, 19th Ave at Pima St, Deer Valley Rd at 33rd Ave, Van Buren St at 36th St, McDowell Rd at 67th Ave, 15th Ave at Whitton Ave and Highland Ave, and Lower Buckeye Rd at 72nd Ave	Construct eight HAWK signals	0	0	0	-----	None	-----	Bike/Ped	TAP-MAG	2018	1,770,011	-	153,989	1,924,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-18-BPB-005
Phoenix	Highway	2017	PHX17-450	NEW	Phoenix (Citywide): Bikeshare	Bikeshare Station Siting	0	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	37,000	37,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-18-BPB-002
Phoenix	Highway	2018	PHX18-417	NEW	Phoenix (Citywide): Bikeshare	Bikeshare Equipment (Bikes, Racks, Kiosks, Map Signs)	0	0	0	-----	None	-----	Bike/Ped	CMAQ	2018	918,426	-	55,515	973,941	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-18-BPB-002
Phoenix	Highway	2019	PHX19-742	NEW	Phoenix (Citywide): Bikeshare	Bikeshare Station Siting	0	0	0	-----	None	-----	Bike/Ped	Local	2019	-	-	37,000	37,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-003
Phoenix	Highway	2020	PHX20-742	NEW	Phoenix (Citywide): Bikeshare	Bikeshare Equipment (Bikes, Racks, Kiosks, Map Signs)	0	0	0	-----	None	-----	Bike/Ped	CMAQ	2020	918,426	-	55,515	973,941	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-003
Phoenix	Highway	2017	PHX17-451	NEW	Roeser Road: 32nd Street to 550 Ft. East of 36th Street (@ the San Francisco Canal)	Design pedestrian improvements on south side and stripe bicycle lanes on both sides.	0.65	2	2	-----	None	-----	Bike/Ped	Local	2017	-	-	103,000	103,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-19-BPB-001

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Phoenix	Highway	2019	PHX19-743	NEW	Roeser Road: 32nd Street to 550 Ft. East of 36th Street (@ the San Francisco Canal)	Construct pedestrian improvements on south side and stripe bicycle lanes on both sides.	0.65	2	2	-----	None	-----	Bike/Ped	CMAQ	2019	888,895	-	53,730	942,625	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-19-BPB-001
Phoenix	Highway	2017	PHX17-452	NEW	Van Buren St: 7th Street to 24th Street	Design Bicycle Lanes and Pedestrian Improvements	2	4	2	-----	None	-----	Bike/Ped	Local	2017	-	-	235,000	235,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-004
Phoenix	Highway	2019	PHX19-744	NEW	Van Buren St: 7th Street to 24th Street	Right of Way for Bicycle Lanes and Pedestrian Improvements	2	4	2	-----	None	-----	Bike/Ped	Local	2018	-	-	200,000	200,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-004
Phoenix	Highway	2020	PHX20-743	NEW	Van Buren St: 7th Street to 24th Street	Utility Relocation for Bicycle Lanes and Pedestrian Improvements	2	4	2	-----	None	-----	Bike/Ped	Local	2020	-	-	189,650	189,650	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-004
Phoenix	Highway	2020	PHX20-744	NEW	Van Buren St: 7th Street to 24th Street	Construct Bicycle Lanes and Pedestrian Improvements	2	4	2	-----	None	-----	Bike/Ped	TAP-MAG	2020	2,310,350	-	139,650	2,450,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-004
Scottsdale	Highway	2018	SCT18-440	NEW	Indian Bend Wash Path at Chaparral Road, east of Hayden Road	Design Underpass and Path Connections	0	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	248,000	248,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-19-BPB-003
Scottsdale	Highway	2018	SCT18-441	NEW	Indian Bend Wash Path at Chaparral Road, east of Hayden Road	Right of Way for Underpass and Path Connections	0	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	70,000	70,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-19-BPB-003
Scottsdale	Highway	2019	SCT19-740	NEW	Indian Bend Wash Path at Chaparral Road, east of Hayden Road	Construct Underpass and Path Connections	0	0	0	-----	None	-----	Bike/Ped	CMAQ	2019	1,182,569	-	84,481	1,267,050	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-19-BPB-003
Scottsdale	Highway	2016	SCT17-440	NEW	McDowell Road: Pima Road to 64th Street	Design bike lanes, narrow travel & median lanes	3	6	6	-----	None	-----	Bike/Ped	CMAQ	2016	443,210	-	26,790	470,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-18-BPB-001 Federal funding pending closeout request.
Scottsdale	Highway	2018	SCT18-442	NEW	McDowell Road: Pima Road to 64th Street	Construct bike lanes, narrow travel and median lanes.	3	6	6	-----	None	-----	Bike/Ped	CMAQ	2018	3,152,449	-	215,551	3,368,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-18-BPB-001

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Scottsdale	Highway	2020	SCT20-740	NEW	Osborn Road: Hayden Road to Scottsdale Road	Design bike lanes, sidewalk, roundabout, narrow travel & median lanes	1	4	4	-----	None	-----	Bike/Ped	Local	2019	-	-	245,000	245,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-20-BPB-002
Scottsdale	Highway	2020	SCT20-741	NEW	Osborn Road: Hayden Road to Scottsdale Road	Right of way for bike lanes, sidewalk, roundabout, narrow travel & median lanes	1	4	4	-----	None	-----	Bike/Ped	Local	2019	-	-	70,000	70,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-20-BPB-002
Scottsdale	Highway	2020	SCT20-742	NEW	Osborn Road: Hayden Road to Scottsdale Road	Construct bike lanes, sidewalk, roundabout, narrow travel & median lanes	1	4	4	-----	None	-----	Bike/Ped	TAP-MAG	2020	1,214,450	-	83,408	1,297,858	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-20-BPB-002
Surprise	Highway	2018	SUR18-440	NEW	Bullard Avenue: Greenway Road to Peoria Avenue	Construct 5-foot cycle track and pedestrian improvements	4	2	2	-----	None	-----	Bike/Ped	CMAQ	2018	1,551,235	-	348,765	1,900,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SUR-19-BPB-001
Tempe	Highway	2018	TMP18-440	NEW	Alameda Drive: 48th Street to Rural Road	Design bicycle and pedestrian facility improvements	3	1	1	-----	None	-----	Bike/Ped	Local	2018	-	-	236,500	236,500	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-19-BPB-001
Tempe	Highway	2019	TMP19-740	NEW	Alameda Drive: 48th Street to Rural Road	Construct bicycle and pedestrian facility improvements	3	1	1	-----	None	-----	Bike/Ped	TAP-MAG	2019	1,584,282	-	109,718	1,694,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-19-BPB-001
Tempe	Highway	2016	TMP17-440	NEW	Divot Drive: Kyrene Road to Highline Canal (Western Canal)	Design multi-use path	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	153,709	-	9,291	163,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-004 Federal funding pending closeout request.
Tempe	Highway	2018	TMP18-441	NEW	Divot Drive: Kyrene Road to Highline Canal (Western Canal)	Construct multi-use path	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2018	793,063	-	62,937	856,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-004
Tempe	Highway	2016	TMP17-441	NEW	Rio Salado South Bank under the McClintock Drive Bridge	Design shared-use path underpass	0.1	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	158,896	-	9,605	168,500	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-002 Federal funding pending closeout request.
Tempe	Highway	2018	TMP18-442	NEW	Rio Salado South Bank under the McClintock Drive Bridge	Construct shared-use path underpass	0.1	0	0	-----	None	-----	Bike/Ped	CMAQ	2018	1,231,275	-	94,425	1,325,700	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-002

**TABLE B: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP), the draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year <sup>4</sup>	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 <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
Tempe	Highway	2017	TMP17-442	NEW	Union Pacific Railroad Tempe South Spur Line - University Drive to Baseline Road	Environmental Clearance Preliminary/Final Design/PS&E for Multi-use Path	4	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	490,000	490,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-20-BPB-003
Tempe	Highway	2020	TMP20-740	NEW	Union Pacific Railroad Tempe South Spur Line - University Drive to Baseline Road	Construction of Multi-use Path	4	0	0	-----	None	-----	Bike/Ped	CMAQ	2020	2,315,065	-	219,935	2,535,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-20-BPB-003

**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.

6. Highlighted items have changed since Management Committee review.

**TABLE C: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year <sup>4</sup>	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 <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
Avondale	Highway	2016	AVN15-461C2	954	Dysart Rd: Rancho Santa Fe to Indian School Rd	Procure, construct and install ITS components	2.25	0	0	CM-AVN-0(216)T	None	SZ07901C	ITS	CMAQ	2016	703,478	-	42,522	746,000	Amend: Increase total cost by \$200,000. Additional Federal funding awarded through closeout.
Avondale	Highway	2016	AVN18-460D	3533	Dysart Rd: Van Buren Rd to north of I-10	Scoping and PE to install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	0.5	6	6	-----	None	-----	ITS	Local	2016	-	-	142,500	142,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Buckeye	Highway	2016	BKY17-401D	27041	Rainbow Rd: Durango St to Lower Buckeye Rd; Lower Buckeye Rd: Rainbow Rd to Watson Rd; Watson Rd to Durango St.	Design multiuse path	2	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	285,559	-	35,441	321,000	Amend: Add Design workphase to TIP in FY2016, for federally funded construction project in FY2017.
Chandler	Highway	2016	CHN18-440	NEW	Chandler Boulevard: I-10 to 54th Street	Design bike lanes	0.37	6	6	-----	None	-----	Bike/Ped	CMAQ	2016	81,570	-	4,931	86,500	Amend: Add new Bicycle and Pedestrian project. Application ID: CHN-20-BPB-001 Federal funding awarded through closeout.
El Mirage	Highway	2016	ELM18-460D	49121	El Mirage Rd: 1300 ft N of Northern Ave to Grand Ave frontage road, Thunderbird Rd: 127th Ave to El Frio St, Peoria Ave: El Mirage Rd to 121st Ave	Design: fiber , install five CCTV cameras and interconnect six traffic signals	0	0	0	-----	None	-----	ITS	CMAQ	2016	84,399	-	5,102	89,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects. Agency will request design funds in closeout.
Glendale	Highway	2016	GLN14-101	23969	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	3	0	0	CM-GLN-0(241)T	None	SZ07601C	ITS	CMAQ	2016	971,144	-	58,702	1,029,846	Amend: Reduce Total project cost by \$51,818, from \$1,081,664 to \$1,029,846. Increase Federal share to 94.3%. Additional Federal funding awarded through closeout.
Glendale	Highway	2016	GLN18-440	NEW	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Design Half Street Improvements and Sidewalk	1	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	183,885	-	11,115	195,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-20-BPB-001 Federal funding awarded through closeout.
Glendale	Highway	2016	GLN19-760D	32449	Camelback Rd: 51st Ave to 91st Ave	Design fiber, communication, and CCTV	5	4	4	-----	None	-----	ITS	CMAQ	2016	166,966	-	10,092	177,058	Amend: Add new project. Federal funding awarded through closeout.

**TABLE C: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year <sup>4</sup>	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 <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
Glendale	Highway	2016	GLN17-440	NEW	Camelback Road, 79th Avenue to 83rd Avenue	Design Sidewalk Improvements	0.5	4	4	-----	None	-----	Bike/Ped	CMAQ	2016	83,927	-	5,073	89,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-18-BPB-005 Federal funding awarded through closeout.
Glendale	Highway	2016	GLN18-460D	5164	Glendale (Citywide)	Design: EVP system citywide at 48 intersections	0	0	0	-----	None	-----	ITS	CMAQ	2016	117,875	-	7,125	125,000	Amend: Add new project. Project awarded funding through closeout.
Glendale	Highway	2016	GLN18-441	NEW	Paradise Lane, 55th Avenue to 59th Avenue	Design Sidewalk Improvements	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	54,694	-	3,306	58,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-19-BPB-002 Federal funding awarded through closeout.
Goodyear	Highway	2016	GDY18-460D	26912	Elwood St: Cotton Ln to Estrella Pkwy, Cotton Ln: Estrella Pkwy to Elwood St, Estrella Pkwy: Elliot Rd to Cotton Ln, Elliot Rd: San Gabriel Dr to Estrella Pkwy	Scoping and PE to install fiber along Elwood St, CCTV, connect two signals to TMC	0	0	0	-----	None	-----	ITS	Local	2016	-	-	80,000	80,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
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	19,803	-	1,197	21,000	Amend: Seven projects to received PIP funding. Reduce from 99,015 federal to \$19,803. Reduce total from \$105,015 to \$21,000.
MAG	Highway	2016	MAG16-431C3	23273	Regionwide	Purchase PM-10 Certified Street Sweepers	0	0	0	-----	None	-----	Air Quality	CMAQ	2016	535,120	-	32,346	567,466	Amend: Add \$535,120 of Federal funding awarded through closeout to fund the balance of FY 2016 street sweeper purchases.
Maricopa City	Highway	2017	MAR19-760D	20950	Maricopa (Citywide)	Scoping and PE to install conduit & fiber, CCTV cameras, & wireless comm. and interconnect 6 signals	0	0	0	-----	None	-----	ITS	Local	2017	-	-	140,000	140,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Maricopa County	Highway	2016	MMA18-460D	9968	MCDOT TMC	Scoping and PE to upgrade TMC workstations, video wall display, network equipment, and system	0	0	0	-----	None	-----	ITS	Local	2016	-	-	90,000	90,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Maricopa County	Highway	2017	MMA19-760D	33915	MCDOT TMC	Scoping to upgrade RADS server and hardware and provide system integration	0	0	0	-----	None	-----	ITS	Local	2017	-	-	30,000	30,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.

**TABLE C: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year <sup>4</sup>	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 <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
Maricopa County	Highway	2016	MMA17-402	19026	Riggs Rd, Sun Lakes Blvd to Arizona Ave and Alma School Rd, Chandler Heights Blvd to Riggs Rd.	Riggs Road Fiber: Install Fiber Optic Communications and Infrastructure	0	0	0	MMA-0(256)D	None	SZ16801C/01D	ITS	CMAQ	2016	882,259	-	53,328	935,587	Amend: Advance project from 2017 to 2016. Add \$147,964 of Federal funds awarded through closeout.
Maricopa County	Highway	2016	MMA17-401	43587	Various	Fiber Installation and ITS Software Upgrade	0	0	0	MMA-0(255)D	None	SZ16701C/01D	ITS	CMAQ	2016	429,988	-	105,132	535,120	Amend: Advance project from 2017 to 2016.
Maricopa County	Highway	2016	MMA14-103	269	Various Low Volume Roads	Construct/Pave Dirt Roads	2.5	2	2	CM-MMA-0(243)D	None	SZ06601C	Air Quality	CMAQ	2016	1,167,446	-	70,567	1,238,013	Amend: Change total project length from 4 to 2.5 miles to reflect updated project. Add \$49,991 of Federal funding awarded through closeout.
Mesa	Highway	2016	MES16-402	28925	Citywide	Integrate 911 Data in RADS to Support Incident Management	0	0	0	MES-0(233)D	None	SZ18601C/01D	ITS	CMAQ	2016	103,471	-	6,254	109,725	Amend: Increase total cost by \$49,725. Additional Federal funding awarded through closeout.
Mesa	Highway	2016	MES18-460D	8337	Mesa (Citywide)	Scoping and PE to install cabinets & controllers at 50 locations and establish communications	0	0	0	-----	None	-----	ITS	Local	2016	-	-	140,000	140,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Paradise Valley	Highway	2016	PVY16-440	NEW	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Design 6' colored concrete sidewalk	2	4	4	-----	None	-----	Bike/Ped	CMAQ	2016	245,180	-	14,820	260,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001. Federal funding awarded through closeout.
Peoria	Highway	2016	PEO17-440	NEW	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening, bike lanes, and sidewalk construction	1.2	2	2	-----	None	-----	Bike/Ped	CMAQ	2016	113,632	-	6,869	120,500	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-18-BPB-001 Federal funding awarded through closeout.
Phoenix	Highway	2017	PHX19-760D	29846	Phoenix (Citywide)	Scoping and PE for Central Core ARID - Phases 1 & 2	0	0	0	-----	None	-----	ITS	Local	2017	-	-	258,995	258,995	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Pinal County	Highway	2016	PNL17-404D	42788	Barnes Rd, Fuqua Rd to Stanfield Rd	PE and final design for roadway paving	1	2	2	-----	None	-----	Air Quality	CMAQ	2016	122,590	-	7,410	130,000	Amend: Add \$122,590 of Federal funding awarded through closeout. No change in total cost. Advance project from 2017 to 2016.
Pinal County	Highway	2016	PNL15-409	49438	Barnes Rd: White & Parker Rd to Fuqua Rd: Fuqua Rd: Barnes Rd to Lealand Rd	Pave Unpaved Roadway.	2.5	2	2	PPN-0(210T)	None	SZ14601C/01D	Air Quality	CMAQ-2.5	2016	1,568,714	-	94,822	1,663,536	Amend: Advance project from 2017 to 2016. Increase total project cost by \$285,299 to reflect updated engineering estimate. Additional Federal funds awarded through closeout.

**TABLE C: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year <sup>4</sup>	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 <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
Pinal County	Highway	2016	PNL17-403	46602	Germann Road: Meridian Road to Ironwood Drive	Design Roadway Widening and Improvements	1.2	0	4	-----	None	-----	Street	STP-MAG	2016	230,258	-	13,918	244,176	Amend: Advance project from 2017 to 2016.
Pinal County	Highway	2015	PNL14-410D2	44178	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Design Roadway Paving.	1.5	2	2	PPN-0(211)T	None	SZ14701C/01D	Air Quality	CMAQ	2016	46,735	-	2,825	49,560	Amend: Design engineering cost estimate increased. Increase federal funding by \$46,735 and local by \$2,825 on design work phase, decrease funding on construction work phase. Total Design is \$183,470 federal, \$11,090 local. Design authorized late in FFY2015.
Salt River Pima-Maricopa Indian Community	Highway	2016	SRP16-401D	38989	Longmore Road, Osborn Rd to McDowell Rd	Design sidewalk with trees and benches at school bus stops and other locations as needed	1.55	0	0	CMAQ-SRI-0(202)T	None	SZ15501D/01C	Bike/Ped	CMAQ	2016	161,792	-	39,869	201,661	Amend: Add \$161,792 of Federal funding awarded through closeout. No change in total cost.
Salt River Pima-Maricopa Indian Community	Highway	2017	SRP17-401D	10372	McDonald Drive Subdivision (bounded by May St, McDonald Rd, Dobson Rd and Montebello Av) and Palm In, Harris Dr to Gilbert Rd	PE and final design for roadway paving	2.13	2	2	-----	None	-----	Air Quality	CMAQ	2017	122,590	-	7,410	130,000	Amend: Add \$122,590 of Federal funding awarded through closeout. No change in total cost.
Scottsdale	Highway	2016	SCT17-440	NEW	McDowell Road: Pima Road to 64th Street	Design bike lanes, narrow travel & median lanes	3	6	6	-----	None	-----	Bike/Ped	CMAQ	2016	443,210	-	26,790	470,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-18-BPB-001 Federal funding awarded through closeout.
Scottsdale	Highway	2016	SCT18-460	NEW	Thomas Rd: 60th Street to Pima Road	Install 17 video detection cameras and TMC software	3.5	5	5	-----	None	-----	ITS	CMAQ	2016	368,713	-	22,287	391,000	Amend: Advance project from 2017 to 2016.
Surprise	Highway	2016	SUR18-460	NEW	Surprise (Citywide)	Develop ITS strategic plan and implementation plan	0	0	0	-----	None	-----	ITS	CMAQ	2016	141,450	-	8,550	150,000	Amend: Advance project from 2017 to 2016.
Tempe	Highway	2016	TMP17-440	NEW	Divot Drive: Kyrene Road to Highline Canal (Western Canal)	Design multi-use path	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	153,709	-	9,291	163,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-004 Federal funding awarded through closeout.
Tempe	Highway	2016	TMP17-441	NEW	Rio Salado South Bank under the McClintock Drive Bridge	Design shared-use path underpass	0.1	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	158,896	-	9,605	168,500	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-002 Federal funding awarded through closeout.

**TABLE C: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #17**

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Tempe	Highway	2016	TMP18-460D	11549	Tempe (Citywide)	Scoping and PE to install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	0	0	0	-----	None	-----	ITS	Local	2016	-	-	62,500	62,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Tempe	Highway	2017	TMP19-760D	2586	Tempe (Citywide)	Scoping and PE for Phase 2 - Install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	0	0	0	-----	None	-----	ITS	Local	2017	-	-	62,500	62,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Tempe	Highway	2016	TMP15-403	27276	Various locations in Tempe	Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc.	0	0	0	TMP-0(244)D	None	SZ17301D/01C	Bike/Ped	CMAQ	2016	1,118,893	-	67,632	1,186,525	Amend: Add \$482,368 of Federal funding awarded through closeout. No change in total project cost.

**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.

6. Highlighted items have changed since Management Committee review.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 16, 2016

**SUBJECT:**

ADOT Red Letter Process

**SUMMARY:**

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

*Notifications:*

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

*Advance acquisitions:*

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

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

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

ADOT has forwarded a list of notifications from July 1, 2015, to December 31, 2015 . Eleven of the 107 notices received have an impact to the state highway system.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

The Red Letter process was presented to the Management Committee on February 10, 2016.

MEMBERS ATTENDING

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

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

\* Those members neither present nor represented by proxy.

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

The Red Letter process was presented to the Transportation Review Committee on January 28, 2016

MEMBERS ATTENDING

Avondale: David Janover  
ADOT: Mike Kies

Apache Junction: Giao Pham  
Buckeye: Scott Lowe

- \* Cave Creek: Ian Cordwell
- Chandler: Mike Mah for Dan Cook
- El Mirage: Jorge Gastelum
- # Fountain Hills: Randy Harrel
- \* Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- Maricopa (City): Paul Jepson
- Maricopa County: Clem Ligoeki for Jennifer Toth

- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Kini Knudson for Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Jamie Bennett for Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Shelly Seyler
- Valley Metro: Wulf Grote for John Farry
- # Wickenburg: Vince Lorefice
- # Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

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

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

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

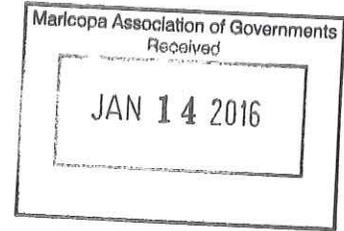
# Attended by Audioconference

**CONTACT PERSON:**

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

January 11, 2016

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



Re: Red Letter Report - Notices from July 01, 2015 to December 31, 2015

Dear Mr. Smith:

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

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section during the period from July 01, 2015 to December 31, 2015. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers, Attorneys and Utility Companies.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Department	00	00
City of Avondale	03	00
Town of Buckeye	00	00
Town of Cave Creek	01	00
City of Chandler	04	01
City of El Mirage	00	00
Town of Gilbert	00	00
City of Glendale	00	00
City of Goodyear	00	00
Maricopa County	11	01
City of Mesa	03	01
City of Peoria	00	00
City of Phoenix	25	07
City of Scottsdale	08	00
City of Surprise	52	01
City of Tempe	00	00
Others	00	00
<b>Total Received</b>	<b>107</b>	<b>11</b>

**MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES**

**ARIZONA STATE LAND DEPARTMENT:** No impact responses sent.

**CITY OF AVONDALE:** No impact responses sent.

**TOWN OF BUCKEYE:** No impact responses sent.

**TOWN OF CAVE CREEK:** No impact responses sent.

**CITY OF CHANDLER:**

**September 09, 2015 – Canal View Townhomes – Preliminary Plat**

This proposed project will have an impact at State Route 202L. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Dave Edwards

**CITY OF EL MIRAGE** No impact responses sent.

**TOWN OF GILBERT:** No impact responses sent.

**CITY OF GLENDALE:** No impact responses sent.

**CITY OF GOODYEAR:** No impact responses sent.

**MARICOPA COUNTY:**

**September 23, 2015 – Starbucks – Site Plan**

This proposed project will have an impact at US 60. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Bob Patoni

**CITY OF MESA:**

**October 08, 2015 – Mark-Taylor Luxury Apartment Community – Site Plan and Preliminary Plat**

This proposed project will have an impact at US 60. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Bob Patoni

**CITY OF PEORIA:** No impact responses sent.

**CITY OF PHOENIX:**

**July 08, 2015 – Waste Transfer Station – Site Plan**

This proposed project will have an impact at Interstate 17. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Dave Edwards

**July 20, 2015 – Proposed Self Storage – Site Plan**

This proposed project will have an impact at Interstate 10. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Reggie Rector

**August 04, 2015 – APS Commercial Substation – Site Plan**

This proposed project will have an impact at Interstate 17. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Dave Edwards

**August 24, 2015 – New and Used Car Lot – Site Plan**

This proposed project will have an impact at Interstate 17. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Dave Edwards

**September 24, 2015 – Ten – Site Plan**

This proposed project will have an impact at Interstate 10. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Reggie Rector

**October 02, 2015 – Parts Authority – Site Plan**

This proposed project will have an impact at Interstate 17. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Dave Edwards

**November 16, 2015 – Faye’s Vegetable Stand – Site Plan**

This proposed project will have an impact to a new freeway study, State Route 30, from the proposed State Route 202L West to State Route 303L. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Bob Patoni

**CITY OF SCOTTSDALE:**

**No impact responses sent.**

**CITY OF SURPRISE:**

**No impact responses sent.**

**November 06, 2015 – Park and Ride Digital Sign – Site Plan**

This proposed project will have an impact at US 60. ADOT reserves the right to review and comment on all development plans.

Project Coordinator for this project is Bob Patoni

**CITY OF TEMPE:**

**No impact responses sent.**

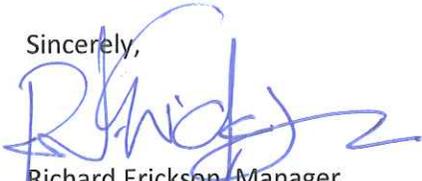
**OTHER:**

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

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

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

Sincerely,



Richard Erickson, Manager  
Right of Way Project Management

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

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 16, 2016

**SUBJECT:**

Sun Corridor Metropolitan Planning Organization Loan Request

**SUMMARY:**

The Sun Corridor Metropolitan Planning Organization (SCMPO) has requested that MAG enter into a loan agreement to assist them with \$633,480 in Federal Fiscal Year (FFY) 2016 Federal Highway Administration Surface Transportation Program (STP) funds that they cannot utilize this year due to project delays, and they are requesting repayment by MAG to SCMPO of the \$633,480 in FFY 2017. The proposed loan would have no negative impacts to the MAG region and requires a minimal amount of accounting time to track. There are Federal and State requirements for projects that can take advantage of the advanced (loaned) funds. The current Closeout process and projects in the Arterial Life Cycle Program have been identified that meet the requirements to accept advancement of Federal Highway Administration (FHWA) funding. Currently, the MAG sub-allocated Federal Highway Administration funded projects within the programs, and through the closeout processes are expected to fully utilize all the FFY 2016 MAG sub-allocated funding.

*Loan, repayment, and general terms:*

- \$633,480 of Federal Highway Administration STP funding from SCMPO loaned to MAG in FFY 2016.
- MAG to program funding and identify specific projects advancing.
- MAG to repay the loan to SCMPO in the following amounts by year:
  - \$633,480 in FFY 2017
- No interest, no inflation, nor fees will be applied to the loan.
- The loan amounts and project identification must be completed and submitted to the Arizona Department of Transportation (ADOT) by June 1, 2016.
- Project sponsors must complete conversion/authorization of funding by June 15, 2016.
- Additional information about loan requirements is available on the ADOT Federal Aid Highway Program website.

*Broad level requirements for projects that are eligible to accept funding:*

- New projects that have not been evaluated and programmed in the TIP or RTP are not eligible.
- Must be a federally eligible project.
- Advancement cannot affect project's schedule as it relates to approved conformity. (projects currently underway are the most appropriate).
- Work undertaken utilizing the funding should be completed in the near term and meet Federal and/or ADOT milestones (approximately 12 months).
- Project sponsors must complete conversion/authorization of funding by June 15<sup>th</sup> this year.

*Overview of projects to accept advancement of funding:*

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

*MAG's ability to accept advancement of funding:*

1. MAG has previously programmed advancements and additional funding as needed on CMAQ funded Bicycle/Pedestrian, Intelligent Transportation Systems, PM-10 Paving Unpaved Roads, and Air Quality Improvement programs, and has an open request for additional design projects due February 11, 2016.
2. MAG has successfully addressed ADOT concerns with the FHWA sub-allocated funding and annual carry forward of funding that is at risk for three consecutive years. MAG is projected to use all FHWA sub-allocated funding for FFY 2016.
3. MAG has many projects in the Arterial Life Cycle Program that are programmed through 2025 that could advance if additional or early funding is available.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: Loan agreements between councils of governments (COG)s and metropolitan planning organizations (MPO)s of federal funding assists other COGs and MPOS with ensuring that funding is not lost to their region. Early advancement of funding to the MAG regiona helps keep overall project budget costs down by reducing inflationary costs, interest payments on loans or bonding, and may assist with keeping a project on schedule and/or early opening of the facility.

CONS: Additional MAG staff time of minimal accounting, project tracking, and agency coordination is required.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Federal Fiscal Year 2016 funding actuals are being prepared by ADOT and MAG, and Federal Highway Administration revenues are expected to slightly increase over FFY 2015 levels.

POLICY: This advancement of funding follows the MAG Federal Fund Guidelines, the Arterial Life Cycle Program Policies and Procedures, and meets ADOT requirements for annual sub-allocated federal funds and loans.

**ACTION NEEDED:**

Approval to enter into a loan agreement with the Sun Corridor Metropolitan Planning Organization in the amount of \$633,480 in Federal Fiscal Year (FFY) 2016 STP funds to be utilized in MAG FHWA funded FFY 2016 Closeout process, and for repayment by MAG to SCMPO in FFY 2017.

**PRIOR COMMITTEE ACTIONS:**

At the February 10, 2016 MAG Management Committee, this item was recommended for approval of \$622,325. Since the Management Committee met, SCMPO has requested an increase in the loan by \$11,155 for a total loan of \$633,480. The increase is due to the announced actual obligation authority rate, which increased under the new surface transportation legislation, Fixing America's Surface Transportation Act (FAST Act).

MEMBERS ATTENDING

Jim Rumpeltes for Darryl H. Crossman,  
Litchfield Park  
Ed Zuercher, Phoenix, Vice Chair  
\* Bryant Powell, Apache Junction  
Jessica Blazina for David Fitzhugh,  
Avondale

Stephen Cleveland, Buckeye  
\* Gary Neiss, Carefree  
Peter Jankowski, Cave Creek  
Marsha Reed, Chandler  
Amber Wakeman for Dr. Spencer Isom,  
El Mirage

- # Brent Billingsley, Florence  
Alfonso Rodriguez for Phil Dorchester,  
Fort McDowell Yavapai Nation  
Grady Miller, Fountain Hills
- \* Ernest Rubi, Gila Bend
- \* Tina Notah, Gila River Indian Community  
Patrick Banger, Gilbert  
Brent Stoddard for Kevin Phelps,  
Glendale
- # Brian Dalke, Goodyear
- \* Rosemary Arellano, Guadalupe  
Gregory Rose, City of Maricopa  
Christopher Brady, Mesa  
Kevin Burke, Paradise Valley  
Carl Swenson, Peoria
- # Greg Stanley, Pinal County

- John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa  
Indian Community  
Brad Lundahl for Fritz Behring,  
Scottsdale
- # Bob Wingenroth, Surprise  
Andrew Ching, Tempe  
Reyes Medrano, Jr., Tolleson  
Joshua Wright, Wickenburg
- \* Jeanne Blackman, Youngtown  
Eric Gudino for John Halikowski,  
ADOT  
Joy Rich for Tom Manos, Maricopa  
County  
John Farry for Scott Smith, Valley  
Metro/RPTA

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

**CONTACT PERSON:**

Teri Kennedy, MAG, (602) 254-6300



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

February 16, 2016

TO: Members of the MAG Regional Council

FROM: Dean Giles, Air Quality Planning Program Specialist

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

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

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

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

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

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

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

**February 16, 2016**

	Remaining Projects	CMAQ Allocated	Status
<b>FY 2015 CMAQ</b>			
Approved February 25, 2015			
To address new Federal Highway Administration procedures to minimize inactive obligations, we are requesting that the street sweepers be purchased and reimbursement requests be submitted to MAG by February 26, 2016.	Pinal County	\$223,473	Pinal County received the street sweeper and will be forwarding the invoice.
Contingency Funds Available June 1, 2015			
To address new Federal Highway Administration procedures to minimize inactive obligations, we are requesting that the street sweepers be purchased and reimbursement requests be submitted to MAG by June 6, 2016.	City of Maricopa (2)	\$477,374	One sweeper was delivered on February 11, 2016; it is anticipated that the second sweeper will be delivered on February 16, 2016.
	Pinal County (2)	\$446,946	Pinal County received these street sweepers and will be forwarding the invoice.
Total Remaining Project Costs		\$1,147,793	
<b>FY 2016 CMAQ</b>			
Approved December 16, 2015			
To address new Federal Highway Administration procedures to minimize inactive obligations, we are requesting that the street sweepers be purchased and reimbursement requests be submitted to MAG by December 17, 2016.	Peoria (2)	\$412,168	
	Phoenix (2)	\$465,700	
	Mesa	\$166,756	
	Scottsdale	\$214,853	
	Apache Junction	\$270,636	
Total Remaining Project Costs		\$1,530,113	
Grand Total Remaining Project Costs		\$2,677,906	

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

February 16, 2016

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including projects for Glendale, Maricopa County and Phoenix, and new CMAQ-funded Bicycle and Pedestrian projects for FY 2018.

Since the February 10, 2016, 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 February 19, 2016.

**PUBLIC INPUT:**

An opportunity for public comment was provided at the February 10, 2016 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 February 10, 2016 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

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

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

**CONTACT PERSON:**

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

February 16, 2016

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

FROM: Dean Giles, Air Quality Planning Program Specialist

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

We are providing notification of an update to the information included in the February 2, 2016 memorandum for consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A new table with the 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: Marina Mejia, 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

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Glendale	2017	GLN16-403	55th Avenue Widening for Bike Lanes and Sidewalk	Widen roadway to add sidewalk, curb and gutter and bicycle lanes	0.12	0	0	CMAQ	159,266	-	245,337	404,603	Amend: Defer project from FY2016 to FY 2017, agency request.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN14-104RW	59th Avenue and Olive	Right-of-way Intersection Safety Improvements	0	0	0	HSIP-MAG	100,382	-	6,068	106,450	Amend: Project scope was amended to include only safety improvements. Reduce local cost from \$130,050 to \$6,068.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2017	GLN17-402	59th Avenue and Olive	Construct Intersection Safety Improvements	0	0	0	HSIP-MAG	1,395,146	-	84,330	1,479,476	Amend: Project scope was amended to include only safety improvements. Reduce local cost from \$1,498,166 to \$84,330.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa County	2017	MMA16-401	McLellan from 103rd Street to Signal Butte Road and 104th Street from beginning of maintenance to McLellan Road	Pave dirt road	0.83	2	2	CMAQ	452,640	-	27,360	480,000	Amend: Delete project. Project may be completed with dust palliatives.	The deleted project is considered to be exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa County	2016	MMA15-434C	New River Area	Pave seven various dirt roads (Phase 1)	4.4	2	2	CMAQ	1,072,645	-	64,836	1,137,481	Amend: Delete project.	The deleted project is considered to be exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX16-441	Grand Canal: 15th Ave to 16th St.; 36th St. to 40th St. (Phase 1)	Design and environmental work for a shared use pathway along two sides of Grand Canal	3.4	0	0	Local	-	-	442,390	442,390	Amend: Add new project. Design phase is funded with \$25,000 - City funds, and \$417,390 - SRP Aesthetic funds	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX17-445	Grand Canal: 15th Ave to 16th St.; 36th St. to 40th St. (Phase 1)	Construction of shared use path along one side of Grand Canal; landscape and irrigation; street and ped lighting; signal crossing at canal/arterial intersections; site furnishings and public art features.	3.4	0	0	Local	-	-	3,820,012	3,820,012	Amend: Add new project. Local Funding: \$70,000 of City funds, and \$3,750,012 of SRP Aesthetic funds	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Phoenix	2016	PHX16-442	Grand Canal: I-17 to 15th Ave; 16th St. to 36th St., and 40th St. to Priest Dr. (Phase 2)	Design and environmental work for a shared use pathway along one side of Grand Canal	8	0	0	Local	-	-	1,512,260	1,512,260	Amend: Add new project. Design phase is funded with \$1,235,000 - City funds, and \$274,260 - SRP Aesthetic funds, and other local funds.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX17-446	Grand Canal: I-17 to 15th Ave; 16th St. to 36th St., and 40th St. to Priest Dr. (Phase 2)	Right of way work, easements, and purchases for shared use path along one side of Grand Canal	8	0	0	Local	-	-	1,000,000	1,000,000	Amend: Add new project.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2018	PHX18-413	Grand Canal: I-17 to 15th Ave; 16th St. to 36th St., and 40th St. to Priest Dr. (Phase 2)	Construction of shared use path along one side of Grand Canal; landscape and irrigation; street and ped lighting; signal crossing at canal/arterial intersections; site furnishings and public art features.	8	0	0	TIGER	10,330,000	-	5,437,740	15,767,740	Amend: Add new project. Local Funding: \$1,712,000 of City funds, and \$3,725,740 of SRP Aesthetic funds	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Apache Junction	2016	APJ16-440	Winchester Road: Southern Avenue to 16th Avenue	Design Bicycle Lanes and Sidewalks	0.5	2	2	Local	-	-	255,000	255,000	Amend: Add new Bicycle and Pedestrian project. Application ID: APJ-18-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Apache Junction	2018	APJ18-440	Winchester Road: Southern Avenue to 16th Avenue	Construct Bicycle Lanes and Sidewalks	0.5	2	2	CMAQ	1,289,994	-	77,974	1,367,968	Amend: Add new Bicycle and Pedestrian project. Application ID: APJ-18-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Chandler	2016	CHN18-440	Chandler Boulevard: I-10 to 54th Street	Design bike lanes	0.37	6	6	CMAQ	81,570	-	4,931	86,500	Amend: Add new Bicycle and Pedestrian project. Application ID: CHN-20-BPB-001 Federal funding pending closeout request.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gilbert	2018	GLB18-440	Western Powerline Trail over Union Pacific Railroad	Design grade separated bike/ped bridge	0	0	0	Local	-	-	248,500	248,500	Amend: Add new Bicycle and Pedestrian project. Application ID: GLB-19-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gilbert	2018	GLB18-441	Western Powerline Trail over Union Pacific Railroad	Right of way for grade separated bike/ped bridge	0	0	0	Local	-	-	85,000	85,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLB-19-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN18-440	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Design Half Street Improvements and Sidewalk	1	0	0	CMAQ	183,885	-	11,115	195,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-20-BPB-001 Federal funding pending closeout request.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN17-440	Camelback Road, 79th Avenue to 83rd Avenue	Design Sidewalk Improvements	0.5	4	4	CMAQ	83,927	-	5,073	89,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-18-BPB-005 Federal funding pending closeout request.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Glendale	2018	GLN18-442	Camelback Road, 79th Avenue to 83rd Avenue	Construct Sidewalk Improvements	0.5	4	4	CMAQ	257,156	-	42,844	300,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-18-BPB-005	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN18-441	Paradise Lane, 55th Avenue to 59th Avenue	Design Sidewalk Improvements	0.5	0	0	CMAQ	54,694	-	3,306	58,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-19-BPB-002 Federal funding pending closeout request.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2017	MES17-440	South Canal Shared Use Path: Consolidated Canal Shared Use Path to McDowell Road	Design Multiuse Path	3.5	0	0	Local	-	-	153,915	153,915	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-003	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2017	MES17-441	South Canal: Consolidated Canal Shared Use Path to McDowell Road (Phase 2)	Design Multiuse Path	3.5	0	0	Local	-	-	150,915	150,915	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Paradise Valley	2016	PVY16-440	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Design 6' colored concrete sidewalk	2	4	4	CMAQ	245,180	-	14,820	260,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001. Federal funding pending closeout request.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Paradise Valley	2017	PVY17-440	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Right of Way for 6' colored concrete sidewalk	2	4	4	Local	-	-	350,000	350,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2016	PEO17-440	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening, bike lanes, and sidewalk construction	1.2	2	2	CMAQ	113,632	-	6,869	120,500	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-18-BPB-001 Federal funding pending closeout request.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Peoria	2018	PEO18-440	83rd Avenue: Happy Valley Road to Jomax Road	Widen roadway and construct sidewalk and bike lanes	1.2	2	2	CMAQ	614,836	-	59,164	674,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-18-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2018	PEO18-441	New River Multi-use Path, Happy Valley Road to Pinnacle Peak Road	Design Multi-use Path	1	0	0	Local	-	-	260,000	260,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-20-BPB-002	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX17-447	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Design sidewalk, curb and gutter, ADA ramps and lighting	0	0	0	Local	-	-	337,295	337,295	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-008	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2018	PHX18-414	Buckeye Rd at 16th Ave, Thomas Rd at Dayton St, 16th St north of Indian School Rd, 16th St at Palm Ln, Greenway Rd at 38th St, and Osborn Rd at 13th Ave	Design six HAWK signals and crossings	0	0	0	Local	-	-	90,000	90,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-007	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX17-448	Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, and Buckeye Road at 16th Avenue	Design four high-intensity activated crosswalk (HAWK) signals	0	0	0	Local	-	-	80,000	80,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-19-BPB-006	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2018	PHX18-415	Maryvale Parkway at Glenrosa Avenue, 35th Avenue at Behrend Street, Van Buren St at 30th Street, and Buckeye Road at 16th Avenue	Right of Way for four HAWK Signals	0	0	0	Local	-	-	120,000	120,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-19-BPB-006	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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Phoenix	2017	PHX17-449	McDowell Rd at 41st Ave, 19th Ave at Pima St, Deer Valley Rd at 33rd Ave, Van Buren St at 36th St, McDowell Rd at 67th Ave, 15th Ave at Whitton Ave and Highland Ave, and Lower Buckeye Rd at 72nd Ave	Design eight HAWK signals	0	0	0	Local	-	-	120,000	120,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-18-BPB-005	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2018	PHX18-416	McDowell Rd at 41st Ave, 19th Ave at Pima St, Deer Valley Rd at 33rd Ave, Van Buren St at 36th St, McDowell Rd at 67th Ave, 15th Ave at Whitton Ave and Lower Buckeye Rd at 72nd Ave	Construct eight HAWK signals	0	0	0	TAP-MAG	1,770,011	-	153,989	1,924,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-18-BPB-005	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX17-450	Phoenix (Citywide): Bikeshare	Bikeshare Station Siting	0	0	0	Local	-	-	37,000	37,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-18-BPB-002	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2018	PHX18-417	Phoenix (Citywide): Bikeshare	Bikeshare Equipment (Bikes, Racks, Kiosks, Map Signs)	0	0	0	CMAQ	918,426	-	55,515	973,941	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-18-BPB-002	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX17-451	Roeser Road: 32nd Street to 550 Ft. East of 36th Street (@ the San Francisco Canal)	Design pedestrian improvements on south side and stripe bicycle lanes on both sides.	0.65	2	2	Local	-	-	103,000	103,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-19-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX17-452	Van Buren St: 7th Street to 24th Street	Design Bicycle Lanes and Pedestrian Improvements	2	4	2	Local	-	-	235,000	235,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-004	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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Scottsdale	2018	SCT18-440	Indian Bend Wash Path at Chaparral Road, east of Hayden Road	Design Underpass and Path Connections	0	0	0	Local	-	-	248,000	248,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-19-BPB-003	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2018	SCT18-441	Indian Bend Wash Path at Chaparral Road, east of Hayden Road	Right of Way for Underpass and Path Connections	0	0	0	Local	-	-	70,000	70,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-19-BPB-003	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2016	SCT17-440	McDowell Road: Pima Road to 64th Street	Design bike lanes, narrow travel & median lanes	3	6	6	CMAQ	443,210	-	26,790	470,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-18-BPB-001 Federal funding pending closeout request.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2018	SCT18-442	McDowell Road: Pima Road to 64th Street	Construct bike lanes, narrow travel and median lanes.	3	6	6	CMAQ	3,152,449	-	215,551	3,368,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-18-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2018	SUR18-440	Bullard Avenue: Greenway Road to Peoria Avenue	Construct 5-foot cycle track and pedestrian improvements.	4	2	2	CMAQ	1,551,235	-	348,765	1,900,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SUR-19-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2018	TMP18-440	Alameda Drive: 48th Street to Rural Road	Design bicycle and pedestrian facility improvements	3	1	1	Local	-	-	236,500	236,500	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-19-BPB-001	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2016	TMP17-440	Divot Drive: Kyrene Road to Highline Canal (Western Canal)	Design multi-use path	0.5	0	0	CMAQ	153,709	-	9,291	163,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-004 Federal funding pending closeout request.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Tempe	2018	TMP18-441	Divot Drive: Kyrene Road to Highline Canal (Western Canal)	Construct multi-use path	0.5	0	0	CMAQ	793,063	-	62,937	856,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-004	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2016	TMP17-441	Rio Salado South Bank under the McClintock Drive Bridge	Design shared-use path underpass	0.1	0	0	CMAQ	158,896	-	9,605	168,500	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-002 Federal funding pending closeout request.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2018	TMP18-442	Rio Salado South Bank under the McClintock Drive Bridge	Construct shared-use path underpass	0.1	0	0	CMAQ	1,231,275	-	94,425	1,325,700	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-002	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2017	TMP17-442	Union Pacific Railroad Tempe South Spur Line - University Drive to Baseline Road	Environmental Clearance Preliminary/Final Design/PS&E for Multi-use Path	4	0	0	Local	-	-	490,000	490,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-20-BPB-003	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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Avondale	2016	AVN15-461C2	Dysart Rd: Rancho Santa Fe to Indian School Rd	Procure, construct and install ITS components	2.25	0	0	CMAQ	703,478	-	42,522	746,000	Amend: Increase total cost by \$200,000. Additional Federal funding awarded through closeout.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2016	AVN18-460D	Dysart Rd: Van Buren Rd to north of I-10	Scoping and PE to install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	0.5	6	6	Local	-	-	142,500	142,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Buckeye	2016	BKY17-401D	Rainbow Rd: Durango St to Lower Buckeye Rd; Lower Buckeye Rd: Rainbow Rd to Watson Rd; Watson Rd to Durango St.	Design multiuse path	2	0	0	CMAQ	285,559	-	35,441	321,000	Amend: Add Design workphase to TIP in FY2016, for federally funded construction project in FY2017.	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.
Chandler	2016	CHN18-440	Chandler Boulevard: I-10 to 54th Street	Design bike lanes	0.37	6	6	CMAQ	81,570	-	4,931	86,500	Amend: Add new Bicycle and Pedestrian project. Application ID: CHN-20-BPB-001 Federal funding awarded through closeout.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
El Mirage	2016	ELM18-460D	El Mirage Rd: 1300 ft N of Northern Ave to Grand Ave frontage road, Thunderbird Rd: 127th Ave to El Frio St, Peoria Ave: El Mirage Rd to 121st Ave	Design: fiber, install five Closed-circuit Television (CCTV) cameras and interconnect six traffic signals	0	0	0	CMAQ	84,399	-	5,102	89,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects. Agency will request design funds in closeout.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN14-101	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	3	0	0	CMAQ	971,144	-	58,702	1,029,846	Amend: Reduce Total project cost by \$51,818, from \$1,081,664 to \$1,029,846. Increase Federal share to 94.3%. Additional Federal funding awarded through closeout.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN18-440	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Design Half Street Improvements and Sidewalk	1	0	0	CMAQ	183,885	-	11,115	195,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-20-BPB-001 Federal funding awarded through closeout.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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Glendale	2016	GLN19-760D	Camelback Rd: 51st Ave to 91st Ave	Design fiber, communication, and CCTV	5	4	4	CMAQ	166,966	-	10,092	177,058	Amend: Add new project. Federal funding awarded through closeout.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN17-440	Camelback Road, 79th Avenue to 83rd Avenue	Design Sidewalk Improvements	0.5	4	4	CMAQ	83,927	-	5,073	89,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-18-BPB-005 Federal funding awarded through closeout.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN18-460D	Glendale (Citywide)	Design: Emergency Vehicle Preemption (EVP) system citywide at 48 intersections	0	0	0	CMAQ	117,875	-	7,125	125,000	Amend: Add new project. Project awarded funding through closeout.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2016	GLN18-441	Paradise Lane, 55th Avenue to 59th Avenue	Design Sidewalk Improvements	0.5	0	0	CMAQ	54,694	-	3,306	58,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-19-BPB-002 Federal funding awarded through closeout.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Goodyear	2016	GDY18-460D	Elwood St: Cotton Ln to Estrella Pkwy, Cotton Ln: Estrella Pkwy to Elwood St, Estrella Pkwy: Elliot Rd to Cotton Ln, Elliot Rd: San Gabriel Dr to Estrella Pkwy	Scoping and PE to install fiber along Elwood St, CCTV, connect two signals to Traffic Management Center (TMC)	0	0	0	Local	-	-	80,000	80,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2016	MAG16-4PIP	MAG regionwide	Project Initiation Pool for MAG funded CMAQ, STP, TAP, HSIP, and STP projects.	0	0	0	STP-MAG	19,803	-	1,197	21,000	Amend: Seven projects to received PIP funding. Reduce from 99,015 federal to \$19,803. Reduce total from \$105,015 to \$21,000.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2016	MAG16-431C3	Regionwide	Purchase PM-10 Certified Street Sweepers	0	0	0	CMAQ	535,120	-	32,346	567,466	Amend: Add \$535,120 of Federal funding awarded through closeout to fund the balance of FY 2016 street sweeper purchases.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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Maricopa City	2017	MAR19-760D	Maricopa (Citywide)	Scoping and PE to install conduit & fiber, CCTV cameras, & wireless comm. and interconnect 6 signals	0	0	0	Local	-	-	140,000	140,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa County	2016	MMA18-460D	MCDOT TMC	Scoping and PE to upgrade TMC workstations, video wall display, network equipment, and system	0	0	0	Local	-	-	90,000	90,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa County	2017	MMA19-760D	MCDOT TMC	Scoping to upgrade Regional Archived Data System (RADS) server and hardware and provide system integration	0	0	0	Local	-	-	30,000	30,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa County	2016	MMA17-402	Riggs Rd, Sun Lakes Blvd to Arizona Ave and Alma School Rd, Chandler Heights Blvd to Riggs Rd.	Riggs Road Fiber: Install Fiber Optic Communications and Infrastructure	0	0	0	CMAQ	882,259	-	53,328	935,587	Amend: Advance project from 2017 to 2016. Add \$147,964 of Federal funds awarded through closeout.	A minor project revision is needed to advance project and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa County	2016	MMA17-401	Various	Fiber Installation and ITS Software Upgrade	0	0	0	CMAQ	429,988	-	105,132	535,120	Amend: Advance project from 2017 to 2016.	A minor project revision is needed to advance project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa County	2016	MMA14-103	Various Low Volume Roads	Construct/Pave Dirt Roads	2.5	2	2	CMAQ	1,167,446	-	70,567	1,238,013	Amend: Change total project length from 4 to 2.5 miles to reflect updated project. Add \$49,991 of Federal funding awarded through closeout.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2016	MES16-402	Citywide	Integrate 911 Data in RADS to Support Incident Management	0	0	0	CMAQ	103,471	-	6,254	109,725	Amend: Increase total cost by \$49,725. Additional Federal funding awarded through closeout.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Mesa	2016	MES18-460D	Mesa (Citywide)	Scoping and PE to install cabinets & controllers at 50 locations and establish communications	0	0	0	Local	-	-	140,000	140,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Paradise Valley	2016	PVY16-440	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Design 6' colored concrete sidewalk	2	4	4	CMAQ	245,180	-	14,820	260,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001. Federal funding awarded through closeout.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2016	PEO17-440	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening, bike lanes, and sidewalk construction	1.2	2	2	CMAQ	113,632	-	6,869	120,500	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-18-BPB-001 Federal funding awarded through closeout.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX19-760D	Phoenix (Citywide)	Scoping and PE for Central Core Anonymous Re-Identification (ARID) - Phases 1 & 2	0	0	0	Local	-	-	258,995	258,995	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2016	PNL17-404D	Barnes Rd, Fuqua Rd to Stanfield Rd	PE and final design for roadway paving	1	2	2	CMAQ	122,590	-	7,410	130,000	Amend: Add \$122,590 of Federal funding awarded through closeout. No change in total cost. Advance project from 2017 to 2016.	A minor project revision is needed to advance project and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2016	PNL15-409	Barnes Rd: White & Parker Rd to Fuqua Rd; Fuqua Rd: Barnes Rd to Lealand Rd	Pave Unpaved Roadway.	2.5	2	2	CMAQ-2.5	1,568,714	-	94,822	1,663,536	Amend: Advance project from 2017 to 2016. Increase total project cost by \$285,299 to reflect updated engineering estimate. Additional Federal funds awarded through closeout.	A minor project revision is needed to advance project and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2016	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: Advance project from 2017 to 2016.	A minor project revision is needed to advance project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Pinal County	2015	PNL14-410D2	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Design Roadway Paving.	1.5	2	2	CMAQ	46,735	-	2,825	49,560	Amend: Design engineering cost estimate increased. Increase federal funding by \$46,735 and local by \$2,825 on design work phase, decrease funding on construction work phase. Total Design is \$183,470 federal, \$11,090 local. Design authorized late in FFY2015.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Salt River Pima-Maricopa Indian Community	2016	SRP16-401D	Longmore Road, Osborn Rd to McDowell Rd	Design sidewalk with trees and benches at school bus stops and other locations as needed	1.55	0	0	CMAQ	161,792	-	39,869	201,661	Amend: Add \$161,792 of Federal funding awarded through closeout. No change in total cost.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Salt River Pima-Maricopa Indian Community	2017	SRP17-401D	McDonald Drive Subdivision (bounded by May St, McDonald Rd, Dobson Rd and Montebello Av) and Palm In, Harris Dr to Gilbert Rd	PE and final design for roadway paving	2.13	2	2	CMAQ	122,590	-	7,410	130,000	Amend: Add \$122,590 of Federal funding awarded through closeout. No change in total cost.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2016	SCT17-440	McDowell Road: Pima Road to 64th Street	Design bike lanes, narrow travel & median lanes	3	6	6	CMAQ	443,210	-	26,790	470,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-18-BPB-001 Federal funding awarded through closeout.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2016	SCT18-460	Thomas Rd: 60th Street to Pima Road	Install 17 video detection cameras and TMC software	3.5	5	5	CMAQ	368,713	-	22,287	391,000	Amend: Advance project from 2017 to 2016.	A minor project revision is needed to advance project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2016	SUR18-460	Surprise (Citywide)	Develop ITS strategic plan and implementation plan	0	0	0	CMAQ	141,450	-	8,550	150,000	Amend: Advance project from 2017 to 2016.	A minor project revision is needed to advance project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2016	TMP17-440	Divot Drive: Kyrene Road to Highline Canal (Western Canal)	Design multi-use path	0.5	0	0	CMAQ	153,709	-	9,291	163,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-004 Federal funding awarded through closeout.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2016	TMP17-441	Rio Salado South Bank under the McClintock Drive Bridge	Design shared-use path underpass	0.1	0	0	CMAQ	158,896	-	9,605	168,500	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-002 Federal funding awarded through closeout.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Tempe	2016	TMP18-460D	Tempe (Citywide)	Scoping and PE to install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	0	0	0	Local	-	-	62,500	62,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2017	TMP19-760D	Tempe (Citywide)	Scoping and PE for Phase 2 - Install Dynamic Message Signs (DMS), CCTV cameras, wireless link, bicycle detection, & EVP networking	0	0	0	Local	-	-	62,500	62,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2016	TMP15-403	Various locations in Tempe	Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc.	0	0	0	CMAQ	1,118,893	-	67,632	1,186,525	Amend: Add \$482,368 of Federal funding awarded through closeout. No change in total project cost.	A minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 16, 2016

**SUBJECT:**

Social Services Block Grant Allocation Recommendations

**SUMMARY:**

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

**PUBLIC INPUT:**

Members of the public participated in the service ranking exercise. Additional opportunities for public input were made available at the December MAG Human Services Technical Committee meeting and the January MAG Human Services Technical and Coordinating Committee meetings. The draft allocations were distributed for public comment and zero comments were received. Another opportunity for input was provided at the MAG Management Committee meeting on February 10, 2016. No public comments were received.

**PROS & CONS:**

PROS: The service ranking exercise offers a transparent, inclusive, and credible process for prioritizing the best approach to meet human services needs in the region through the Social Services Block Grant.

CONS: None are anticipated.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The proposed allocation recommendations were developed by considering feedback from community partners through reviewing results from the service ranking exercise as well as expertise from members of the MAG Human Services and Community Initiatives Committee and the MAG Human Services Technical Committee. Upon reviewing the results of the service ranking exercise and discussing the distribution of funds from FY 2016, the Human Services Technical Committee recommended to carry over the funding allocation recommendations from FY 2016 for a level funding allocation recommendation for FY 2017. This recommendation resulted in no change in the funding allocations across the four target groups. The funding allocation recommendations were made available for public comment on January 15, 2016 and no public comments were received. The MAG Human Services Coordinating Committee recommended approval of this strategy and the draft allocation recommendations on January 21, 2016.

POLICY: The Human Services Technical Committee believes that the service ranking exercise allows for public input on the funding allocation recommendations but the number of responses to the service ranking

exercise has declined. Therefore, the Human Services Technical Committee is reviewing the process to ensure it is utilizing a methodology that allows for a balance between public input and service area expertise. Based on their review and findings, the Technical Committee may be making recommendations to enhance the methodology for FY 2018.

**ACTION NEEDED:**

Approval of the Social Services Block Grant (SSBG) allocation recommendations for FY 2017 to the Arizona Department of Economic Security.

**PRIOR COMMITTEE ACTIONS:**

On February 10, 2016, the MAG Management Committee voted unanimously to recommend approval of the MAG FY 2017 Social Services Block Grant allocation recommendations.

MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

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

On January 21, 2016, the MAG Human Services and Community Initiatives Committee voted unanimously to recommend approval of the MAG FY 2017 Social Services Block Grant allocation recommendations.

MEMBERS ATTENDING

- |   |                                       |
|---|---------------------------------------|
| Vice Mayor Bridget Binsbacher, Peoria             | Councilmember Michelle Hess, Buckeye  |
| # Councilmember Wally Campbell, Goodyear          | Vice Mayor Stephanie Karlin, Avondale |
| * Councilmember Samuel Chavira, Glendale          | Joaquin Rios, Tempe Community Council |
| Councilmember Kevin Hartke, Chandler              | Councilmember Todd Tande for Surprise |
| * Councilmember Chris Glover, Mesa, Vice<br>Chair | Councilmember Jared Taylor, Gilbert   |
|   | Councilmember Corey Woods, Tempe      |

\*Neither present nor represented by proxy.

#Attended by telephone conference call.

+Attended by videoconference.

On January 14, 2016, the MAG Human Services Technical Committee voted unanimously to recommend approval of the MAG FY 2017 Social Services Block Grant allocation recommendations.

**MEMBERS ATTENDING**

- \* Kristina Blea, City of Phoenix
- \* Andrew Carlson, Town of Gilbert
- Naomi Farrell, City of Tempe, Chair
- Janeen Gaskins, City of Surprise
- Jessica Gonzalez, City of Phoenix
- Laura Guild, Arizona Department of Economic Security
- Jeffrey Jamison, City of Phoenix
- Jim Knaut, Area Agency on Aging
- Jacqueline Edwards for Bruce Liggett, Maricopa County Human Services Department
- \* Joyce Lopez-Powell, Valley of the Sun United Way
- Debbie Pearson, City of Peoria
- Christina Plante, City of Goodyear
- \* Leah Powell, City of Chandler
- \* Cindy Saverino, Arizona Department of Economic Security
- Cynthia Segovia, City of Phoenix
- \* Stephanie Small, City of Avondale, Vice Chair
- # Tim Ward, Arizona Department of Economic Security

\*Neither present nor represented by proxy.  
#Attended by telephone conference call.

+Attended by videoconference.

**CONTACT PERSON:**

Brandee Mead, MAG Human Services Manager, (602) 254-6300.

Target Group	Service Title & Service Ranking Across Target Group	State of Arizona SSBG SFY 2016	Committee Recommended Funding per Target Group	Funding difference applied (+/-)	SFY 2017 Funding Recommendations
AFC	AFC: Case Mgt: Basic Needs	\$ 1,085,206.22		\$ -	\$ 1,085,206.22
AFC	AFC: Emergency (Crisis) Shltr Svcs.: Domestic Violence	\$ 390,617.00		\$ -	\$ 390,617.00
AFC	AFC: Crisis Shltr Svcs.: Children and Runaway Children	\$ 87,275.00		\$ -	\$ 87,275.00
AFC	AFC: Emergency Shelter (Homeless Individuals and Families)	\$ 310,481.00		\$ -	\$ 310,481.00
AFC	AFC: Housing Support Services (Homeless Individuals and Families)	\$ 72,687.00		\$ -	\$ 72,687.00
AFC	AFC: Supportive Intervention/Guidance Counseling: Outpatient Domestic Violence Victims	\$ 31,481.00		\$ -	\$ 31,481.00
AFC	AFC: Supportive Intervention/Guidance Counseling: High Risk Children	\$ 38,062.00		\$ -	\$ 38,062.00
AFC	AFC: Case Mgt: Pregnant/Parenting Youth	\$ 33,637.00		\$ -	\$ 33,637.00
		<b>\$ 2,049,446.22</b>	<b>2,049,446.22</b>	<b>\$ -</b>	<b>\$ 2,049,446.22</b>
DD	DD: Ext Supported Empl Svcs: Individuals with DD in need of work training opps.	\$ 202,456.00			\$ 202,456.00
DD	DD: Ext. Supported Empl. Svcs.: Individuals with DD who reside in the family home and are in need of work training \ opps.	\$ 14,820.00			\$ 14,820.00
DD	DD: Attendant Care Svcs.	\$ 9,773.00		\$ -	\$ 9,773.00
DD	DD: Habilitation Svcs.	\$ 2,271.00		\$ -	\$ 2,271.00
DD	DD: Respite Service	\$ 8,677.00		\$ -	\$ 8,677.00
		<b>\$ 237,997.00</b>	<b>237,997.00</b>	<b>\$ -</b>	<b>\$ 237,997.00</b>
ELD	ELD: Home Delivered Meals	\$ 466,875.00			\$ 466,875.00
ELD	ELD: Adult Day Care/Adult Day Health Care: Homeless, Emergency Shltr	\$ 180,722.00		\$ -	\$ 180,722.00
ELD	ELD: Housing Support Services (ELD/DD-Homeless)	\$ 88,202.00		\$ -	\$ 88,202.00
ELD	ELD: Home Care: HK/HM, Chore, Home Health Aid, Personal Care, Respite and Nursing Svcs.	\$ 326,413.00		\$ -	\$ 326,413.00
		<b>\$ 1,062,212.00</b>	<b>1,062,212.00</b>	<b>\$ -</b>	<b>\$ 1,062,212.00</b>
PwD	PwD: Home Delivered Meals	\$ 19,655.00			\$ 19,655.00
PwD	PwD: Congregate Meals	\$ 11,144.00			\$ 11,144.00
PwD	PwD: Rehabilitation Instructional Svcs.	\$ 2,343.00			\$ 2,343.00
PwD	PwD: Supported Empl., Ext.	\$ 37,899.00		\$ -	\$ 37,899.00
PwD	PwD: Adult Day Care/Adult Day Health Care	\$ 7,743.00		\$ -	\$ 7,743.00
PwD	PwD: Home Care	\$ 25,906.00		\$ -	\$ 25,906.00
PwD	PwD: Adaptive Aids/Devices	\$ 1,779.00		\$ -	\$ 1,779.00
		<b>\$ 106,469.00</b>	<b>106,469.00</b>	<b>\$ -</b>	<b>\$ 106,469.00</b>
		<b>\$ 3,456,124.22</b>	<b>\$3,456,124.22</b>	<b>\$ -</b>	<b>\$ 3,456,124.22</b>

Target amount

**\$ 3,456,124.70**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

February 16, 2016

**SUBJECT:**

Approval of MAG Regional Misdemeanor Domestic Violence Protocol Model

**SUMMARY:**

The MAG Regional Misdemeanor Domestic Violence Protocol Model was developed to improve the way domestic violence offenders are arrested across the region. Each year the protocol is updated through a collaborative process. The revisions to the MAG Regional Misdemeanor Domestic Violence Protocol Model were recommended for approval by the MAG Regional Domestic Violence Council on February 4, 2016, and MAG Management Committee at the February 10, 2016 meeting.

**PUBLIC INPUT:**

Members of the public were afforded the opportunity to provide input and offer revisions at meetings held in November, December and February. Another opportunity for input was provided at the MAG Regional Domestic Violence Council meeting on February 4, 2016, and MAG Management Committee meeting on February 10, 2016.

**PROS & CONS:**

**PROS:** The MAG Regional Misdemeanor Domestic Violence Protocol Model provides a set of best practices for law enforcement to use when responding to domestic violence calls. The protocols and practices used by law enforcement are an important tool to keep officers and victims safe, while holding abusers accountable.

**CONS:** None are anticipated.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The MAG Regional Misdemeanor Domestic Violence Protocol Model was created through a collaborative effort of field matter experts across law enforcement, prosecution, and victim advocacy disciplines. Current protocols were evaluated, and research was conducted of local and national promising practices., strengthening working relationships across the law enforcement prosecution, and victim advocacy communities. The model provides a list of recommended practices to increase offender accountability, while maintaining victim and officer safety, and preserving valuable resources. The protocol model was revised through collaborative multi-disciplinary community meetings in November and December 2015 to align with current promising practices. Training to help with implementation of the enhancements will be provided through a series of free brown bag trainings.

**POLICY:** The MAG Regional Misdemeanor Domestic Violence Protocol Model outlines best practices for investigation and arrest. Results of previous implementation surveys reveal that 100 percent of law enforcement agencies in the region have implemented some or all of the protocols practice into agency policy.

**ACTION NEEDED:**

Approval of the MAG Regional Misdemeanor Domestic Violence Protocol Model.

**PRIOR COMMITTEE ACTIONS:**

The revised Regional Misdemeanor Domestic Violence Protocol Model was recommended for approval by the MAG Management Committee at the February 10, 2016 meeting.

## MEMBERS ATTENDING

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

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

\* Those members neither present nor represented by proxy.

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

The revised Regional Misdemeanor Domestic Violence Protocol Model was recommend for approval by the MAG Regional Domestic Violence Council at the February 4, 2016 meeting.

## MEMBERS ATTENDING

Celeste Adams, Save the Family  
Zach Altman, Gilbert Prosecutor's Office  
Vice Mayor Robin Barker, Apache Junction,  
Chair  
# John Belatti, Mesa Prosecutor's Office  
John A. Blackburn, Jr., Arizona Criminal  
Justice Commission  
\* Serene Carney, Apache Junction Police  
Department  
\* Councilmember Samuel Chavira, Glendale  
Councilmember Eddie Cook, Gilbert  
# Tiffany Copp, Surprise City Prosecutor's  
Office  
Jon Eliason, Maricopa County Attorney's  
Office  
Kristin Scharlau for Naomi Farrell, Tempe  
Heather Maldonado for Troy Finley,  
Phoenix Police Department  
# Maria Garay, Sojourner Center  
\* Donna Gardner, Avondale  
Amy Offenberg for Will Gonzalez, Phoenix  
Prosecutor's Office  
Laura Guild, Arizona Dept. of Economic  
Security

# Elizabeth Herbert, Chandler Prosecutor's  
Office  
\* Lynette Jelinek, Glendale Fire Dept.  
\* Mary Lynn Kasunic, Area Agency on Aging  
Patricia Klahr, Chrysalis Shelter, Inc.  
\* Councilmember Sheri Lauritano,  
Goodyear  
Councilmember Kathy Littlefield,  
Scottsdale  
Gerardo Pena, Chicanos por la Causa  
D.C. Ernst for Kerry Ramella, Phoenix Fire  
Department  
Iva Rody, El Mirage Police Department  
\* Councilmember Terry Roe, Chandler  
Chief Steve Stahl, City of Maricopa Police  
Department  
Kathleen Sullivan, Gilbert Police Department  
\* Yvonne Taylor, Arizona Coalition to End  
Sexual and Domestic Violence  
Councilmember Thelda Williams,  
Phoenix, Vice Chair  
\* Councilmember Cecil Yates,  
Fountain Hills  
# Sarah Youngblood, Community Legal  
Services

\* Those members neither present nor represented by proxy.

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

## **CONTACT PERSON:**

Amy Robinson, MAG Human Services Planner, (602) 254-6300.

**Maricopa Association of Governments (MAG)**  
**Domestic Violence Protocol Evaluation Project**

# **Misdemeanor Domestic Violence Protocol Model**

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The MAG Domestic Violence (DV) Protocol Evaluation Project strives to increase efficiencies in arresting and prosecuting misdemeanor domestic violence offenders. The goal is to save the lives of domestic violence survivors and save money for the agencies responding to these crimes. During its first year, the project engaged more than 320 community partners in law enforcement, prosecution, and victim advocacy in developing the region’s first misdemeanor domestic violence protocol model. An annual review of local and national promising practices informs the model’s 34 recommended practices. Training resources created to help put these practices into place include outreach and training videos as well as brown bag trainings. Through this work, the project will increase the consistency and efficacy of the criminal justice system’s response to domestic violence crimes.

Support of the MAG DV Protocol Evaluation Project grew to include more than 500 community and statewide stakeholders by its third year. Project partners currently include the Arizona Coalition to End Sexual and Domestic Violence; Arizona Criminal Justice Commission; Arizona Peace Officer Standards and Training Board; Arizona Prosecuting Attorneys’ Advisory Council; City of Apache Junction Police Department and Prosecutor’s Office; City of Avondale Police Department; City of Buckeye Police Department; City of Chandler Prosecutor’s Office; City of El Mirage Police Department; Town of Gilbert Police Department and Prosecutor’s Office; Glendale City Court, Police Department and Prosecutor’s Office; City of Goodyear Police Department; Maricopa County Attorney’s Office; City of Maricopa Police Department; Maricopa County Sheriff’s Office; City of Mesa Prosecutor’s Office; O’Connor House; City of Peoria Police Department; City of Phoenix Police Department, Prosecutor’s Office, and Family Advocacy Center; City of Scottsdale Prosecutor’s Office; City of Surprise; Southwest Family Advocacy Center; City of Tempe CARE 7; City of Tolleson Police Department; and Town of Wickenburg Police Department. The goal is to work toward a statewide protocol model for addressing domestic violence crimes.

With ongoing support and continued collaboration, the MAG DV Protocol Evaluation Project continues to streamline the criminal justice system’s response to domestic violence by saving money, and more importantly, saving lives. Project resources are available at <https://www.azmag.gov/Projects/Project.asp?CMSID=3780>. For more information, please contact Amy Robinson at the MAG office at (602) 254-6300 or by email at [arobinson@azmag.gov](mailto:arobinson@azmag.gov).

## **A. Initial Response**

1. The 9-1-1 or Communications Operator should be responsible for determining if a call for service is dispatched as “Domestic Violence.” Any call involving a domestic violence incident should be given the same priority as any other emergency call.
2. Two officers should respond to the call (when possible).
3. The officer(s) should be briefed by the Communications Operator before arriving on scene. Information should include whether an order of protection applies to the situation, if known.
4. The officer(s) should be alert for weapons when arriving on scene.
5. Identify, separate, and talk with all witnesses, including children.
6. Interview each person in an area as far as is practical out of hearing range and sight from each other and bystanders, while maintaining officer safety. Consider removal to a patrol car if warranted and necessary. If one party attempts to influence or intimidate another, or otherwise impede investigation, remove aggravating party to patrol car.
7. The officer(s) should ask victim and suspect about the nature of the dispute while noting their mental, emotional, and physical conditions. Officer(s) should adopt a neutral approach to the situation regardless of who appears to be at fault, as appropriate.



8. If suspect is on scene, the officer(s) should separate suspect from victim by removing suspect from the victim's immediate area to be interviewed, and if necessary, removed to a patrol car or restrained.
9. If suspect flees the scene, the officer(s) should locate, interview, and arrest suspect as soon as possible. If a warrant is needed, the officer(s) should obtain and execute the warrant as soon as possible.
10. If entry is consented, the officer(s) should enter and conduct a search of the premises.
11. If refused entry, the officer(s) should persist in seeing and speaking alone with the subjects of the call. If access is still refused, the officer(s) should force entry for the purpose of ensuring the welfare of all occupants inside, if warranted and advisable. Officers should call for a supervisor or support as outlined in agency policy, if necessary.
12. The officer(s) should assess injuries, administer first aid, and notify Emergency Medical Services. The officer(s) should encourage victim to seek emergency room exams as appropriate and should document if treatment is refused.
13. The officer(s) should NOT become involved in the disposition of personal property ownership. The officer(s) should remain neutral and be concerned primarily with maintaining the peace and safety of those present. The officer(s) should stand by while victim or suspect gathers necessities for a short-term absence from the home.
14. In cases of intimate partner violence, it is recommended, but not mandated, the officer(s) ask the victim lethality/danger assessment questions to determine the level of lethality/danger the victim is facing in the relationship. The lethality/danger assessment questionnaire, if used, should ask specific questions relating to the frequency and severity of physical and/or emotional violence and/or control in the relationship, as well as other questions linked to increased risk of homicide (i.e., employment status of abuser, incidents of strangulation, ownership of a firearm, etc.) and should be drafted in consultation with the local law enforcement agency. The results of the lethality/danger assessment should be clearly conveyed to the victim, and included with the report.
15. Officer(s) should access translators (e.g., Language Line) as needed to communicate with individuals on scene.

## **B. On-Scene Assistance to Victims**

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16. The officer(s) should call a Crisis Response or Victim Services Unit, if available, to assist victim and her/his family on scene. The officer(s) shall share the outcomes of the lethality/danger assessment questions with the responding Crisis Response or Victim Services Unit. The Crisis Response or Victim Services Unit should assist the officer(s) with the steps in Practice 17 listed below.



17. When a Crisis Response or Victim Services Unit is NOT available, the officer(s) should assist with Sections a-j (below).

- a. Conduct safety planning with the victim as she/he may need to take additional protective measures to maintain her/his safety (i.e., emergency order of protection).
- b. Provide information, resource materials, and phone numbers for accessing domestic violence assistance, including help locating lodging per Arizona Revised Statute (ARS) 13-3601(J)(3).
- c. Inform the victim to document any contact or acts of intimidation or influence attempted by the suspect (i.e., letters, phone calls, or other statements to the victim or children) and to give that information immediately to the case agent and/or prosecutor. Acts that can be in violation of an order may include leaving notes on vehicles and certain acts or gestures made in the past indicating a threat or that violence was going to occur. These activities increase the likelihood that a victim may not appear in court.

- d. Contact the appropriate victim advocates, who may be located within the agency or at the closest Family Advocacy Center, and provide the victim's contact information for follow up to maintain the continuum of care.
- e. Provide Victim Rights Form and Victim Compensation Fund information. Advise victim of their rights both verbally and in writing, and take care to specifically explain that the suspect's initial court appearance likely will occur in less than 24 hours.
- f. Inform the victim of suspect's status after an arrest is made and whether an order of protection was served.
- g. Help arrange for transportation to emergency housing, if requested by victim.
- h. Contact the appropriate entities to obtain emergency protective orders, or refer victims to appropriate court entities for an order of protection.
- i. Provide victim with notification of initial court appearance including date, time, and location, and directions, if possible. If information is unavailable, officers should direct victims to the appropriate court to get the information, when possible.
- j. After providing victim with all information, confirm victim understanding of next steps.

### C. On-Scene Investigation

18. The officer(s) should conduct thorough interviews by following Sections a-h (below). Do not tell victim what action will be taken with suspect, including intent to arrest, until all available information is collected.
  - a. Conduct complete interviews and obtain written statements as soon as possible.
  - b. Identify, separate, and talk with all witnesses, including children.
  - c. Interview each person in an area out of hearing range and sight from each other and bystanders, while maintaining officer safety. Consider removal to a patrol car if warranted and necessary.
  - d. When interviewing the victim of intimate partner violence, use lethality/danger assessment questions to determine the level of lethality/danger of the relationship and convey this information clearly to the victim. If the victim is found to be in a high lethality relationship, the officer(s) should ensure that the victim is made aware of his/her status and elevated risk of death or serious injury, as well as document how this notification was made to the victim in their report.
  - e. Make use of all available technologies; take audio and video recorded statements of interviews, if possible.
  - f. Use supportive interviewing techniques to ask about previous incidents, frequency, and severity. Allow parties to describe and explain without interruption before asking questions.
  - g. Talk with children separately from parents, if parents give their consent. Use age-appropriate techniques and document children's age(s).
  - h. Be alert to signs of trauma or abuse. Contact appropriate agency if children are being abused.
19. The officer(s) should collect important evidence by following Sections a-d (below).



- a. Collect and preserve the physical evidence reasonably necessary to support prosecution, including evidence that substantiates victim's injuries, and elements of the attack (i.e., weapons, torn clothing, etc.). Record the crime scene thoroughly.
- b. Take photos of visible injuries and the crime scene. Document and describe these in the report.
- c. Request a copy of the 9-1-1 recording through a supervisor to impound as evidence, as appropriate.
- d. Follow up with victim, in person, to see if injuries are now visible or if injuries observed at the scene are changing. Arrange for follow up if the officer(s) will not be available.

#### D. Arrest Decision

20. The officer(s) should make an arrest decision based on credible statements and supporting evidence. Criminal action is initiated by the State, not by the victim.

21. If an officer(s) determines there is no evidence of a crime or there has been no allegation of a domestic violence offense, the officer(s) should find the call unfounded. A specific Computer Automated Dispatch entry should be entered for every domestic violence call including those lacking physical evidence of a crime.



22. The officer(s) should determine if there is a predominant aggressor by considering present factors, including Section a-i (below):

- a. What is the prior history of violence between the parties?
- b. Is there a size differential between the parties?
- c. What is the relative severity and extent of the injuries?
- d. What is the likelihood of future injury to each party?
- e. What is the relative fear of each party to the other?
- f. What is the law regarding self-defense?
- g. Was either party armed with a weapon or did either party use a weapon?
- h. What were the circumstances leading up to and surrounding the confrontation?
- i. What was said by the parties?

23. In order to arrest both parties, the officer(s) should have probable cause to believe both parties independently may have committed a crime, as well as probable cause to arrest.

24. The officer(s) shall provide victim with written information for contacting victims' assistance programs, if available, whether or not an arrest is made. ARS 13-3601(J)

25. Following an arrest decision, the officer(s) should conduct tasks, including those in Sections a-d (below).

- a. Take the accused into custody as soon as it is determined a warrantless arrest is appropriate.
- b. Ask questions to determine the presence of firearms in the home or if the suspect has access to firearms. If firearms are present, obtain consent from the owner to remove any weapons if no protective order exists through voluntary surrender or for safekeeping according to agency policy, if possible.
- c. If effecting the arrest of a juvenile, follow juvenile arrest procedures.
- d. Submit the suspect's fingerprints, prior criminal history, and photographs with the Departmental Report and forward them onto the Arizona Automated Fingerprint Identification System (AAFIS).

#### E. Complete Reports



26. The officer(s) should thoroughly complete reports by following sections a-n (below).
- a. If possible, obtain and verify victim(s)' address, home phone number, cell phone number, safe phone number (i.e., name and phone number of friend and/or relative), email, and alternate addresses for contacting victim for follow up. Advise victim her/his information may be given to victim advocates for follow up.
  - b. Take and document audio and video recorded statements of victim and suspect, any potentially incriminating statements and any excited utterances, as possible.
  - c. Document evidence of substance and/or chemical abuse by suspect, victim, and witnesses.
  - d. Identify any emergency medical personnel who responded. Provide their names and unit contact information for follow up (i.e., station phone number and shift).
  - e. Provide the officer(s)' names and contact information (direct numbers and cell phone numbers), and Departmental Report numbers for follow up by prosecutors.
  - f. Document the level of lethality/danger determined using the lethality/danger assessment questions. If the victim is found to be in a high lethality relationship, the officer(s) should ensure that the victim is made aware of her/his status and elevated risk of death or serious injury as well as document how this notification was made to the victim in their report.
  - g. Determine if victim has a protective order. If so, verify protective order with the agency or entity housing it and request a copy for inclusion in the report.
  - h. Check protective order to determine if weapons have been ordered to be removed per domestic violence statutory requirements for "cooling-off" period.
  - i. Obtain consent from the owner to remove any weapons if no protective order exists through voluntary surrender or for safekeeping according to agency policy, if possible.
  - j. Ask about and document any information about prior incidents to establish a pattern or history of abuse.
  - k. Make records checks on both parties in the dispute. Felony charges should be submitted if criminal histories elevate a misdemeanor to a felony given the number of prior misdemeanor convictions.
  - l. Take and describe photographs of all injuries found on victim and/or suspect.
  - m. Take and describe audio and video recorded statements of victim and suspect, when possible.
  - n. The officer(s) should submit a reviewable report prior to the end of shift.
27. The officer(s) should submit all evidence of suspect attempting to intimidate or influence victim. This may deter victim's participation in the prosecution process.
28. The officer(s) should clearly mark all written reports and documents as "domestic violence."
29. The officer(s) should submit a report when probable cause exists, even if the victim recants or declines to assist in prosecution.
30. The officer(s) should locate and interview the suspect if there is evidence a crime has occurred (i.e., physical injuries or damaged property), especially if there are no witnesses for corroboration. A report should be written even if reasonable attempts to contact the suspect are unsuccessful.

31. Judges will be provided a completed Form IV to review before making a release decision. Information in the Form IV should include whether suspect poses a threat to victim or others (i.e., threatening comments or conduct by the suspect), whether suspect has access to weapons, and whether a court has issued a protective order against the suspect. Any completed lethality/danger assessment information should be submitted to the judge as well to assist with bond setting and hold determinations.
32. A copy of any completed lethality/danger assessment should be submitted to the prosecuting attorney along with the report to assist in charging determinations with submittals as well as with asking for higher bond and/or holds on in-custody cases.
33. Run criminal history and include previous convictions (include fingerprints, and all prior domestic violence).
34. Follow up on all turn downs and furthers to aid successful prosecution, as necessary.

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## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



Welcome!

We request your participation in the Maricopa Association of Governments (MAG) Misdemeanor Domestic Violence Protocol Model Implementation Survey. The purpose of the survey is to identify what elements of the protocol model have been put into place and what impacts have resulted across the region. This information will be used to identify technical assistance opportunities to assist agencies with further implementation of the Protocol Model. The survey questions were updated to align with the 2015 version of the protocol model. Please answer based on efforts within the last year or since the last implementation survey. Thank you in advance for your participation.

## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### 1. Has your agency implemented any of the Initial Response Protocols?

1. The Communications Operator should be responsible for determining if a call for service is dispatched as "Domestic Violence." Any call involving a domestic violence incident should be given the same priority as any other emergency call.

Implemented

Plan to Implement

Not Implemented

2. Two officers should respond to the call (when possible).

Implemented

Plan to Implement

Not Implemented

3. The officer(s) should be briefed by the Communications Operator before arriving on scene. Information should include whether an order of protection applies to the situation.

Implemented

Plan to Implement

Not Implemented

4. The officer(s) should be alert for weapons when arriving on scene.

Implemented

Plan to Implement

Not Implemented

5. Identify, separate, and talk with all witnesses, including children.

Implemented

Plan to Implement

Not Implemented

6. Interview each person in an area as far as is practical out of hearing range and sight from each other and bystanders, while maintaining officer safety. Consider removal to a patrol car if warranted and necessary. If one party attempts to influence or intimidate another, or otherwise impede investigation, remove aggravating party to patrol car.

Implemented

Plan to Implement

Not Implemented

7. The officer(s) should ask victim and suspect about the nature of the dispute while noting their mental, emotional, and physical conditions. Officer(s) should adopt a neutral approach to the situation regardless of who appears to be at fault, if possible and appropriate.

Implemented

Plan to Implement

Not Implemented

8. If suspect is on scene, the officer(s) should separate suspect from victim by removing suspects from the immediate area to be interviewed, and if necessary, removed to a patrol car or restrained.

Implemented

Plan to Implement

Not Implemented

9. If suspect flees the scene, the officer(s) should locate, interview, and arrest suspect as soon as possible. If a warrant is needed, the officer(s) should obtain and execute the warrant as soon as possible.

Implemented

Plan to Implement

Not Implemented

10. If entry is consented, the officer(s) should enter and conduct a search of the premises.

Implemented

Plan to Implement

Not Implemented

11. If refused entry, the officer(s) should persist in seeing and speaking alone with the subject(s) of the call. If access is still refused, the officer(s) should force entry for the purpose of ensuring the welfare of all occupants inside, if warranted and advisable. Officer(s) should call for a supervisor or support as outlined in agency policy, if necessary.

Implemented

Plan to Implement

Not Implemented

12. The officer(s) should assess injuries, administer first aid, and notify Emergency Medical Services. The officer(s) should encourage victim to seek emergency room exams as appropriate and should document if treatment is refused.

Implemented

Plan to Implement

Not Implemented

13. The officer(s) should NOT become involved in the disposition of personal property ownership. The officer(s) should remain neutral and be concerned primarily with maintaining the peace and safety of those present. The officer(s) should stand by while victim or suspect gathers necessities for a short-term absence from the home.

Implemented

Plan to Implement

Not Implemented

14. In cases of intimate partner violence, it is recommended but not mandated, the officer(s) ask the victim lethality/danger assessment questions to determine the level of lethality/danger the victim is facing in the relationship. The lethality/danger assessment questionnaire, if used, should ask specific questions relating to the frequency and severity of physical and/or emotional violence and/or control in the relationship, as well as other questions linked to increased risk of homicide (i.e. employment status of abuser, incidents of strangulation, ownership of a firearm...etc.) and should be drafted in consultation with the local law enforcement agency. The results of the lethality/danger assessment should be clearly conveyed to the victim, and included with the report.

Implemented

Plan to Implement

Not Implemented

15. Officer(s) should access translators (i.e., Language Line) as needed to communicate with individuals on scene.

Implemented

Plan to Implement

Not Implemented

## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### On-Scene Assistance to Victims

**Has your agency implemented any of the On-Scene Assistance to Victims Protocols? Answer in questions 2. & 3 a-j.**

2. The officer(s) should call a Crisis Response or Victim Services Unit, if available, to assist victim and her/his family on scene. The officer(s) shall share the outcomes of the lethality/danger assessment questions with the responding Crisis Response or Victim Services Unit.

Implemented

Plan to Implement

Not Implemented

**3. If a Crisis Response or Victim Services Unit is not available, the officers should assist with Sections 3 a-j (below).**

a. Conduct safety planning with the victim as she/he may need to take additional protective measures to maintain her/his safety (i.e., emergency order of protection).

Implemented

Plan to Implement

Not Implemented

b. Provide information, resource materials, and phone numbers for accessing domestic violence assistance to include help locating lodging per ARS 13-3601(J)(3).

Implemented

Plan to Implement

Not Implemented

c. Inform the victim to document any contact or acts of intimidation or influence attempted by the suspect (i.e., letters, phone calls, or other statements to the victim or children) and to give that information immediately to the case agent and/or prosecutor. Acts that can be in violation of an order may include leaving notes on vehicles and certain acts or gestures made in the past indicating a threat or that violence was going to occur. These activities increase the likelihood that a victim may not appear in court.

Implemented

Plan to Implement

Not Implemented

d. Contact the appropriate victim advocates, who may be located in agency or at the closest Family Advocacy Center, and provide the victim's contact information for follow up to maintain the continuum of care.

Implemented

Plan to Implement

Not Implemented

e. Provide Victim Rights Form and Victim Compensation Fund information, advising victim of their rights both verbally and in writing, and take care to specifically explain that the suspect's initial court appearance likely will occur in less than 24 hours.

Implemented

Plan to Implement

Not Implemented

f. Inform the victim of suspect's status after an arrest is made, and whether an order of protection was served.

Implemented

Plan to Implement

Not Implemented

g. Help arrange for transportation to emergency housing, if requested by victim.

Implemented

Plan to Implement

Not Implemented

h. Contact the appropriate entities to obtain emergency protective orders, or refer victims to appropriate court entities for an order of protection.

Implemented

Plan to Implement

Not Implemented

i. Provide notification of initial appearance including date, time, and location, and directions, if possible. If information is unavailable, officers should direct victims to the appropriate court to get the information, when possible.

Implemented

Plan to Implement

Not Implemented

j. After providing victim with all information, confirm victim understanding of next steps.

Implemented

Plan to Implement

Not Implemented

## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### On-Scene Investigation

**4. The officer(s) should conduct thorough interviews by following Sections a-h below. Do not tell victim what action will be taken with suspect, including intent to arrest, until all available information is collected.**

a. Conduct complete interviews and obtain written statements as soon as possible.

Implemented

Plan to Implement

Not Implemented

b. Identify, separate, and talk with all witnesses, including children.

Implemented

Plan to Implement

Not Implemented

c. Interview each person in an area out of hearing range and sight from each other and bystanders, while maintaining officer safety. Consider removal to a patrol car if warranted and necessary.

Implemented

Plan to Implement

Not Implemented

d. When interviewing the victim of intimate partner violence, use lethality/danger assessment questions to determine the level of lethality/danger of the relationship and convey this information clearly to the victim. If the victim is found to be in a high lethality relationship, the officer should ensure that the victim is made aware of their status and elevated risk of death or serious injury, as well as document how this notification was made to the victim in their report.

Implemented

Plan to Implement

Not Implemented

e. Make use of all available technologies; take audio and video recorded statements of interviews, if possible.

Implemented

Plan to Implement

Not Implemented

f. Use supportive interviewing techniques to ask about previous incidents, frequency, and severity. Allow parties to describe and explain without interruption before asking questions.

Implemented

Plan to Implement

Not Implemented

g. Talk with children separately from parents, if parents give their consent. Use age-appropriate techniques and document children's age(s).

Implemented

Plan to Implement

Not Implemented

h. Be alert to signs of trauma or abuse. Contact appropriate agency if children are being abused.

Implemented

Plan to Implement

Not Implemented

## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### On-Scene Investigation Continued

#### 5. The officer(s) should collect important evidence by following Sections a-d (below).

a. Collect and preserve the physical evidence reasonably necessary to support prosecution including evidence that substantiates victim's injuries, and elements of the attack (i.e., weapons, torn clothing, etc.). Record the crime scene thoroughly.

Implemented

Plan to Implement

Not Implemented

b. Take photos of visible injuries and the crime scene. Document and describe these in the report.

Implemented

Plan to Implement

Not Implemented

c. Request a copy of the 911 recording through a supervisor to impound as evidence, as appropriate.

Implemented

Plan to Implement

Not Implemented

d. Follow up with victim, in person, to see if injuries are now visible or if injuries observed at the scene are changing. Arrange for follow up if the officer(s) will not be available.

Implemented

Plan to Implement

Not Implemented



## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### Arrest Decision

#### 6. Has your agency implemented any of the Arrest Decision Protocols?

1. The officer(s) should make an arrest decision based on credible statements and supporting evidence. Criminal action is initiated by the State, not by the victim.

Implemented

Plan to Implement

Not Implemented

2. If an officer(s) determines there is no evidence of a crime or there has been no allegation of a domestic violence offense, the officer(s) should find the call unfounded. A specific Computer Automated Dispatch entry should be entered for every domestic violence call including those lacking physical evidence of a crime.

Implemented

Plan to Implement

Not Implemented

3. The officer(s) should determine if there is a predominant aggressor by considering factors, including Section a-i (below): a. What is the prior history of violence between the couple? b. Is there a size differential between the parties? c. What is the relative severity and extent of the injuries? d. What is the likelihood of future injury to each party? e. What is the relative fear of each party to the other? f. What is the law regarding self-defense? g. Was either party armed with a weapon or did either party use a weapon? h. What were the circumstances leading up to and surrounding the confrontation? i. What was said by the parties?

Implemented

Plan to Implement

Not Implemented

4. In order to arrest both parties, the officer(s) should have probable cause to believe both parties independently may have committed a crime, as well as probable cause to arrest.

Implemented

Plan to Implement

Not Implemented

5. The officer(s) shall provide victim with written information for contacting victims' assistance programs, if available, whether or not an arrest is made. ARS 13-3601(J).

Implemented

Plan to Implement

Not Implemented

## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### Arrest Decision Continued

**7. Following an arrest decision, the officer(s) should conduct tasks including those in Sections a-d (below).**

a. Take the accused into custody as soon as it is determined a warrantless arrest is appropriate.

Implemented

Plan to Implement

Not Implemented

b. Ask questions to determine the presence of firearms in the home or if the suspect has access to firearms. If firearms are present, obtain consent from the owner to remove any weapons if no protective order exists through voluntary surrender or for safekeeping according to agency policy, if possible.

Implemented

Plan to Implement

Not Implemented

c. If effecting the arrest of a juvenile, follow juvenile arrest procedures.

Implemented

Plan to Implement

Not Implemented

d. Submit the suspect's fingerprints, prior criminal history, and photographs with the Departmental Report (DR) and forward them onto the Arizona Automated Fingerprint Identification System (AAFIS).

Implemented

Plan to Implement

Not Implemented

A horizontal bar with a light gray background. It contains three white circular radio buttons, one centered under each of the labels 'Implemented', 'Plan to Implement', and 'Not Implemented' above it.

## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### Complete Reports

#### 8. The officer(s) should thoroughly complete reports by following Sections a-n (below).

a. Obtain, and if possible, verify victim(s)' address, home phone number, cell phone number, safe phone number (i.e., name and phone number of friend and/or relative), email, and alternate addresses for contacting victim for follow up. Advise victim her/his information may be given to victim advocates for follow up.

Implemented

Plan to Implement

Not Implemented

b. Take and document audio and video recorded statements of victim and suspect, any potentially incriminating statements and any excited utterances, as possible.

Implemented

Plan to Implement

Not Implemented

c. Document evidence of substance and/or chemical abuse by suspect, victim, and witnesses.

Implemented

Plan to Implement

Not Implemented

d. Identify any emergency medical personnel who responded. Provide their names and unit contact information for follow up (i.e. station phone number and shift).

Implemented	Plan to Implement	Not Implemented
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

e. Provide the officer(s)' names and contact information (direct numbers and cell phone numbers), and Departmental Report (DR) numbers for follow up by prosecutors.

Implemented	Plan to Implement	Not Implemented
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

f. Document the level of lethality/danger determined using the lethality/danger assessment questions. If the victim is found to be in a high lethality relationship, the officer should ensure that the victim is made aware of their status and elevated risk of death or serious injury as well as document how this notification was made to the victim in their report.

Implemented	Plan to Implement	Not Implemented
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

g. Determine if victim has a protective order. If so, verify protective order with the agency or entity housing it and request a faxed copy for inclusion in the report.

Implemented	Plan to Implement	Not Implemented
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

h. Check protective order to determine if weapons have been ordered to be removed per domestic violence statutory requirements for "cooling-off" period.

Implemented	Plan to Implement	Not Implemented
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

i. Obtain consent from the owner to remove any weapons if no protective order exists through voluntary surrender or for safekeeping according to agency policy, if possible.

Implemented

Plan to Implement

Not Implemented

j. Ask about and document any information about prior incidents to establish a pattern or history of abuse.

Implemented

Plan to Implement

Not Implemented

k. Make records checks on both parties in the dispute. Felony charges should be submitted if criminal histories elevate a misdemeanor to a felony given the number of prior misdemeanor convictions.

Implemented

Plan to Implement

Not Implemented

l. Take and describe photographs of all injuries found on victim and/or suspect.

Implemented

Plan to Implement

Not Implemented

m. Take and describe audio and video recorded statements of victim and suspect, when possible.

Implemented

Plan to Implement

Not Implemented

n. The officer(s) should submit a reviewable report prior to the end of shift.

Implemented

Plan to Implement

Not Implemented

## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### Complete Reports Continued

9. The officer(s) should submit all evidence of suspect attempting to intimidate or influence victim. This may deter victim's participation in the prosecution process.

Implemented

Plan to Implement

Not Implemented

10. The officer(s) should clearly mark all written reports and documents as "domestic violence."

Implemented

Plan to Implement

Not Implemented

11. The officer(s) should submit a report when probable cause exists, even if the victim recants or declines to assist in prosecution.

Implemented

Plan to Implement

Not Implemented

12. The officer(s) should locate and interview suspect if there is evidence a crime has occurred (i.e., physical injuries or damaged property), especially if there are no witnesses for corroboration. A report should be written even if reasonable attempts to contact the suspect are unsuccessful.

Implemented	Plan to Implement	Not Implemented
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. Judges will be provided a completed Form IV to review before making a release decision. Information in the Form IV should include whether suspect poses a threat to victim or others (i.e., threatening comments or conduct by the suspect), whether suspect has access to weapons, and whether a court has issued a protective order against the suspect. Any completed lethality/danger assessment information should be submitted to the judge as well to assist with bond setting and hold determinations.

Implemented	Plan to Implement	Not Implemented
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

14. A copy of any completed lethality/danger assessment should be submitted to the prosecuting attorney along with the report to assist in charging determinations with submittals as well as with asking for higher bond and/or holds on in-custody cases.

Implemented	Plan to Implement	Not Implemented
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

15. Run criminal history and include previous convictions (fingerprints, prior DV).

Implemented	Plan to Implement	Not Implemented
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

16. Follow up on all turn downs and furthers to aid successful prosecution, as necessary.

Implemented

Plan to Implement

Not Implemented

A horizontal bar with a light gray background. It contains three white circular radio buttons, one centered under each of the labels 'Implemented', 'Plan to Implement', and 'Not Implemented'.

## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### Implementation Factors

17. Of the protocols not implemented, please explain why they have not been implemented by your agency.

18. What barriers, if any, has your agency faced in implementing elements of the Protocol Model?

- Costs.
- Limited Staff.
- Lack of training.
- Other (please specify)

19. What has been helpful for your agency in implementing elements of the Protocol Model?

Check any that apply

Support from my agency.

Training by my agency.

Peer-to-peer support.

Training by outside agency.

Other (please specify)

20. Do you feel your department is better able to handle domestic violence calls and/or cases?

Yes, the protocol model has been helpful.

No, the protocol model has not been helpful.

Neutral

Please Explain:

21. What resources or assistance might help implement elements of the Protocol Model?

Check all that apply

Technical assistance.

Additional funding.

More training.

More staff.

Other (please specify)

## 2015 Misdemeanor Domestic Violence Protocol Model Implementation Survey



### Optional Information

**The identifying information will only be used by Maricopa Association of Governments to offer technical assistance. The information gathered will only be reported in aggregate form.**

Please provide your name.

Please provide your agency name:

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 16, 2016

**SUBJECT:**

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

**SUMMARY:**

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

Applications were made available August 10, 2015. An overview and application process meeting was held on August 19, 2015. Two additional workshops were held on August 24, and September 14, 2015, to provide technical and staff assistance in completing applications and answering questions. Applications were due at MAG on September 21, 2015, by 10:00 A.M., 37 complete Bicycle Pedestrian applications were received, and one was withdrawn (combined). All information explained below pertains to on-time, complete, and eligible applications. Each CMAQ project must meet Federal Highway Administration (FHWA) eligibility criteria and one of the criteria is location. For PM-10 Bicycle and Pedestrian eligibility, projects must be located within the Nonattainment Area. For TAP eligibility, projects may be located anywhere within the MAG Planning Area. Each application received is displayed by mode on a map.

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

At the June 16, 2015, Bicycle and Pedestrian Committee meeting, the committee determined that it would be advantageous to combine the Bicycle Pedestrian CMAQ and TAP application process to reduce the amount of staff time in filling out duplicate information. All Bicycle and Pedestrian applications would be evaluated for CMAQ and for TAP funding based on eligibility and program criteria via a single application. At the July 21, 2015, committee meeting, the criteria were finalized for evaluation and weighting.

At the October and November Bicycle and Pedestrian committee meetings, the applicants presented their project requests for technical evaluation. The committee completed their technical evaluation using a customized evaluative tool and provided the last component for ranking the projects.

There were 37 complete project applications submitted, for a requested a total of \$48,566,790 in federal funds. There is \$23,635,734 of CMAQ funds available, and \$12,876,705 available for TAP Projects in FY 2018-2020. With the scenario included, nineteen projects are recommended for federal funding in the CMAQ program totaling \$23,645,699. Eight projects totaling \$12,866,740 are included to be funded with TAP funding. A balance of \$9,965 will be transferred from TAP infrastructure, to CMAQ in FY2019, leaving zero balance for Bicycle and Pedestrian projects for this programming cycle. Ten projects totaling \$12,044,643, were not funded.

For your review and discussion, the Base programming by year (priority list) for the CMAQ and TAP with a proposed funding award by rank order on the right-hand side of each, is attached. The detailed TIP listings for projects is included in Table B under a separate agenda item, Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as Appropriate, to the 2035 Regional Transportation Plan.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Project selection criteria have been fully addressed by members of MAG technical advisory committees. Air Quality Emission Reduction scores were considered and integrated into the recommended listings based on updated funding availability, and the program is fiscally balanced. By adding the projects to the current TIP as well as the draft TIP, projects may advance their design work phase time lines.

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

**ACTION NEEDED:**

Approval of the priority list of Congestion Mitigation and Air Quality Improvement Program and Transportation Alternative Program funded Bicycle and Pedestrian projects to be added to the FY 2014-2018 MAG Transportation Improvement Program, and 2035 Regional Transportation Plan as appropriate, and to add the lists of FY 2018, 2019, and 2020 projects to the Draft FY 2017-2021 MAG Transportation Improvement Program.

**PRIOR COMMITTEE ACTIONS:**

On February 10, 2016, the Management Committee recommended approval of the priority listing of projects and of the associated changes to the FY2014-2018 TIP and 2035 Regional Transportation Plan.

MEMBERS ATTENDING

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

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

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

At the January 28, 2016 meeting of the Transportation Review Committee, the committee recommended approval of the priority listing of projects and of the associated changes to the FY2014-2018 TIP, and 2035 Regional Transportation Plan.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Mike Kies
- Apache Junction: Giao Pham
- Buckeye: Scott Lowe
- \* Cave Creek: Ian Cordwell
- Chandler: Mike Mah for Dan Cook
- El Mirage: Jorge Gastelum
- # Fountain Hills: Randy Harrel

- \* Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- Maricopa (City): Paul Jepson
- Maricopa County: Clem Ligocki for Jennifer Toth
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- \* Paradise Valley: Jim Shano

- Peoria: Andrew Granger
- Phoenix: Kini Knudson for Ray Dovalina
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- Queen Creek: Jamie Bennett for Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Shelly Seyler
- Valley Metro: Wulf Grote for John Farry
- # Wickenburg: Vince Lorefice
- # Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

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

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

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

On December 15, 2015, the Bicycle and Pedestrian Committee recommended approval.

MEMBERS ATTENDING

- Jim Hash, Mesa, Chair
- Jose Macias, El Mirage, Vice-Chair
- Michael Sanders, ADOT
- Raquel Schatz, Apache Junction
- Alison Rondone, Avondale
- Phil Reimer, Buckeye
- # Stacy Bridge-Denzak, Carefree
- # Ian Cordwell, Cave Creek
- Jason Crampton, Chandler
- Kristin Myers, Gilbert
- Purab Adabala, Glendale
- Steve Careccia, Goodyear
- Mike Gillespie, Litchfield Park
- # Ryan Wozniak, Maricopa

- \* Denise Lacey, Maricopa County
- # Brandon Forrey, Peoria
- Katherine Coles, Phoenix
- # Sidney Urias, Queen Creek
- Susan Conklu, Scottsdale
- Stephen Chang, Surprise
- # Eric Iwersen, Tempe
- Amanda Leuker, Valley Metro
- \* Robert Carmona, Wickenburg
- # Grant Anderson, Youngtown
- Tiffany Halperin, American Society of Landscape Architects
- # Bob Beane, CAzB

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

**CONTACT PERSON:**

Teri Kennedy or Jason Stephens, MAG, (602) 254-6300

Priority List

**2018 CMAQ funding**

Available: \$ 7,678,331

Project ID	Project Name	Applicant	TOTAL COMBINED RANK	CMAQ Funding for Programming
TMP-18-BPB-004	Western Canal Multi-Use Path / The Missing Link	Tempe	1	\$ 793,063
PHX-18-BPB-002	City of Phoenix Bikeshare Expansion Project (2018)	Phoenix	3	\$ 918,426
GLN-18-BPB-005	Camelback Road, 79th Ave to 83rd Ave Sidewalk Improvements	Glendale	6	\$ 257,156
PEO-18-BPB-001	83rd Avenue Sidewalk and Bike Lanes	Peoria	10	\$ 614,836
APJ-18-BPB-001	Winchester Road Bicycle and Pedestrian Improvements	Apache Junction	12	\$ 1,289,994
SUR-19-BPB-001	Bullard Avenue Multimodal Corridor Enhancement Project	Surprise	13	\$ 1,551,235
SCT-18-BPB-001	McDowell Road Bike Lanes: Pima Road to 64th Street	Scottsdale	16	\$ 3,152,449
TMP-18-BPB-002	McClintock Drive Shared Use Path Underpass	Tempe	18	\$ 1,231,275
<b>CMAQ Total</b>				<b>\$ 9,808,434</b>

**2018 TAP-MAG funding**

Available: \$ 4,092,522

Project ID	Project Name	Applicant	TOTAL COMBINED RANK	TAP Funding for Programming
PHX-18-BPB-005	2018 Phoenix Pedestrian and Bicycle HAWK Crossing Project	Phoenix	7	\$ 1,770,011
<b>TAP Total</b>				<b>\$ 1,770,011</b>

**2018 Federal Funding Summary**

2018	Total Programmed CMAQ	\$ 9,808,434
2018	Total Programmed TAP	\$ 1,770,011
2018	Total Programmed for FY2018	\$ 11,578,445
2018	Total Available	\$ 11,770,854
2018	Balance Carry Forward	\$ 192,409

**2019 CMAQ funding**

Available: \$ 7,899,112

Project ID	Project Name	Applicant	TOTAL COMBINED RANK	CMAQ Funding for Programming
PHX-19-BPB-001	Connecting the Gap on Roeser Road: 32nd Street to 36th Street Bicycle & Pedestrian Improvements	Phoenix	5	\$ 888,895
GLB-19-BPB-001	Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge	Gilbert	8	\$ 2,829,943
SCT-19-BPB-003	Underpass at Chaparral Road and Indian Bend Wash Path	Scottsdale	9	\$ 1,182,569
PVY-19-BPB-001	Lincoln Drive Sidewalk Expansion	Paradise Valley	17	\$ 1,958,977
GLN-19-BPB-002	Paradise Lane, 55th Avenue to 59th Avenue Sidewalk Improvements	Glendale	25	\$ 223,402
<b>CMAQ Total</b>				<b>\$ 7,083,786</b>

**2019 TAP-MAG funding**

\*Available: \$ 4,469,349

Project ID	Project Name	Applicant	TOTAL COMBINED RANK	TAP Funding for Programming
MES-19-BPB-003	South Canal Shared Use Path: Consolidated Canal Shared Use Path to McDowell Road	Mesa	9	\$ 2,003,013
PHX-19-BPB-006	2019 Phoenix Pedestrian and Bicycle HAWK Crossing Project	Phoenix	12	\$ 830,783
TMP-19-BPB-001	Alameda Drive Bicycle / Pedestrian Improvements	Tempe	16	\$ 1,584,282
MES-19-BPB-001	Southeast Pathway (Phase 2): Elliot Road to Hawes Road	Mesa	18	\$ 2,032,624
<b>TAP Total</b>				<b>\$ 6,450,702</b>

**2019 Federal Funding Summary**

2019	Total Programmed CMAQ	\$ 7,083,786
2019	Total Programmed TAP	\$ 6,450,702
2019	Total Programmed for FY2019	\$ 13,534,488
2019	Total Available	\$ 12,368,461
2019	Balance Carry Forward	\$ (1,166,027)

\* Includes non-infrastructure balance of \$247,650, year for use is flexible.

**2020 CMAQ funding**

Available: \$ 8,058,291

Project ID	Project Name	Applicant	TOTAL COMBINED RANK	CMAQ Funding for Programming
CHN-20-BPB-001	Chandler Boulevard Bike Lanes: I-10 to 54th Street	Chandler	4	\$ 454,597
GLN-20-BPB-001	67th Avenue and Orangewood Avenue Sidewalk Improvements	Glendale	7	\$ 1,097,275
PHX-20-BPB-003	City of Phoenix Bikeshare Expansion Project (2020)	Phoenix	11	\$ 918,426
PHX-20-BPB-008	Mountain View Safe Streets / Safe Routes to School Project	Phoenix	15	\$ 1,428,494
PEO-20-BPB-002	New River Multi-Use Path: Pinnacle Peak Road to Happy Valley Road	Peoria	19	\$ 539,622
TMP-20-BPB-003	North South Rail Spur Multi-Use Path Project	Tempe	20	\$ 2,315,065
GLN-20-BPB-003	71st Avenue and Orangewood Avenue Roadway Improvements	Glendale	22	\$ -
<b>CMAQ Total</b>				<b>\$ 6,753,479</b>

**2020 TAP-MAG funding**

Available: \$ 4,314,833

Project ID	Project Name	Applicant	TOTAL COMBINED RANK	TAP Funding for Programming
SCT-20-BPB-002	Osborn Road Complete Street: Hayden to Scottsdale Road	Scottsdale	10	\$ 1,214,450
PHX-20-BPB-004	Van Buren Street Pedestrian and Bicycle Improvements	Phoenix	11	\$ 2,310,350
PHX-20-BPB-007	2020 Phoenix Pedestrian and Bicycle HAWK Crossing Project	Phoenix	13	\$ 1,121,227
<b>TAP Total</b>				<b>\$ 4,646,027</b>

**2020 Federal Funding Summary**

2020	Total Programmed CMAQ	\$ 6,753,479
2020	Total Programmed TAP	\$ 4,646,027
2020	Total Programmed for FY2020	\$ 11,399,506
2020	Total Available	\$ 12,373,124
2020	Balance	\$ 973,618

**Summary Funding all Years**

Total Programmed CMAQ	\$ 23,645,699
Total Available CMAQ	\$ 23,635,734
Carry Forward	\$ (9,965)
Total Programmed TAP	\$ 12,866,740
Total Available TAP	\$ 12,876,705
Carry Forward (move to CMAQ via committee action)	\$ 9,965

<b>Funding Available By Program Years</b>		
	<b>CMAQ Bicycle/Ped</b>	<b>Transportation Alternatives Urban &amp; NU, Infrastructure</b>
*2017 Moved from nonInfr. to infrastructure (use in 2019)	\$ -	\$ 247,650
<b>2018</b>	\$ 7,678,331	\$ 4,092,522
<b>2019</b>	\$ 7,899,112	\$ 4,221,699
<b>2020</b>	\$ 8,058,291	\$ 4,314,833
<b>Total</b>	<b>\$ 23,635,734</b>	<b>\$ 12,876,705</b>

**Summary of Projects Not Funded**

Project ID	Project Name	Applicant	Total Funding Requested	TOTAL COMBINED RANK (CMAQ)	TOTAL COMBINED RANK (TAP)	Programming Notes
GLN-20-BPB-003	71st Avenue and Orangewood Avenue Roadway Improvements	Glendale	\$947,621	22	31	Denys partial Funding.
GLN-19-BPB-004	SR101L, Bethany Home Rd to Maryland Ave Pathway Improvements	Glendale	\$731,768	23	23	Denys partial Funding.
PHX-19-BPB-009	Friendly House Safe Streets, Safe Routes to School Project	Phoenix	\$1,084,196	24	37	Denys partial Funding.
ELM-18-BPB-001	Varney Road Sidewalk Connection	El Mirage	\$104,352	27	34	Not funded
SUR-19-BPB-003	Pedestrian Enhancements at Greenway Road and Thompson	Surprise/El Mirage	\$203,452	30	29	Not funded
SCT-19-BPB-004	Via Linda and Central Arizona Project (CAP) Canal Underpass and	Scottsdale	\$1,735,830	31	22	Not funded
SUR-19-BPB-002	Grand Avenue Sidewalk Construction Project	Surprise	\$2,293,727	34	32	Not funded
MES-20-BPB-002	Southeast Mesa Shared Use Path (Phase 3): Power Road to Hawes	Mesa	\$2,806,072	35	24	Not funded
QNC-19-BPB-001	Queen Creek Wash Trail Extension	Queen Creek	\$969,248	36	36	Not funded
AVN-18-BPB-001	Agua Fria Trail Phase II	Avondale	\$1,168,377	37	35	Not funded

\$12,044,643

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 16, 2016

**SUBJECT:**

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

**SUMMARY:**

An evaluation of the Federal Highway Administration (FHWA) sub-allocated funding has been completed. The FHWA sub-allocated funding includes the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP-MAG), Surface Transportation Program (STP-MAG), and Transportation Alternatives Program (TAP-MAG). The evaluation determined that the MAG region is estimated to have federal funding that is available for the Closeout programming priorities as described in the Federal Fund Programming Guidelines and Procedures that were approved by the MAG Regional Council in June 2015.

On December 10, 2015, a memorandum was distributed to the MAG Management Committee, announcing that MAG would accept project advancements, current year work phase engineering cost updates, and design work phase requests. Projects were due to MAG by January 15, 2016. Since then, additional information has been received that increased the amount of available funding. Eligible requests received by the deadline for Advancement, current year Increases, and Design work phases total \$7,247,555 (see attachment titled: Recommended Listing). Eligible projects were reviewed at the January 28, 2016, MAG Transportation Review Committee (TRC) meeting. It was determined that all eligible requests can be funded and were recommended to move forward. TIP listings associated with Closeout are included in Table C.

Eight requests were received that were deemed ineligible under this December 10, 2015, Closeout request. These ineligible requests will be addressed within their respective programs at a later date, as funding allows. All requests received are included in the attachment (Summary of Requests). Since the TRC meeting, it was determined that one project could not make the advancement schedule and will follow its original procurement/installation dates.

Based on the updated information in the attached document (Ledger Summary with Requests and Proposed Funding Updates), adjustments have been made based on a new Obligation Authority rate at 94.9 percent, delay of conversion of an Arterial Life Cycle Program (ALCP) project for FFY 2016, additional deferrals of projects by agencies, expected allocations from the Fixing America's Surface Transportation Act (FAST Act), and a new loan request. Also included are the FFY 2013 Closeout process loans in which the ALCP borrowed funding and repayments are scheduled in FFY 2017 and FFY 2018 and could be advanced to FFY 2016.

At this time, with the TRC recommendation of option two, an estimated \$1.5 million is available for a second request for Design work phase projects that will be addressed at the February TRC meeting, and an estimated \$12.7 million will be addressed through the ALCP project advancements after project status updates are received.

Two options were developed for consideration to address available funding (Closeout). On January 28, 2016, the Transportation Review Committee unanimously recommended approval of Option Two, which funds all eligible requests as noted in the attachment labeled for Advancements (A), Increases in current year work phases (I) and FY 2016 Design work phases (D) as noted in the attachment labeled *FY2016 Advancements, Increases, & Design: Requests for Eligible Projects*. Additionally extend the request period to February 11, 2016, for agencies to submit CMAQ, TAP-MAG, and STP-MAG non-Life Cycle projects for FY2016 funding for Design work phases that have construction/procurement programming in FY 2018 as noted in their project application and as reviewed by the MAG technical committees. The extended closeout for Design will address the approximately \$1.5 million for Design work phases in FY 2016, and the Arterial Life Cycle Program will address the remaining OA currently estimated at \$12.7 million.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

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

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Approval to proceed with Option Two, and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation.

## **PRIOR COMMITTEE ACTIONS:**

On February 10, 2016, the MAG Management Committee recommended approval of option two, and of the associated changes to the FY2014-2018 TIP, and 2035 Regional Transportation Plan.

### MEMBERS ATTENDING

- Jim Rumpeltes for Darryl H. Crossman, Litchfield Park
- Ed Zuercher, Phoenix, Vice Chair
- \* Bryant Powell, Apache Junction
- Jessica Blazina for David Fitzhugh, Avondale
- Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
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- Joshua Wright, Wickenburg
- \* Jeanne Blackman, Youngtown
- Eric Gudino for John Halikowski, ADOT
- Joy Rich for Tom Manos, Maricopa Co.
- John Farry for Scott Smith, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

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

On January 28, 2016, the Transportation Review Committee recommended approval of option two, and of the associated changes to the FY2014-2018 TIP, and 2035 Regional Transportation Plan.

### MEMBERS ATTENDING

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- Tempe: Shelly Seyler
- Valley Metro: Wulf Grote for John Farry
- # Wickenburg: Vince Lorefice
- # Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

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

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

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

On December 15, 2015, the Bicycle and Pedestrian Committee recommended approval.

MEMBERS ATTENDING

- Jim Hash, Mesa, Chair
- Jose Macias, El Mirage, Vice-Chair
- Michael Sanders, ADOT
- Raquel Schatz, Apache Junction
- Alison Rondone, Avondale
- Phil Reimer, Buckeye
- # Stacy Bridge-Denzak, Carefree
- # Ian Cordwell, Cave Creek
- Jason Crampton, Chandler
- Kristin Myers, Gilbert
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- Steve Careccia, Goodyear
- Mike Gillespie, Litchfield Park
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- # Eric Iwersen, Tempe
- Amanda Leuker, Valley Metro
- \* Robert Carmona, Wickenburg
- # Grant Anderson, Youngtown
- Tiffany Halperin, American Society of Landscape Architects
- # Bob Beane, CAzB

\*Members neither present nor represented by proxy

#Attended via audio-conference

**CONTACT PERSON:**

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

## FY2016 Advancements, Increases, & Design: Requests for Eligible Projects

Agency Request				
Advancement, Increase, Design				
Sum of FY2016 Federal Request				
	CMAQ	CMAQ-2.5	STP-MAG	Grand Total
<b>Avondale</b>	\$ 194,899			\$ 194,899
<b>ITS</b>	\$ 194,899			\$ 194,899
Dysart Rd: Rancho Santa Fe to Indian School Rd	\$ 194,899			\$ 194,899
<b>Buckeye</b>	\$ 285,559			\$ 285,559
<b>Bike/Ped</b>	\$ 285,559			\$ 285,559
Rainbow Rd: Durango St to Lower Buckeye Rd; Lower Buckeye Rd: Rainbow Rd to Watson Rd; Watson Rd to	\$ 285,559			\$ 285,559
<b>Chandler</b>	\$ 73,000			\$ 73,000
<b>Bike/Ped</b>	\$ 73,000			\$ 73,000
Chandler Boulevard: I-10 to 54th Street	\$ 73,000			\$ 73,000
<b>El Mirage</b>	\$ 84,399			\$ 84,399
<b>ITS</b>	\$ 84,399			\$ 84,399
El Mirage Rd: 1300 ft N of Northern Ave to Grand Ave frontage road, Thunderbird Rd: 127th Ave to El Frio St	\$ 84,399			\$ 84,399
<b>Glendale</b>	\$ 674,327			\$ 674,327
<b>Bike/Ped</b>	\$ 322,506			\$ 322,506
67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand	\$ 183,885			\$ 183,885
Camelback Road, 79th Avenue to 83rd Avenue	\$ 83,927			\$ 83,927
Paradise Lane, 55th Avenue to 59th Avenue	\$ 54,694			\$ 54,694
<b>ITS</b>	\$ 351,821			\$ 351,821
67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	\$ 66,980			\$ 66,980
Camelback Rd: 51st Ave to 91st Ave	\$ 166,966			\$ 166,966
Glendale (Citywide)	\$ 117,875			\$ 117,875
<b>MAG</b>	\$ 535,120			\$ 535,120
<b>Air Quality</b>	\$ 535,120			\$ 535,120
Regionwide	\$ 535,120			\$ 535,120
<b>Maricopa County</b>	\$ 1,362,238			\$ 1,362,238
<b>Air Quality</b>	\$ 49,991			\$ 49,991
White Wing Road, from 171st Avenue to 163rd Avenue; Montgomery Road, from 171st Avenue to 163rd Av	\$ 49,991			\$ 49,991
<b>ITS</b>	\$ 1,312,247			\$ 1,312,247
Riggs Rd, Sun Lakes Blvd to Arizona Ave and Alma School Rd, Chandler Heights Blvd to Riggs Rd.	\$ 882,259			\$ 882,259
Various	\$ 429,988			\$ 429,988
<b>Mesa</b>	\$ 46,891			\$ 46,891
<b>ITS</b>	\$ 46,891			\$ 46,891
Citywide	\$ 46,891			\$ 46,891
<b>Paradise Valley</b>	\$ 245,180			\$ 245,180
<b>Bike/Ped</b>	\$ 245,180			\$ 245,180
Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	\$ 245,180			\$ 245,180
<b>Peoria</b>	\$ 113,632			\$ 113,632
<b>Bike/Ped</b>	\$ 113,632			\$ 113,632
83rd Avenue: Happy Valley Road to Jomax Road	\$ 113,632			\$ 113,632
<b>Pinal County</b>	\$ 169,325	\$ 1,568,714	\$ 230,258	\$ 1,968,297
<b>Air Quality</b>	\$ 169,325	\$ 1,568,714		\$ 1,738,039
Barnes Rd, Fuqua Rd to Stanfield Rd	\$ 122,590			\$ 122,590
Barnes Rd: White & Parker Rd to Fuqua Rd; Fuqua Rd: Barnes Rd to Lealand Rd		\$ 1,568,714		\$ 1,568,714
Midway Rd from Gila Bend Highway to Casa Grande City limits.	\$ 46,735			\$ 46,735
<b>Street</b>			\$ 230,258	\$ 230,258
Germann Road: Meridian Road to Ironwood Drive			\$ 230,258	\$ 230,258
<b>Salt River Pima-Maricopa Indian Community</b>	\$ 284,382			\$ 284,382
<b>Air Quality</b>	\$ 122,590			\$ 122,590
McDonald Drive Subdivision (bounded by May St, McDonald Rd, Dobson Rd and Montebello Av) and Palm Ir	\$ 122,590			\$ 122,590
<b>Bike/Ped</b>	\$ 161,792			\$ 161,792
Longmore Road, Osborn Rd to McDowell Rd	\$ 161,792			\$ 161,792
<b>Scottsdale</b>	\$ 443,210			\$ 443,210
<b>Bike/Ped</b>	\$ 443,210			\$ 443,210
McDowell Road: Pima Road to 64th Street	\$ 443,210			\$ 443,210
<b>Surprise</b>	\$ 141,450			\$ 141,450
<b>ITS</b>	\$ 141,450			\$ 141,450
Surprise (Citywide)	\$ 141,450			\$ 141,450
<b>Tempe</b>	\$ 794,973			\$ 794,973
<b>Bike/Ped</b>	\$ 794,973			\$ 794,973
Pivot Drive: Kyrene Road to Highline Canal (Western Canal)	\$ 153,709			\$ 153,709
Rio Salado South Bank under the McClintock Drive Bridge	\$ 158,896			\$ 158,896
Various locations in Tempe	\$ 482,368			\$ 482,368
<b>Grand Total</b>	\$ 5,448,583	\$ 1,568,714	\$ 230,258	\$ 7,247,555

## FY2016: Summary of Proposed Funding Requests

Sum of FY2016 Federal Request Row Labels	Column Labels			
	CMAQ	CMAQ-2.5	STP-MAG	Grand Total
A	\$ 1,453,697	\$ 1,568,714	\$ 230,258	\$ 3,252,669
D	\$ 2,571,903			\$ 2,571,903
I	\$ 1,422,984			\$ 1,422,984
<b>Grand Total</b>	<b>\$ 5,448,583</b>	<b>\$ 1,568,714</b>	<b>\$ 230,258</b>	<b>\$ 7,247,555</b>

A= Advance, I=Increase for current year, D=Design workphase

TIP Data

Closeout Data

Agency	TIP ID	Location	Work	MAG Mode	Funding	Apportionment Year	Closeout Fund Type	Agency Request: Advancement, Increase, Design	FY2016 Federal Request	Total Project (workphase) Cost	CloseOut Amount Recommended	Closeout Notes
Maricopa County	MMA17-401	Various	Fiber Installation and ITS Software Upgrade	ITS	CMAQ	2017	CMAQ	A	\$ 429,988	\$ 535,120	\$ 429,988	Agency requests to advance project.
Maricopa County	MMA17-402	Riggs Rd, Sun Lakes Blvd to Arizona Ave and Alma School Rd, Chandler Heights Blvd to Riggs Rd.	Riggs Road Fiber: Install Fiber Optic Communications and Infrastructure	ITS	CMAQ	2017	CMAQ	A	\$ 882,259	\$ 935,587	\$ 882,259	Project is ready to authorize for construction in FY2016; please advance. Based on attached 95% plans cost estimate, MCDOT requests an additional \$147,964 of federal funds.
Pinal County	PNL15-409	Barnes Rd: White & Parker Rd to Fuqua Rd; Fuqua Rd: Barnes Rd to Lealand Rd	Pave Unpaved Roadway.	Air Quality	CMAQ-2.5	2017	CMAQ-2.5	A	\$ 1,568,714	\$ 1,663,536	\$ 1,568,714	Project at 95%, can advance from FY2017 to 2016. Total project cost increased by \$285,299 to \$1,663,536 based on current engineering cost estimate. Agency would like closeout of advancement and \$208,595 increase of federal funds to cover eng. costs.
Pinal County	PNL17-403	Germann Road: Meridian Road to Ironwood Drive	Design Roadway Widening and Improvements	Street	STP-MAG	2017	STP-MAG	A	\$ 230,258	\$ 244,176	\$ 230,258	Agency has submitted paperwork to ADOT for Project Initiation Pool. Agency requests to advance currently funded Design from FY2017 to FY2016.
Surprise	SUR18-460	Surprise (Citywide)	Develop ITS strategic plan and implementation plan	ITS	CMAQ	2018	CMAQ	A	\$ 141,450	\$ 150,000	\$ 141,450	Plan development, Advance from FY2018 to FY2016.
Buckeye	BKY17-401D	Rainbow Rd: Durango St to Lower Buckeye Rd; Lower Buckeye Rd: Rainbow Rd to Watson Rd; Watson Rd to Durango St.	Design multiuse path	Bike/Ped	CMAQ	2016	CMAQ	D	\$ 285,559	\$ 321,000	\$ 285,559	Agency requests Design funds for FFY2016 in the amount of \$285,559.
Chandler	CHN20-740D	Chandler Boulevard: I-10 to 54th Street	Design bike lanes	Bike/Ped	Local	2016	CMAQ	D	\$ 73,000	\$ 78,000	\$ 73,000	Project in Chandler CIP; \$78k design FY17/18; \$52k R/W FY18/19; \$493k Constr FY19/20. This request is to accelerate the design and for federal funding.
El Mirage	ELM18-460D	El Mirage Rd: 1300 ft N of Northern Ave to Grand Ave frontage road, Thunderbird Rd: 127th Ave to El Frio St, Peoria Ave: El Mirage Rd to 121st Ave	Design: fiber , install five CCTV cameras and interconnect six traffic signals	ITS	CMAQ	2016	CMAQ	D	\$ 84,399	\$ 89,500	\$ 84,399	Agency requests design funds for FFY2016.
Glendale	GLN18-460D	Glendale (Citywide)	Design: EVP system citywide at 48 intersections	ITS	Local	2016	CMAQ	D	\$ 117,875	\$ 125,000	\$ 117,875	Agency requests Design funds for FFY2016 in the amount of \$117,875.
Glendale	GLN19-741D	Paradise Lane, 55th Avenue to 59th Avenue	Construct Sidewalk Improvements	Bike/Ped	Local	2016	CMAQ	D	\$ 54,694	\$ 58,000	\$ 54,694	Agency requests Design funds for FFY2016.
Glendale	GLN19-760D	Camelback Rd: 51st Ave to 91st Ave	Design fiber, communication, and CCTV	ITS	Local	2016	CMAQ	D	\$ 166,966	\$ 166,966	\$ 166,966	Agency requests Design funds for FFY2016.
Glendale	GLN17-440	Camelback Road, 79th Avenue to 83rd Avenue	Design Sidewalk Improvements	Bike/Ped	Local	2017	CMAQ	D	\$ 83,927	\$ 89,000	\$ 83,927	Agency requests Design funds for FFY2016.
Glendale	GLN18-440	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Design Half Street Improvements and Sidewalk	Bike/Ped	Local	2018	CMAQ	D	\$ 183,885	\$ 195,000	\$ 183,885	Agency requests Design funds for FFY2016.
Paradise Valley	PVY16-440	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Design 6' colored concrete sidewalk	Bike/Ped	Local	2016	CMAQ	D	\$ 245,180	\$ 260,000	\$ 245,180	Agency requests Design funds for FFY2016.
Peoria	PEO17-440	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening, bike lanes, and sidewalk construction	Bike/Ped	Local	2017	CMAQ	D	\$ 113,632	\$ 120,500	\$ 113,632	Agency requests Design funds for FFY2016.

TIP Data

Closeout Data

Agency	TIP ID	Location	Work	MAG Mode	Funding	Apportionment Year	Closeout Fund Type	Agency Request: Advancement, Increase, Design	FY2016 Federal Request	Total Project (workphase) Cost	CloseOut Amount Recommended	Closeout Notes
Pinal County	PNL17-404D	Barnes Rd, Fuqua Rd to Stanfield Rd	PE and final design for roadway paving	Air Quality	Local	2017	CMAQ	D	\$ 122,590	\$ 130,000	\$ 122,590	Agency requests Design funds for FFY2016.
Salt River Pima-Maricopa Indian Community	SRP16-401D	Longmore Road, Osborn Rd to McDowell Rd	Design sidewalk with trees and benches at school bus stops and other locations as needed	Bike/Ped	CMAQ	2016	CMAQ	D	\$ 161,792	\$ 201,661	\$ 161,792	Agency requests design funds for FFY2016.
Salt River Pima-Maricopa Indian Community	SRP17-401D	McDonald Drive Subdivision (bounded by May St, McDonald Rd, Dobson Rd and Montebello Av) and Palm In, Harris Dr to Gilbert Rd	PE and final design for roadway paving	Air Quality	Local	2017	CMAQ	D	\$ 122,590	\$ 130,000	\$ 122,590	Agency requests federal funds for Design.
Scottsdale	SCT17-440	McDowell Road: Pima Road to 64th Street	Design bike lanes, narrow travel & median lanes	Bike/Ped	Local	2017	CMAQ	D	\$ 443,210	\$ 470,000	\$ 443,210	Agency requests Design funds for FFY2016.
Tempe	TMP17-440	Divot Drive: Kyrene Road to Highline Canal (Western Canal)	Design multi-use path	Bike/Ped	Local	2017	CMAQ	D	\$ 153,709	\$ 163,000	\$ 153,709	Agency can kick off design in FY2016 and requests closeout funds.
Tempe	TMP17-441	Rio Salado South Bank under the McClintock Drive Bridge	Design shared-use path underpass	Bike/Ped	Local	2017	CMAQ	D	\$ 158,896	\$ 168,500	\$ 158,896	Agency can kick off design in FY2016 and requests closeout funds.
Avondale	AVN15-461C2	Dysart Rd: Rancho Santa Fe to Indian School Rd	Procure, construct and install ITS components	ITS	CMAQ	2016	CMAQ	I	\$ 194,899	\$ 746,000	\$ 194,899	Avondale would like to request an additional \$200K in Funding. Bids returned at low bid of \$746,000. Additional funds to make maximum match are \$194,899.
Glendale	GLN14-101	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	ITS	CMAQ	2016	CMAQ	I	\$ 66,980	\$ 1,029,846	\$ 66,980	Change project total cost to reflect current engineer's estimate and increase federal share to maximum of 94.3%. Reduce Total project cost by \$51,818, agency requests \$66,980 in additional federal funding to 94.3% of updated project cost; project was previously overmatched.
MAG	MAG16-431C3	Regionwide	Purchase PM-10 Certified Street Sweepers	Air Quality	CMAQ	2016	CMAQ	I	\$ 535,120	\$ 567,466	\$ 535,120	Balance of FY2016 unfunded SS: Peoria #2 \$259,845, Chandler \$228,749, Glendale \$241,043. Total of 9 sweepers for FY2016.
Maricopa County	MMA14-103	White Wing Road, from 171st Avenue to 163rd Avenue; Montgomery Road, from 171st Avenue to 163rd Avenue; 167th Avenue, from Dixileta Drive to Windstone Trail; and 168th Avenue, from Dixileta Drive to Dove Wing Way	Dove Valley Area Various LVR Paving	Air Quality	CMAQ	2016	CMAQ	I	\$ 49,991	\$ 1,238,013	\$ 49,991	Based on attached sealed cost estimate, MCDOT requests an additional \$49,991 in federal funds, as reflected on this line. Amend project description.
Mesa	MES16-402	Citywide	Integrate 911 Data in RADS to Support Incident Management	ITS	CMAQ	2016	CMAQ	I	\$ 46,891	\$ 109,725	\$ 46,891	Updated cost estimate increased by \$49,725. Agency requesting \$46,891 of federal funds.
Pinal County	PNL14-410D2	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Design Roadway Paving.	Air Quality	CMAQ	2016	CMAQ	I	\$ 46,735	\$ 49,560	\$ 46,735	Agency requests \$46,735 additional federal funding due to engineering cost increase.
Tempe	TMP15-403	Various locations in Tempe	Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc.	Bike/Ped	CMAQ	2016	CMAQ	I	\$ 482,368	\$ 1,186,525	\$ 482,368	Agency requests FY2016 Closeout funding of \$482,368.

TIP Data

Closeout Data

Agency	TIP ID	Location	Work	MAG Mode	Funding	Apportionment Year	Closeout Fund Type	Agency Request: Advancement, Increase, Design	FY2016 Federal Request	Total Project (workphase) Cost	CloseOut Amount Recommended	Closeout Notes
Peoria	PEO12-111	Intersection of Peoria Ave and 75th Avenue	Design Intersection Improvement	Safety	HSIP, AZ	2015	HSIP-AZ	z-5-Year	\$ 350,000	\$ 1,125,600	\$	- Not in current TIP, ADOT awarded project. ADOT Safety has concurred that they will look at funding needs for Design in FY2016.
Peoria	PEO12-111	Peoria Ave and 75th Ave	Design intersection improvement.	Street Intersection	HSIP-AZ	2014	HSIP-AZ	z-5-Year	\$ 270,560	\$ 1,200,000	\$	- ADOT Safety has concurred that they will look at funding needs for Design in FY2016.
Chandler	New	Ocotillo Road from the Consolidated Canal to 148th Street	Design road improvements	Street	STP	0	STP-MAG	z-ALCP	\$ 477,150	\$ 870,000	\$	- Project in Chandler CIP; Design FY16/17 \$870k; R/W FY17/18 \$710k; Constr FY18/9 \$6.820k. ALCP, all RARF funds :Design 2022 \$0.364; ROW 2025 \$0.511; Constr 2026 \$2.303. This request is to advance ALCP funds and add federal funds to the design
Chandler	New	Chandler Heights Road from McQueen Road to 1,200 ft east of Gilbert Road	Design road improvements	Street	STP	0	STP-MAG	z-ALCP	\$ 1,088,200	\$ 1,755,000	\$	- Project in Chandler CIP; Design FY16/17 \$1.755k; R/W FY17/18 \$2.36k; Constr FY18/9 \$13.76k. ALCP, all STP-MAG funds :Design 2023 \$0.601; ROW 2023 \$2.005; Constr 2026 \$3.093. This request is to advance ALCP funds and add federal funds to the design
Chandler	new	Kyrene Road from Chandler Blvd to north city Limits	Design bike lanes along both sides of roadway by narrowing the median	Bike/Ped	CMAQ	2019	CMAQ	z-New	\$ 168,700	\$ -	\$	- This project is a new project in the City CIP as requested by the City Council. This project is expected to be approved in the FY 2016/2017 CIP budget. The design will be programmed in FY 2107 at \$179k; no r/w is required; construction starting in FY 2018 at \$1,393k.
Chandler	new	McClintock Dr from Chandler Blvd to north city limits	Design bike lanes along both sides of roadway by narrowing the median	Bike/Ped	CMAQ	2019	CMAQ	z-New	\$ 223,900	\$ -	\$	- This project is a new project in the City CIP as requested by the City Council. This project is expected to be approved in the FY 2016/2017 CIP budget. The design will be programmed in FY 2107 at \$237.5k; no r/w is required; construction starting in FY 2018 at \$1,846k.
Mesa	MES16-441	Consolidated Canal: Adobe to Lindsay	Install lighting on shared use path	Bike/Ped	Local	2016	TAP-MAG	z-New	\$ 859,399	\$ 907,497	\$	- Agency requests new procure and install project. Has been environmentally cleared from completed path/sidewalk construction.
Scottsdale	SCT18-460	Thomas Rd: 60th Street to Pima Road	Install 17 video detection cameras and TMC software	ITS	CMAQ	2018	CMAQ	z-Not E	\$ 368,713	\$ 391,000	\$	- Agency has requested to advance project. Design review and clearance cannot make FFY2016 timeline (ADOT). Suggest submitting project this year, and agency request advancement in FY2017.
ADOT	DOT16-463	MAG regionwide	Design/Construct FMS Rehabilitation	Freeway	CMAQ	2016	CMAQ	z-RF HP	\$ 518,650	\$ 1,870,000	\$	- This is a construction project to replace Passive Acoustic Detector (PAD) with Loop Detectors. The design funding was from FY15. The 100% estimate for construction is \$1.87M.
									\$ 11,572,827	\$ 19,340,778	\$ 7,247,555	

# of Advancement Requests 5  
 # of Increase Requests 7  
 # of Design Requests 16

Listing tinted are not eligible for this closeout.

Agency Request Codes: A=Advancement D=Design I=Increase in current year  
 z-RF HP= Regional Freeway-Highway System z-5-Year= ADOT Statewide programming z-ALCP=Arterial Life Cycle Program  
 z-New= New project request

### FFY 2016 FHWA SUB-ALLOCATED MAG FUNDS: Estimated

1/29/2016

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

FHWA Funding	MAG Sub-allocated Federal FY Apportionments~	\$ 119,433,939
	MAG Sub-allocated FFY Obligation Authority Amount /2	\$ 113,382,369
	General Rate of Obligation Authority /1	94.93%

#### FFY 2016 ESTIMATED: SUB-ALLOCATED MAG FHWA FUNDS BY PROGRAM, updated January Ledger

OA Funding Available/1	CMAQ	CMAQ 2_5	HSIP	PL*	SPR *	STP other	STP OVER 200K	TA OTHER	TA OVER 200K	Total
OA Applied rate:										
Estimated Full Year Funding /1	\$ 46,619,590	\$ 689,735	\$ 1,802,345	\$ 3,988,889	\$ 1,250,000	3,612,115	50,900,680	446,846	4,072,170	113,382,369
Loans and Repayments in /7,9	-	-	-	-	-	1,352,325	\$ 3,380,801	-	-	4,733,126
Loans and Repayments out /8, 10	(375,570)	-	-	-	-	(1,200,000)	-	-	-	(1,575,570)
MAG DEBT SERVICE /13	-	-	-	-	-	-	(12,586,400)	-	-	(12,586,400)
<b>Total Available with OA applied</b>	<b>\$ 46,244,020</b>	<b>\$ 689,735</b>	<b>\$ 1,802,345</b>	<b>\$ 3,787,871</b>	<b>\$ 1,250,000</b>	<b>\$ 3,764,440</b>	<b>\$ 41,695,081</b>	<b>\$ 446,846</b>	<b>\$ 4,072,170</b>	<b>\$ 103,752,508</b>
Plus Final Vouchers and Awards Expected	\$ 4,600,000	\$ -	\$ 262,651	\$ -	\$ -	\$ -	\$ 937,349	\$ -	\$ -	\$ 5,800,000
Less TIP Expected Project Authorizations (Subject to change based on schedule)	\$ 47,188,509	\$ 501,232	\$ 1,766,309	\$ 3,787,871	\$ 1,250,000	\$ 512,000	\$ 29,048,450	\$ -	\$ 3,660,499	\$ 87,714,870
Ending Balance (Total Avail. minus Prjt Authorizations)	\$ 3,655,511	\$ 188,503	\$ 298,686	\$ -	\$ -	\$ 3,252,440	\$ 13,583,980	\$ 446,846	\$ 411,671	\$ 21,837,638

\* Obligation Authority (OA) not applied; flat distribution.  
 1 Apportionments have updated FAST ACT OA applied to certain programs. Unified Planning Work Program, Loans, Repayments, Transfers, Debt Service do not have OA reduction applied. OA to apportionments for FFY 16 has been rounded.  
 2 Program Obligation Authority Share after 100% programs take down. All OA expires at end of the year. Loaned OA is retained for return year.  
 7 Loans In represent funds received by the MAG region from another entity which must be repaid.  
 8 Loans Out represent funds being loaned by MAG to another entity and which will be repaid to the region based upon a scheduled agreed to.  
 9 Repayments In represent loan funds being repaid to the MAG region by another entity.  
 10 Repayments Out represent MAG funds which are being repaid to another entity.  
 13 Grant Anticipation Notes (GAN) Debt Service includes principal and interest. FFY2016 is final GANs payment.

	Ending Balance (Total Avail. minus Prjt Authorizations)	\$ 3,655,511	\$ 188,503	\$ 298,686	\$ -	\$ -	\$ 3,252,440	\$ 13,583,980	\$ 446,846	\$ 411,671	\$ 21,837,638
	Closeout Proposed Advancements, Increases, & Design Requests	\$ (5,831,200)	\$ (1,568,714)	\$ -	\$ -	\$ -	\$ (230,258)	\$ -	\$ -	\$ -	\$ (7,630,172)
	FY2016 Repayments from FY2013 Closeout loans	\$ 1,492,865						\$ (1,492,865)			
	FY2017 Repayments from FY2013 Closeout loans (Advance)	\$ 388,265						\$ (388,265)			
	FY2018 Repayments from FY2013 Closeout loans (Advance)	\$ 2,018,870						\$ (2,018,870)			
	Estimated balance to Address with Option Two, Extend timeline to request design.	\$ 1,724,311	\$ (1,380,211)	\$ 298,686	\$ -	\$ -	\$ 3,022,182	\$ 9,683,980	\$ 446,846	\$ 411,671	\$ 14,207,466
	<b>Total OA available for Design Feb 11 Deadline (non ALCP):</b>	<b>\$ 1,501,304</b>						<b>Total OA available to be addressed by ALCP Program:</b>	<b>\$ 12,706,163</b>		

Option Two

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 16, 2016

**SUBJECT:**

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

**SUMMARY:**

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

The Budget Workshop, which will also be available via Webinar, is scheduled for Thursday, February 18, 2016, at 1:00 p.m. in the MAG Cottonwood Room. This workshop provides MAG members and the public an opportunity to discuss newly proposed projects for the upcoming budget year. The workshop also provides the opportunity to discuss other budget items. The invitation to the Budget Workshop is attached.

The draft MAG Dues and Assessments presented for FY 2017 are using the final CPI-U average of 2.33 percent which has been applied to the prior year dues and assessments total. The changes in dues and assessments for individual members are due to population shifts and the application of the CPI-U. The draft Dues and Assessments for FY 2017 are included as Attachment A. The application of a minimum dues and assessments amount of \$350 affects two members and is discussed in footnote (d) of this attachment.

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

- ▶ Attachment A is the draft Dues and Assessments for FY 2017.
- ▶ Attachment B is the timeline for budget development.
- ▶ Attachment C is the Budget Workshop invitation scheduled for Thursday, February 18, 2016.
- ▶ Attachment D is the Proposed New Projects for FY 2017.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2017. This will provide for an incremental review of key budget proposed projects in February and a review of the more complete draft budget and work program in March of 2016.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The draft MAG Dues and Assessments for FY 2016 have been prepared using the methodology that was approved by the MAG Regional Council.

POLICY: In accordance with the MAG Fund Balance Policy, should the unassigned fund balance of the General Fund ever drop below the minimum 15 percent range, MAG Regional Council can consider reducing expenditures to eliminate any structural deficit, or the MAG Regional Council can increase revenues or pursue other funding sources, or some combination of the two options. Should the unassigned fund balance of the General Fund ever exceed the maximum 25 percent range, the MAG Regional Council will consider such fund balance surpluses for use as a reduction to member dues and assessments and/or one-time expenditures that are nonrecurring in nature and which will not require additional future expense outlays for maintenance, additional staffing or other recurring expenditures.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

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

MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

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

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

MEMBERS ATTENDING

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

- \* Supervisor Denny Barney, Maricopa County  
Mayor John Giles, Mesa
- \* Mayor Michael Collins, Paradise Valley  
Mayor Cathy Carlat, Peoria  
Supervisor Todd House, Pinal County
- \* Mayor Gail Barney, Queen Creek
- \* President Delbert Ray, Salt River  
Pima-Maricopa Indian Community  
Mayor Sharon Wolcott, Surprise
- \* Mayor Mark Mitchell, Tempe

- \* Mayor Adolfo Gamez, Tolleson  
Mayor John Cook, Wickenburg
- # Mayor Michael LeVault, Youngtown
- \* Mr. Roc Arnett, Citizens Transportation  
Oversight Committee
- \* Mr. Joseph La Rue, State Transportation  
Board  
Vice Mayor Jack Sellers, State  
Transportation Board

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference

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

**MEMBERS ATTENDING**

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

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

\* Not present

# Participated by video or telephone conference call

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

**MEMBERS ATTENDING**

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

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

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

**CONTACT PERSON:**

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

**Maricopa Association of Governments  
for Fiscal Year 2017**

**ATTACHMENT A**

Jurisdiction	FY 2016 Budget (a) Population Totals	MAG Member Dues	Solid Waste Planning Assessment	Water Quality (j) Planning Assessment	9-1-1 (b ) Planning Assessment	Human Services Planning Assessment	Homeless(c) Prevention Assessment	Total (d) FY 2017 Estimated Dues and Assessments	Total FY 2016 Dues & Assessments
Apache Junction (f)	38,437	\$2,000	\$98	\$1,216	\$2,208	\$711		\$6,233	\$6,171
Avondale	78,885	\$4,104	\$202	\$2,495	\$4,532	\$1,460	\$1,347	\$14,140	\$14,149
Buckeye	61,173	\$3,183	\$157	\$1,935	\$3,514	\$1,132		\$9,921	\$9,641
Carefree	3,525	\$183	\$9	\$111	\$202	\$65		\$570	\$567
Cave Creek	5,429	\$282	\$14	\$172	\$312	\$100		\$880	\$877
Chandler	255,073	\$13,271	\$654	\$8,067	\$14,653	\$4,721	\$4,356	\$45,722	\$45,197
El Mirage	33,339	\$1,735	\$85	\$1,054	\$1,915	\$617		\$5,406	\$5,386
Florence (i)	26,410	\$1,374	\$68			\$489		\$1,931	\$1,981
Fort McDowell Yavapai Nation (d) (h)	999	\$240	\$3	\$32	\$57	\$18		\$350	\$350
Fountain Hills	23,346	\$1,215	\$60	\$738	\$1,341	\$432		\$3,786	\$3,786
Gila Bend (d)	1,977	\$131	\$5	\$63	\$114	\$37		\$350	\$350
Gila River Indian Community (i)	11,899	\$619	\$30	\$376	\$684	\$220		\$1,929	\$1,945
Gilbert	242,857	\$12,636	\$622	\$7,681	\$13,951	\$4,495	\$4,147	\$43,532	\$42,674
Glendale	234,766	\$12,215	\$602	\$7,425	\$13,486	\$4,345	\$4,009	\$42,082	\$42,162
Goodyear	77,776	\$4,047	\$199	\$2,460	\$4,468	\$1,440		\$12,614	\$12,255
Guadalupe	6,135	\$319	\$16	\$194	\$352	\$114		\$995	\$998
Litchfield Park	6,019	\$313	\$15	\$190	\$346	\$111		\$975	\$966
Maricopa (i)	48,374	\$2,517	\$124		\$2,779	\$895		\$6,315	\$6,166
Maricopa County (e)	283,153	\$14,732	\$725	\$8,955	\$16,266	\$5,241	\$4,835	\$50,754	\$50,814
Mesa	460,950	\$23,983	\$1,181	\$14,579	\$26,480	\$8,532	\$7,871	\$82,626	\$82,551
Paradise Valley	13,673	\$711	\$35	\$432	\$785	\$253		\$2,216	\$2,207
Peoria (g)	167,547	\$8,717	\$429	\$5,299	\$9,625	\$3,101	\$2,861	\$30,032	\$29,688
Phoenix	1,527,509	\$79,476	\$3,914	\$48,311		\$28,275	\$26,086	\$186,062	\$185,346
Pinal County (c ) (i)	138,150	\$7,188	\$354		\$7,936	\$2,557	\$2,359	\$20,394	\$19,959
Queen Creek (f)	33,967	\$1,767	\$87	\$1,074	\$1,951	\$629		\$5,508	\$5,209
Salt River Pima-Maricopa (h)	6,641	\$346	\$17	\$210	\$381	\$123		\$1,077	\$1,075
Scottsdale	231,204	\$12,029	\$592	\$7,312	\$13,282	\$4,279	\$3,948	\$41,442	\$40,898
Surprise	125,621	\$6,536	\$322	\$3,973	\$7,216	\$2,325	\$2,145	\$22,517	\$22,432
Tempe	172,021	\$8,950	\$441	\$5,441	\$9,882	\$3,184	\$2,937	\$30,835	\$30,719
Tolleson	6,837	\$356	\$18	\$216	\$393	\$127		\$1,110	\$1,111
Wickenburg (g)	6,661	\$347	\$17	\$211	\$383	\$123		\$1,081	\$1,082
Youngtown	6,467	\$336	\$17	\$205	\$372	\$120		\$1,050	\$1,052
<b>TOTALS</b>	<b>4,336,820</b>	<b>\$225,858</b>	<b>\$11,112</b>	<b>\$130,427</b>	<b>\$159,866</b>	<b>\$80,271</b>	<b>\$66,901</b>	<b>\$674,435</b>	<b>\$669,764</b>

<b>FY 2016 Total Costs</b>		\$220,510	\$10,859	\$127,458	\$156,229	\$78,443	\$65,377
<b>Based on Population</b>		\$5,348	\$253	\$2,969	\$3,637	\$1,828	\$1,524
<b>Per Capita Cost</b>		\$0.05208	\$0.00256	\$0.03007	\$0.03686	\$0.01851	\$0.01543

Each year, the MAG annual Dues and Assessments are apportioned according to per capita populations and the average CPI-U from the prior calendar year is applied to the Dues and Assessments. The average prior calendar year CPI-U change of 2.33 % has been applied to the draft MAG Dues and Assessments for FY 2017. Changes in population account for the individual member differences between the FY 2016 and FY 2017 Dues and Assessments totals.

- (a) MAG July 1, 2015 Approved Population within one percent of the approved Maricopa County control total are used. These population updates are needed by the State Economic Estimates Commission by December 15th of each year and in order to project the final estimates.
- (b) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix that performs 9-1-1 operations and the Town of Florence that is not part of the Maricopa Region 9-1-1 system.
- (c) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County and Pinal County.
- (d) Total Dues and Assessments minimum at \$350 per member results in an overall increase for these members and a slight adjustment for the other members.
- (e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding the Fort McDowell Yavapai Nation and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- (f) Maricopa and Pinal County portions.
- (g) Maricopa and Yavapai County portions.
- (h) Maricopa County portion only.
- (i) The Pinal County portion of the dues and assessments includes unincorporated areas in Pinal County in the the MAG Metropolitan Planning Organization Area planning boundaries; also included is the entire population of the Gila River Indian Community as well as the Town of Florence and the City of Maricopa.
- (j) The Water Quality Planning Assessment is applied to the members that have their Water Quality Planning performed by the Maricopa Region.
- (k) Effective date January 20, 2016.

Maricopa Association of Governments  
 Fiscal Year 2017  
 DRAFT December 15, 2015  
**Work Program and Annual Budget Proposed Timeline**

01/05/16	Tuesday	Intergovernmental Meeting
01/06/16	Wednesday	Management Committee Meeting-dues/assessments; timeline
01/11/16	Monday	Regional Council Executive Committee Meeting-dues/assessments; timeline
01/27/16	Wednesday	Regional Council-dues/assessments; timeline
02/04/16	Thursday	Intergovernmental Meeting
02/10/16	Wednesday	Management Committee Meeting- present new projects; presentation of summary budget documents
02/16/16	Tuesday	Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents
02/18/16	Thursday	Budget Workshop-webinar 1:00 p.m.Cottonwood Room, 2nd Floor, MAG Building
02/24/16	Wednesday	Regional Council Meeting- present new projects; presentation of summary budget documents
03/03/16	Thursday	Intergovernmental Meeting
03/09/16	Wednesday	Management Committee Meeting- information and review of draft budget documents
03/14/16	Monday	Regional Council Executive Committee Meeting- information and review of draft budget documents
03/23/16	Wednesday	Regional Council Meeting- information and review of draft budget documents
April	TBD	IPG meeting with FHWA, FTA, ADOT and others
04/07/16	Thursday	Intergovernmental Meeting
04/13/16	Wednesday	Management Committee Meeting- information and review of draft budget documents
04/18/16	Monday	Regional Council Executive Committee Meeting- information and review of draft budget documents
04/27/16	Wednesday	Regional Council Meeting- information and review of draft budget documents
April		Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)
05/05/16	Thursday	Intergovernmental Meeting
05/11/16	Wednesday	Management Committee meeting - present draft Budget for recommendation of approval
05/16/16	Monday	Regional Council Executive Committee meeting - present draft Budget for recommendation of approval
05/25/16	Wednesday	Regional Council meeting - present draft Budget for approval

MAG WEBINAR PRESENTATION ON THE DEVELOPMENT OF THE  
FY 2017 UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET

Thursday, February 18, 2016 at 1:00 p.m.  
MAG Office, Suite 200, Cottonwood Room  
302 North 1st Avenue, Phoenix, AZ

In an effort to get early input into the FY 2017 MAG Budget and to provide information about the proposed budget for our member agencies, we will hold a budget workshop on Thursday, February 18, at 1:00 p.m. The budget workshop will include an overview of MAG's proposed dues and assessments and proposed projects for the FY 2017 Work Program.

If you are attending in person, please park in the garage underneath the building and bring your ticket to the meeting, parking will be validated.

If you would like to attend this meeting by web and/or phone please contact Kathy Christensen for log in information at (602) 452-5050.

If you have any questions or need additional information regarding new projects or dues and assessments, please contact Becky Kimbrough at (602) 254-6300.

DRAFT MAG FY 2017 UPWP  
Proposed Projects

**NEW PROJECTS-TRANSPORTATION DIVISION**

2017 MAG Bicycle and Pedestrian Plan  
Total Resources Required: \$325,000..... 1

2017 Regional Commuter Rail System Study Update  
Total Resources Required: \$150,000..... 2

2017 US-60/SR-24 Superstition Vistas Transportation Framework Study  
Total Resources Required: \$200,000..... 3

2017 Regional Transit Framework Study (RTFS) Update  
Total Resources Required: \$200,000..... 4

2017 US-60/Grand Avenue-Sun City Implementation Study  
Total Resources Required: \$150,000..... 5

2017 Regional Emergency Vehicle Preemption (EVP) Coordination for Unified Operations - On-Call  
Total Resources Required: \$60,000..... 6

2017 Systemic Strategy to Mitigate Intersection Left-Turn Crashes On-Call  
Total Resources Required: \$80,000..... 7

**NEW PROJECT-INFORMATION SERVICES DIVISION**

2017 Economic and Geospatial Data and Services Consultant Support for MAG On-Call  
Total Resources Required: \$100,000..... 9

**ONGOING PROJECTS-COMMUNICATIONS DIVISION**

2017 Don't Trash Arizona Litter Prevention and Education Program  
Total Resources Required: \$300,000..... 10

2017 Disability Outreach Associate  
Total Resources Required: \$18,500..... 12

2017 Video Outreach Associate  
Total Resources Required: \$70,000..... 13

**ONGOING PROJECT-ENVIRONMENTAL DIVISION**

2017 MAG Air Quality Associate  
Total Resources Required: \$130,000..... 14

**ONGOING PROJECTS-TRANSPORTATION DIVISION**

2017 Traffic Signal Optimization Program - MAG Associate  
Total Resources Required: \$40,000..... 16

2017 Road Safety Assessments and Project Assessments On-Call  
Total Resources Required: \$300,000..... 17

2017 Traffic Signal Optimization Program On-Call  
Total Resources Required: \$300,000..... 18

2017 Pedestrian and Bicycle Facilities Design Assistance Program On-Call  
Total Resources Required: \$400,000..... 19

2017 Transportation Division Associate  
Total Resources Required: \$70,000..... 20

# DRAFT MAG FY 2017 UPWP Proposed Projects

## New Projects-Transportation Division

**Project Name:** 2017 MAG Bicycle and Pedestrian Plan

**Brief Description:** MAG completed its previous Pedestrian Plan in 2000 and its previous MAG Regional Bikeway Master Plan in 2007. An updated MAG Bike and Pedestrian Plan will accurately identify the existing bicycle and pedestrian infrastructure as the basis for improving, expanding and connecting the MAG Region's bicycle and pedestrian network. It will identify opportunities for routes and investments that place an emphasis on quality of life factors and safety that enhance the transportation infrastructure, all of which foster economic development. This type of economic development is essential in creating a more competitive region that promotes different modes of transportation, and creates the environment to attract the type of business infrastructure needed to compete on a more global scale.

**Requested by:** This project is recommended by MAG staff and the MAG Bicycle and Pedestrian Committee.

**Mission/Goal Statement:** Funding the development of a comprehensive MAG Bicycle and Pedestrian Plan crafted in coordination with MAG member agencies fits into MAG's mission of promoting the development and expansion of all modes of transportation, especially as that development relates to economic development and global competitiveness.

**Total Resources Required:** \$325,000

**Approximate Time Frame for Project Completion:** July 2016-December 2017

**Expected Outcome:** A new MAG Bicycle and Pedestrian Plan that integrates policies of safety, economic development and, in turn, improves the quality of life. The Plan will also identify several corridors that cross jurisdictional boundaries for expedited reconfiguration in order to foster bike traffic.

**Benefit to MAG Member Agencies:** The MAG member agencies will be an intricate part of developing the Plan as members of the MAG Bicycle and Pedestrian Committee and will reap the benefits of safety and economic development within their communities as a result of the policies set forth in the Plan.

**Benefit to the Public:** The Plan will provide a road map for the public that will enable it to move throughout the Valley in a safe and efficient manner. By providing the appropriate infrastructure, people will be more likely to walk and bike, creating a healthier community, reducing health care costs, and the impact of having only motorized travel on air quality and congestion, while creating economic opportunities.

# DRAFT MAG FY 2017 UPWP Proposed Projects

## New Projects-Transportation Division

**Project Name:** 2017 Regional Commuter Rail System Study Update

**Brief Description:** The purpose of the Regional Commuter Rail System Study Update is to revise the data included in the original 2010 Commuter Rail System Study. The study was accepted in June 2010 by the MAG Regional Council, but new regional socioeconomic forecasts, revised ridership, cost estimates, corridor ranking and other relevant passenger rail studies require an update. The original study defined an optimized network of four commuter rail corridors, and the elements needed to implement a 110-mile regional commuter rail system using both BNSF Railway and Union Pacific Railroad corridors. The system would radiate from downtown Phoenix and would share existing freight track/corridors. The 2010 System Study provided a detailed evaluation of potential commuter rail links to the East Valley (including Tempe and Southeast Corridors) and links to the West Valley by incorporating the findings of the Grand Avenue (Grand) and Yuma West (Yuma) Corridor Development Plans, both of which were produced in conjunction with the 2010 System Study. Coordination with both railroads, Arizona Department of Transportation, and Valley Metro will be a component of this study. Both BNSF and Union Pacific Railroad have indicated that indemnity/liability issues related to passenger rail must be addressed prior to any agreement between the owner railroads and the commuter rail governing/operating agency. The indemnity/liability issues were summarily reviewed in the original 2010 study and will be thoroughly explored in this update.

**Requested by:** This project is recommended by MAG staff and the MAG Transit Committee.

**Mission/Goal Statement:** This study will provide the Regional Council with the necessary information to decide if commuter rail should be included in the NexGen Regional Transportation Plan.

**Total Resources Required:** \$150,000

**Approximate Time Frame for Project Completion:** July 2016 - June 2017

**Expected Outcome:** Obtain revised data based upon the original 2010 Commuter Rail System Study. The study update will quantify new regional socioeconomic forecasts; revise ridership, capital and operating cost estimates; and update corridor rankings and other relevant passenger rail attributes. This study will provide the Regional Council with the necessary information to decide if commuter rail should be included in the NexGen Regional Transportation Plan.

**Benefit to MAG Member Agencies:** MAG member agencies, through the Regional Council, will be informed of the elements required for the implementation of a regional commuter rail system.

**Benefit to the Public:** The purpose of this Regional Commuter Rail System Study Update is to revise the data included in the original 2010 Commuter Rail System Study. The original study defined an optimized network of four commuter rail corridors and the elements needed to implement a 110-mile, four-line, regional commuter rail system utilizing both BNSF Railway and Union Pacific Railroad corridors. Commuter passenger rail systems are generally used in congested urban areas to improve travel time, mitigate congestion, add convenience, and provide an alternative means of travel. Commuter rail trains typically provide service between suburbs to urban centers for the purpose of reaching activity centers, such as employment, special events, and intermodal connections. They also connect suburb to suburb commuters. Designed to primarily meet the needs of regional commuters in the AM and PM peak travel times, they may operate with all-day, bi-directional services. Commuter rail service typically occurs less frequently than light rail transit, but in the MAG Region it is modeled to travel at a higher average speed of 43 mph and a federally mandated maximum top speed of 79 mph. The distance of most commuter rail corridors is also longer than that of light rail, ranging from 30 to 40 miles with passenger stations generally spaced 3 to 10 miles apart.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### New Projects-Transportation Division

**Project Name:** 2017 US-60/SR-24 Superstition Vistas Transportation Framework Study

**Brief Description:** Using the MAG transportation framework planning process, establish a long-term transportation network vision for that portion of the region bounded by SR-202L/Santan Freeway and the Gila River Indian Community on the west, SR-287 on the south, SR-79 on the east, and US-60 on the north.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Building upon previous framework planning successes, establish, in cooperation with the City of Apache Junction, Town of Florence, Maricopa County, City of Mesa, Pinal County, Town of Queen Creek, and the Arizona Department of Transportation, a transportation framework of principal arterials, parkways, freeways, and public transportation opportunities to accommodate the potential build-out travel demand to integrate the Regional Transportation Plan for that portion of the MAG Region bounded by SR-202L/Santan Freeway and the Gila River Indian Community on the west, SR-287 on the south, SR-79 on the east, and US-60 on the north.

**Total Resources Required:** \$200,000

**Approximate Time Frame for Project Completion:** January 2017 - December 2017

**Expected Outcome:** As planning by ADOT for the Pinal North-South Freeway has identified a recommended route, a framework recommendation is needed to help guide development of an extension of SR-24 from Ironwood Drive to US-60 and SR-79, as well as supporting principal arterials, parkways, and public transportation opportunities to serve the potential traffic demand generated by build-out of the Superstition Vistas area of the MAG Region. The framework recommendation will also provide information to the Regional Transportation Plan of a phasing strategy to identify the logical sequence for implementing the development and construction of transportation facilities.

**Benefit to MAG Member Agencies:** Long-term framework planning has provided MAG member agencies with an opportunity to plan for and preserve corridors to accommodate future transportation demand. For this framework study, the direct benefit of this study's recommendation will be to the City of Apache Junction, Town of Florence, Maricopa County, City of Mesa, Pinal County, and the Town of Queen Creek.

**Benefit to the Public:** MAG's framework studies in the Central and West Valleys inform the public on the long-term needs for transportation facilities and services to accommodate the expanding Metropolitan Phoenix population. These studies have provided the opportunity to be proactive in anticipating transportation needs prior to growth versus responding, thereby promoting strategic investments in transportation for emerging areas.

# DRAFT MAG FY 2017 UPWP Proposed Projects

## New Projects-Transportation Division

**Project Name:** 2017 Regional Transit Framework Study (RTFS) Update

**Brief Description:** This project will be an update to the 2010 MAG Regional Transit Framework Study (RTFS), which identified and prioritized needs for regional transit improvements to supplement the existing MAG Regional Transportation Plan through 2030, with consideration for longer range transportation needs through 2050. The analysis of land use, socioeconomic (population and employment) conditions, existing and planned transit service, and infrastructure, along with input from transit riders and non-riders, enabled MAG to identify transit needs, deficiencies, opportunities, and constraints.

MAG's RTFS of 2010 was one of several studies that occurred throughout the state of Arizona to identify and prioritize future transportation needs. The framework studies were part of the Building a Quality Arizona (BOAZ) planning process, which served as input into a comprehensive statewide multimodal transportation planning framework. Initiated in February 2008, the MAG RTFS sought to understand the region's transit needs and deficiencies with the goal of identifying high-leverage transit investments that may attract a significant number of new passengers while improving transit service for existing patrons. Understanding of the region's transit needs and deficiencies was accomplished through a process that included a review of previous studies; input from the community; an evaluation of the MAG Region by external transit peers; and a technical review of regional mobility needs and deficiencies.

Valley Metro/RPTA will partner with MAG on the study.

**Requested by:** This project is recommended by MAG staff and the MAG Transit Committee.

**Mission/Goal Statement:** Update of the 2010 MAG RTFS, which identified and prioritized needs for regional transit improvements to supplement the existing RTP through 2030 with consideration for longer range transportation needs through 2050. The study will provide the necessary information to help decide which primary transit corridors may be included in the NextGen Regional Transportation Plan.

**Total Resources Required:** \$200,000

**Approximate Time Frame for Project Completion:** July 2015-June 2016

**Expected Outcome:** Update of the 2010 MAG RTFS, which identified and prioritized needs for regional transit improvements to supplement the existing RTP through 2030 with consideration for longer range transportation needs through 2050. The study will provide the necessary information to decide which primary transit corridors may be included in the NextGen Regional Transportation Plan.

**Benefit to MAG Member Agencies:** The study will provide the necessary information to help decide which primary transit corridors may be included in the NextGen Regional Transportation Plan.

**Benefit to the Public:** The original RTFS was developed through a demand-based approach that included public input. The RTFS scenarios provided a blueprint for a better coordinated and integrated regional transit system. Implementation of these updated concepts and scenarios would transform the current regional transit system to one that more effectively and efficiently addresses passenger travel needs throughout the region.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### New Projects-Transportation Division

**Project Name:** 2017 US-60/Grand Avenue-Sun City Implementation Study

**Brief Description:** Establish a corridor implementation strategy aligned with the Corridor Optimization, Access Management Plan, and System Study (COMPASS) project roadway geometric recommendations identified for US-60/Grand Avenue between 91st Avenue in Peoria and Thunderbird Road-Thompson Ranch Road in El Mirage.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** As the recommendations from the COMPASS project identify large-scale improvements for accommodating future travel demand in the Sun City area, this corridor implementation study will work with area stakeholders to identify the horizontal and vertical geometric needs along US-60/Grand Avenue between 91st Avenue in Peoria and Thunderbird Road-Thompson Ranch Road in El Mirage. Results from this study will be used to identify future Regional Freeway and Highway Program funding and scheduling for the corridor in future updates to the Regional Transportation Plan.

**Total Resources Required:** \$150,000

**Approximate Time Frame for Project Completion:** September 2016 – December 2017

**Expected Outcome:** A scoping process will be established to help stakeholders plan for the recommendations from the COMPASS study to improve accessibility through grade-separations and traffic interchanges across Grand Avenue and the BNSF Railway. Of significant importance is the need to appropriately plan for emergency vehicle operations between the regional Boswell Hospital campus and the surrounding community as both US-60 and the railroad act as a barrier. In this study, the proposed geometry recommended in the COMPASS study will be further evaluated both horizontally and vertically, with stakeholder input, to identify an implementation process for programming these long-range improvements into the Regional Transportation Plan.

**Benefit to MAG Member Agencies:** Traffic volumes along this segment of US-60 are projected to exceed 90,000 vehicles daily by 2040 according to forecasts from the MAG Travel Demand Model. As Grand Avenue represents a regional facility in the Northwest Valley, this study will provide the Cities of El Mirage and Peoria, the Town of Youngtown, and Maricopa County with a strategy for meeting the travel demand while improving the ability to cross over US-60 and the BNSF Railway. Recommendations from these studies will also feed into thoroughfare planning by these MAG member agencies for potential improvements to local streets in their long-range capital planning efforts.

**Benefit to the Public:** Most residents along this US-60 segment are members of the Sun City retirement community. Access across Grand Avenue and the BNSF Railway to the Boswell Hospital campus and its supporting buildings is essential. Information generated by this study will help stakeholders in the area, including commercial businesses and healthcare providers, with a long-term strategy for improving connections across US-60 and the railroad, as well as accessibility to Grand Avenue itself.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### New Projects-Transportation Division

**Project Name:** 2017 Regional Emergency Vehicle Preemption (EVP) Coordination for Unified Operations - On-Call

**Brief Description:** This project will help advance regional EVP development toward unified operations. This project would include establishing a Regional EVP Coordination Working Group and hosting a series of workshops to develop a regional consensus and agreement on adopting recommendations from the recent MAG EVP Best Practice Study. The focus of the workshops will be to identify: strategies for achieving system interoperability; potential costs; preferred traffic signal phasing; and the application of confirmation lights.

The MAG EVP study documented the prevailing EVP best practices in the MAG Region and also the best practices from across the nation. The study identified existing deployed EVP technologies, new technologies available from industry vendors, benefits and challenges with existing EVP systems, and best practices deployed throughout the nation.

The scope of work for the consultant will include: (1) Establishing a Regional EVP Coordination Working Group; (2) Developing and distributing all workshop materials and facilitating discussions at the EVP workshops.

All EVP workshops will be held at MAG.

**Requested by:** This project is recommended by MAG staff and the MAG ITS Committee.

**Mission/Goal Statement:** The goal of this project is to establish guidance for MAG member agencies to implement the recommendations of the MAG EVP Best Practices Study.

**Total Resources Required:** \$60,000

**Approximate Time Frame for Project Completion:** July 2016 - June 2017

**Expected Outcome:** It is anticipated that the formation of the Regional EVP Coordination Working Group will provide a forum for MAG member agencies to establish a unified approach to implementing EVP systems with established interoperability and uniformity for deployment. Through a series of workshops MAG member agencies will adopt standards for future EVP deployment, establish interoperability components for the different EVP systems, and develop cost-based estimates for future implementation needs.

**Benefit to MAG Member Agencies:** MAG member agencies will be able to better coordinate emergency response efforts to improve incident response safety and reduce delay, and coordinating agencies will have capabilities to activate EVP systems in adjacent districts.

**Benefit to the Public:** In the event of an incident, emergency responders from neighboring agencies will be able to interact seamlessly with the local EVP system, allowing for safer navigation of the local agency's signal system and faster response times for aiding neighboring agencies.

# DRAFT MAG FY 2017 UPWP Proposed Projects

## New Projects-Transportation Division

**Project Name:** 2017 Systemic Strategy to Mitigate Intersection Left-Turn Crashes On-Call

**Brief Description:** This study will explore the potential of a specific systemic road safety countermeasure for reducing left-turn crashes at intersections regionwide. The specific countermeasures involve slight repositioning of opposing left turn lanes at intersections, so that left-turning drivers have a better view of oncoming traffic. This is referred to as creating a "positive offset" of left-turn lanes, and is well established by one of the countermeasures to improve intersection safety. This has been identified as a potential safety deficiency at a number of intersections where MAG Road Safety Assessments have been performed.

The study will review research findings on the benefits of positive offsets at intersections, including the latest findings from the Strategic Highway Research Program Naturalistic Driving Study. There will be a review of current best practices in implementing this road safety solution in urban areas.

A crash data analysis will be performed to identify all intersections that have an over representation of left-turn crashes. All or a subset of these sites will be screened, using aerial maps, for adequacy of sight distance, and the non-existence of a positive offset. The resulting list of intersections will be further reviewed to identify feasibility of creating a positive offset and available options. At some sites the problem may be mitigated by a low-cost striping solution. At other sites, a road alignment change may be necessary to create a positive offset to increase sight visibility for motorists turning left. Crash data for a minimum of the three most recent years will be analyzed for this project. The study will produce:

- 1) A guideline for implementing positive offsets at all intersections where unprotected left turn movements are permitted.
- 2) A ranked list of intersections in the MAG Region that are potential candidate sites for installing positive offsets as a systemic road safety solution, possibly funded with future Highway Safety Improvement Program (HSIP) funds.

**Requested by:** This project is recommended by MAG staff and the MAG Transportation Safety Committee.

**Mission/Goal Statement:** The goals of this study are as follows:

- 1) Provide a specific strategy for "Eliminating Deaths and Serious Injuries at Intersections," which is identified as an Action Area in the approved MAG Strategic Transportation Safety Plan.
- 2) Produce a document with technical guidance to local agencies on implementing left turn offsets as a potential safety countermeasure from low cost systemic to long term spot safety improvements at intersections that experience high left turn crash occurrence.
- 3) Identify a list of intersections where left turn crashes are prevalent and where providing improvements to the line of sight at opposing left turn lanes could be identified as a safety countermeasure.

**Total Resources Required:** \$80,000

**Approximate Time Frame for Project Completion:** September 2016 - June 2017

**Expected Outcome:** The Systemic Strategy to Mitigate Intersection Left-Turn Crashes will identify intersection safety improvements, from low cost to long term, that local agencies can implement within a short time or as a tool for long term planning. The improvements could compete for HSIP funds and provide an additional mechanism for improving intersection safety system wide.

## DRAFT MAG FY 2017 UPWP Proposed Projects

**Benefit to MAG Member Agencies:** Assistance to MAG member agencies in the identification of proven countermeasures to mitigate left turn crashes and provide a tool for prioritization of safety improvement projects at intersections. Preparation of projects for high priority road safety improvements that could compete for federal funds.

**Benefit to the Public:** Intersection safety improvements and the resulting reductions in crashes, injuries and deaths.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### **New Project-Information Services Division**

**Project Name:** 2017 Economic and Geospatial Data and Services Consultant Support for MAG On-Call

**Brief Description:** *Economic Data and Services* - The MAG team has developed a number of online reporting tools utilizing current available data. These tools have been extremely useful in providing ongoing support for regional planning and economic development. Additional data and analysis resources are required for developing understanding of the evolving economy in the region and Arizona. This includes the development of metrics for export/import, occupation, wage, and workforce skills needs along with connections to regional industry. Additional support is needed in developing and maintaining datasets that feed into the econometric models that were developed in partnership with San Diego Association of Governments (SANDAG).

*Geospatial Data and Services* - MAG collects geospatial data from a variety of sources for innumerable uses including socioeconomic modeling, visualization, and analysis. Much of the information is not readily available from commercial sources and must be collected, compiled, and subsequently maintained and disseminated to MAG member agencies and the public by MAG staff. The development and maintenance of the data will increase the efficiency and timeliness of delivering the quality of the data with consultant support to provide data collection, technical guidance, custom tools, and procedures to Information Services staff.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** The support provided to MAG through on-call consultant contracts will ensure the collection and development of timely and accurate geospatial data in order to support the MAG socioeconomic and transportation models, and better enable Information Services staff to maintain and disseminate these data to member agencies and the public.

**Total Resources Required:** \$100,000

**Approximate Time Frame for Project Completion:** July 2016 – June 2018

**Expected Outcome:** Updated socioeconomic data sets for use in regional analysis and as the basis for long term projections. Support for the development and testing of tools for desktop and server based GIS and geospatial databases.

**Benefit to MAG Member Agencies:** Regional analyses and data sets developed or enhanced under this project will be used by MAG member agencies and are essential for projections developed by Information Services in supporting the MAG transportation modeling and planning activities.

**Benefit to the Public:** Analyses and datasets enhanced or developed under this contract will enable MAG and MAG member agencies to enhance their long range planning efforts and also allow them to provide timely information. The software tools developed will aid the member agencies in making decisions regarding the future development of the communities of the MAG Region.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### Ongoing Projects-Communications Division

**Project Name:** 2017 Don't Trash Arizona Litter Prevention and Education Program

**Brief Description:** Concern over ugly and unhealthy freeway litter led elected officials to call for a litter education and prevention as an important component of the Regional Transportation Plan. Don't Trash Arizona is a joint effort between the Maricopa Association of Governments and the Arizona Department of Transportation to address the environmental, economic, safety, and health impacts of litter along regional and state highways. The program is funded through Proposition 400, which was approved by voters in 2004. Highway maintenance funding in the Regional Transportation Plan funded by Prop 400 encompasses litter pickup, sweeping, and landscape maintenance, as well as litter education and prevention. Don't Trash Arizona seeks to change attitudes, awareness, and most importantly, behavior, when it comes to highway littering.

In 2006, litter prevention and education efforts were begun by MAG and ADOT to address roadway litter. The slogan Don't Trash Arizona is used cooperatively by both agencies to increase public awareness of the roadway litter condition.

On November 23, 2015, the MAG Regional Council Executive Committee recommended approval to extend the consultant contract with Fingerpaint Marketing, Inc., for the first one-year option for the Litter Prevention and Education Program, and to amend the contract to include the \$300,000 budgeted in the FY 2016 Unified Planning Work Program and Annual Budget for litter prevention and education efforts.

**Requested by:** This project is recommended by MAG staff, the Transportation Policy Committee and Regional Council in 2003, by a resolution passed by the MAG Regional Council and State Transportation Board on December 3, 2003, citing litter education as a high priority for the Regional Transportation Plan, and also by the approval of consultant selection from Management Committee recommendation to Regional Council Executive Committee on November 17, 2014. Approval by the MAG Regional Council Executive Committee on November 23, 2015, to extend the consultant contract for the first one-year option for the Litter Prevention and Education Program, and to amend the contract to include funding in the Unified Planning Work Program and Annual Budget.

**Mission/Goal Statement:** The goal of the litter prevention and education program, conducted in cooperation with the Arizona Department of Transportation, is to reduce litter along state and Valley freeways to protect public safety, health and the environment; improve visual aesthetics along the MAG Regional Freeway System, resulting in enhanced tourism and economic development prospects; and to ultimately reduce the cost of freeway maintenance.

**Total Resources Required:** \$300,000

**Approximate Time Frame for Project Completion:** December 2016 - November 2017

**Expected Outcome:** The consultant will develop and implement a strategy to increase public awareness as a way to reduce litter on the regional freeway system in the MAG Region and will establish an evaluative process to measure the success of the program. The consultant will use an array of strategic communication services. Including public relations, marketing, advertising, public outreach and partnerships that may provide additional value in promoting litter control efforts.

**Benefit to MAG Member Agencies:** It costs our region approximately \$3 million and nearly 150,000 labor hours each year to pick up 1.6 million pounds of litter along Valley freeways. Unightly litter also impacts our economy

## DRAFT MAG FY 2017 UPWP Proposed Projects

when it impacts our ability to attract new businesses and tourists to boost our economy. Litter is not only unsightly, it is unsanitary and can cause environmental and health problems. Cigarette butts, for example, contain toxic chemicals that can end up in storm drains and contaminate our water systems. Trash and other items falling from unsecured loads can cause serious traffic accidents. Debris on roadways nationwide causes 25,000 accidents each year and more than 80 fatalities. Accidents and slow-downs due to roadway debris increase the time we spend stuck in traffic and results in congestion and lost productivity. It costs us in lives when on average one person a year dies in Maricopa County from dangerous debris. The litter prevention and education campaign will help mitigate these impacts to local communities.

**Benefit to the Public:** Along with the benefits referenced above, reducing the amount of freeway litter through public education will help the region address the environmental, economic, safety and health impacts of litter to residents and improve our regional quality of life. It will improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### Ongoing Projects-Communications Division

**Project Name:** 2017 Disability Outreach Associate

**Brief Description:** Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. MAG implemented the Associate Outreach program in 2001 to provide targeted outreach to Title VI communities, including the disability community. The Disability Outreach Associate serves as a liaison between MAG and the disability community, developing methods to engage the community in the transportation planning process, achieving high levels of participation from the community and securing participation and promoting activity in the planning and programming process.

**Requested by:** This project is recommended by MAG staff in order to better meet Federal requirements.

**Mission/Goal Statement:** To develop a regional transportation plan that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process, and to ensure that the plan identifies and addresses, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on protected populations, such as the disability community.

**Total Resources Required:** \$18,500

**Approximate Time Frame for Project Completion:** July 2016 - June 2017

**Expected Outcome:** The Associate will work as a liaison between MAG and members of the disability community to provide information and collect feedback to be used in the update of the Regional Transportation Plan. The Plan is designed to develop systems, services and solutions that meet the needs of the public, including disability communities. Input from the disability community leads to better transportation decisions that meet the needs of all people and the creation of transportation facilities that fit harmoniously into communities.

**Benefit to MAG Member Agencies:** Active public involvement by all affected stakeholders helps strengthen community-based partnerships; helps develop transportation facilities that fit harmoniously into communities; and provides populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

**Benefit to the Public:** Regional transportation solutions that ensure safety and mobility for all while avoiding, minimizing or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on Title VI and other protected populations, such as people with disabilities.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### Ongoing Projects-Communications Division

**Project Name:** 2017 Video Outreach Associate

**Brief Description:** The Video Outreach Associate assists in implementing the MAG Video Outreach Program by providing writing, direction, pre-production, production, and post production services, along with project management. Approximately five videos would be produced within a 12-month time frame.

**Requested by:** This associate is recommended by MAG staff, in recognition of and response to federal guidelines calling for public involvement and visualization techniques.

**Mission/Goal Statement:** Surveys have found that an overwhelming majority of Americans get their news and information through the medium of television over all other forms of media. Through the use of television production equipment and facilities, MAG utilizes its Video Outreach Program to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. These video segments are posted to the MAG website and affiliated sites, YouTube, and distributed to air on city cable channels and other broadcast outlets in order to reach the broadest possible community.

**Total Resources Required:** \$70,000

**Approximate Time Frame for Project Completion:** July 2016 - June 2017

**Expected Outcome:** The MAG Communications Division began its Video Outreach Program in 2007 with the purchase of television production equipment and staff training. Since that time, the program has evolved into a robust outreach program with numerous successful videos produced, resulting in a better informed public regarding MAG's roles and responsibilities in the region. It is anticipated that the continuation of the MAG Video Outreach Program, through the assistance of the MAG Associate, will continue to increase awareness and encourage public participation in the development of MAG plans and programs.

**Benefit to MAG Member Agencies:** As members of the MAG organization, member agencies play a key role in developing regional policies. The Video Outreach Program provides positive exposure regarding this role and increases the public understanding of local governments' regional responsibilities and accomplishments.

**Benefit to the Public:** The MAG Video Outreach Program performs an important public service by communicating information about air quality, transportation, and human services issues to the general public, encouraging public participation in the development of MAG plans and programs, and resulting in a better informed and active citizenry.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### Ongoing Project-Environmental Division

**Project Name:** 2017 MAG Air Quality Associate

**Brief Description:** As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. On July 29, 2014, the Arizona Center for Law in the Public Interest filed a lawsuit to challenge the EPA approval of the MAG 2012 Five Percent Plan for PM-10 in the U.S. Ninth Circuit Court of Appeals. The Center for Law in the Public Interest indicated that the most significant issue is the reliance upon the EPA Exceptional Events Rule to demonstrate attainment of the standard. MAG worked with the Washington, D.C. legal counsel on a motion to intervene in the lawsuit, as directed by the MAG Regional Council on September 24, 2014. The motion was filed on October 23, 2014. The court allowed MAG to submit an intervenor brief for consideration. On December 31, 2014, the MAG Washington, D.C. legal counsel filed the intervenor brief. It is anticipated that the lawsuit will be deliberated by the Court in 2016. The lawsuit will be closely monitored. Supplemental technical analyses and information may need to be provided to EPA. In addition, the preparation of the MAG Redesignation Request and Maintenance Plan for PM-10 for the Maricopa County Area will be continued. Technical assistance will be provided to the Arizona Department of Environmental Quality for the preparation of the required documentation for PM-10 and ozone exceptional events. For the 2008 eight-hour ozone standard of 0.075 parts per million, the planning effort will continue to prepare a Moderate Area Eight-Hour Ozone Plan. Due to a court ruling, EPA published a final rule on March 6, 2015 revising the attainment date for Marginal Areas from December 31, 2015 to July 20, 2015. Since the attainment date is now in the middle of the ozone season, the region would have to be in attainment in the prior 2014 ozone season. On August 27, 2015, EPA published a notice proposing to take actions for the 36 Marginal nonattainment areas. In the notice, EPA proposed to determine that the Maricopa Eight-Hour Ozone Nonattainment Area did not attain the standard and would be reclassified from Marginal to Moderate. The attainment date for Moderate Areas is July 20, 2018. A new plan will be due by January 1, 2017. On October 26, 2015, EPA published a final notice to strengthen the 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). New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Technical assistance may also include an analysis of greenhouse gas requirements and emissions to comply with potential future mandates, as required.

**Requested by:** This associate is recommended by MAG staff, in order to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

**Mission/Goal Statement:** Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

**Total Resources Required:** \$130,000

**Approximate Time Frame for Project Completion:** July 2016 - June 2017

## DRAFT MAG FY 2017 UPWP Proposed Projects

**Expected Outcome:** On July 29, 2014, the Arizona Center for Law in the Public Interest filed a lawsuit to challenge the EPA approval of the MAG 2012 Five Percent Plan for PM-10 in the U.S. Ninth Circuit Court of Appeals. The Center for Law in the Public Interest indicated that the most significant issue is the reliance upon the EPA Exceptional Events Rule to demonstrate attainment of the standard. MAG worked with the Washington, D.C. legal counsel on a motion to intervene in the lawsuit, as directed by the MAG Regional Council on September 24, 2014. The motion was filed on October 23, 2014. The court allowed MAG to submit an intervenor brief for consideration. On December 31, 2014, the MAG Washington, D.C. legal counsel filed the intervenor brief. It is anticipated that the lawsuit will be deliberated by the Court in 2016. The lawsuit will be closely monitored. Supplemental technical analyses and information may need to be provided to EPA. In addition, the preparation of the MAG Redesignation Request and Maintenance Plan for PM-10 for the Maricopa County Area will be continued. Technical assistance will be provided to the Arizona Department of Environmental Quality for the preparation of the required documentation for PM-10 and ozone exceptional events. For the 2008 eight-hour ozone standard of 0.075 parts per million, the planning effort will continue to prepare a Moderate Area Eight-Hour Ozone Plan. Due to a court ruling, EPA published a final rule on March 6, 2015 revising the attainment date for Marginal Areas from December 31, 2015 to July 20, 2015. Since the attainment date is now in the middle of the ozone season, the region would have to be in attainment in the prior 2014 ozone season. On August 27, 2015, EPA published a notice proposing to take actions for the 36 Marginal nonattainment areas. In the notice, EPA proposed to determine that the Maricopa Eight-Hour Ozone Nonattainment Area did not attain the standard and would be reclassified from Marginal to Moderate. The attainment date for Moderate Areas is July 20, 2018. A new plan will be due by January 1, 2017. On October 26, 2015, EPA published a final notice to strengthen the 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). New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses.

**Benefit to MAG Member Agencies:** Attainment of the 2008 eight-hour ozone standard (0.075 parts per million) by July 20, 2018 would reflect positively on the region. Timely implementation of committed control measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding of federal highway funds, and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated. Transportation conformity is critical for transportation plans, programs, and projects to move forward. An analysis of greenhouse gas requirements and emissions may be beneficial to the MAG member agencies to comply with potential future mandates, as required.

**Benefit to the Public:** Timely implementation of committed measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in attaining and maintaining the PM-10 standard and protecting public health throughout the region. Tracking the progress made to pave dirt roads will also contribute to attainment of the PM-10 standard and cleaner air for the citizenry. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### Ongoing Projects-Transportation Division

**Project Name:** 2017 Traffic Signal Optimization Program - MAG Associate

**Brief Description:** The MAG Traffic Signal Optimization Program (TSOP) has so far successfully completed nearly 110 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Assistance is provided by local consultants that are hired by MAG through an on-call services contract. The MAG Associate to be hired through this project would assist MAG staff in coordinating all TSOP projects with local agencies and would also provide technical assistance during implementation.

**Requested by:** This associate is recommended by MAG staff.

**Mission/Goal Statement:** The MAG Associate would assist MAG in reaching the goal of this program which is to ensure that the traffic signal operations in the region are implemented timely and are efficient, safe and minimize the impact on the environment.

**Total Resources Required:** \$40,000

**Approximate Time Frame for Project Completion:** July 2016 - June 2017

**Expected Outcome:** The key outcomes from TSOP projects are improved traffic operations and reduced vehicular emissions. Some improvements to traffic operations also lead to secondary benefits in terms of safety improvements. National studies have found that signal optimization projects, such as these, produce benefit to cost ratios as high as 40 to 1. The addition of an associate will increase the efficiency and timeliness of implementation.

**Benefit to MAG Member Agencies:** (1) Ability to adjust signal timing to keep up with changes in traffic patterns due to new developments and traffic growth; (2) Ability to delay the need for costly long-term road capacity improvements by improving traffic flow and reducing congestion through fine adjustments to traffic signal operations.

**Benefit to the Public:** Reduced motorist frustration and unsafe driving by reducing overall stops and delay. Improved traffic flow through a group of signals, thereby reducing overall emissions and fuel consumption.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### Ongoing Projects-Transportation Division

**Project Name:** 2017 Road Safety Assessments and Project Assessments On-Call

**Brief Description:** A select number of Road Safety Assessments (RSAs) and Project Assessments (PAs) will be executed for a list of intersections and arterial corridors that experience a high crash occurrence. These locations will be identified both through a comprehensive network screening process that includes a review of five years of crashes on the road network, and also based on recommendations by the local agencies that own the facilities.

**Requested by:** This project is recommended by MAG staff and the MAG Transportation Safety Committee.

**Mission/Goal Statement:** The goals of performing Road Safety Assessments and developing Project Assessments are to:

- 1) Provide technical assistance to local agencies in identifying potential safety countermeasures that could be implemented at locations that experience high crash occurrence or at sites where the safety of road users has been identified as an agency concern;
- 2) Assist local agencies in further developing safety countermeasures identified through RSAs or similar studies into projects that would qualify to receive federal Highway Safety Improvement Program funds for implementation.

**Total Resources Required:** \$300,000

**Approximate Time Frame for Project Completion:** July 2016 - June 2017

**Expected Outcome:** The performance of RSAs will identify low cost road safety improvements that local agencies can address within a short time. The PAs will help define infrastructure improvements, based on recommendations in previous MAG or agency funded RSAs that would position these as candidate projects to compete for statewide Highway Safety Improvement Program (HSIP) funds.

**Benefit to MAG Member Agencies:** Assistance to MAG member agencies in the identification of road safety issues. Preparation of projects for high priority road safety improvements that could compete for HSIP funds.

**Benefit to the Public:** Road safety improvements and the resulting reductions in crashes, injuries and deaths.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### Ongoing Projects-Transportation Division

**Project Name:** 2017 Traffic Signal Optimization Program On-Call

**Brief Description:** The MAG Traffic Signal Optimization Program (TSOP) has successfully completed more than 100 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Future TSOP projects will also provide technical support for developing Integrated Corridor Management (ICM) strategies for freeway-arterial corridors. Assistance is provided by local consultants hired by MAG through an on-call services contract, with modeling support for ICM projects provided by MAG staff.

This program has been championed by the MAG Intelligent Transportation Systems (ITS) Program to provide traffic engineering assistance for refining signal operations across the MAG Region. It is also one of the strategies identified in the MAG Regional Concept of Transportation Operations. A selected number of these projects will be evaluated through "before" and "after" travel time studies.

**Requested by:** This project is recommended by MAG staff and the MAG ITS Committee.

**Mission/Goal Statement:** The goal of this program is to ensure that the traffic signal operations in the region are efficient, safe and minimize the impact on the environment, and fits well within the overall goals of the MAG Regional Transportation Plan.

**Total Resources Required:** \$300,000

**Approximate Time Frame for Project Completion:** July 2016 - June 2017

**Expected Outcome:** The key outcomes from TSOP projects are improved traffic operations and reduced vehicular emissions. Improvements to traffic operations also lead to secondary benefits in terms of safety improvements. National studies have found that signal optimization projects, such as these, produce benefit to cost ratios as high as 40 to 1.

**Benefit to MAG Member Agencies:** (1) Ability to adjust signal timing to keep up with changes in traffic patterns due to new developments and traffic growth; (2) Ability to delay the need for costly long-term road capacity improvements by improving traffic flow and reducing congestion through fine adjustments to traffic signal operations.

**Benefit to the Public:** Reduced motorist frustration and unsafe driving by reducing overall stops and delay. Improved traffic flow through coordinated signals, thereby reducing overall emissions and fuel consumption.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### Ongoing Projects-Transportation Division

**Project Name:** 2017 Pedestrian and Bicycle Facilities Design Assistance Program On-Call

**Brief Description:** The Pedestrian and Bicycle Facilities Design Assistance program was initiated in 1996 to encourage the development of designs for bicycle and pedestrian facilities according to the MAG Pedestrian Policies and Design Guidelines and the MAG Regional Bikeway Master Plan. The intent of the program is to stimulate integration of bicycle and pedestrian facilities into the transportation infrastructure. MAG will utilize the existing Pedestrian and Bicycle Facilities Design Assistance Program On-Call consultant list, which was approved by the MAG Regional Council Executive Committee on August 12, 2013.

**Requested by:** This project is recommended by MAG staff and the MAG Bicycle and Pedestrian Committee.

**Mission/Goal Statement:** Funding the design of bicycle and pedestrian projects of MAG member agencies fits into MAG's mission as stated in the Regional Transportation Plan to promote the development and expansion of all modes of transportation.

**Total Resources Required:** \$400,000

**Approximate Time Frame for Project Completion:** August 2016 - December 2017

**Expected Outcome:** Approximately five to six projects submitted by MAG member agencies will complete preliminary design by professional consultants using the MAG Pedestrian Policies and Design Guidelines and the MAG Regional Bikeway Master Plan.

**Benefit to MAG Member Agencies:** MAG member agencies will obtain planning and design assistance for bicycle and pedestrian projects that may not be designed any other way. Designing projects in accordance with the Guidelines informs member agency staff and community stakeholders about the best practices in design. Design projects through this program leverage additional funding for construction of bicycle and pedestrian facilities.

**Benefit to the Public:** Designing bicycle and pedestrian facilities in accordance with the Guidelines results in safe, comfortable and desirable facilities. Providing appropriate facilities encourages people to walk and bike, which reduces the negative impacts of motorized travel on air quality and traffic congestion while simultaneously creating more economically viable and healthy communities.

## DRAFT MAG FY 2017 UPWP Proposed Projects

### Ongoing Projects-Transportation Division

**Project Name:** 2017 Transportation Division Associate

**Brief Description:** Continue the present MAG Transportation Division Associate position to assist the MAG Senior Engineering Project Manager with the delivery of the Interstate 10/Interstate 17 Corridor Master Plan project and other tasks as required.

**Requested by:** This associate is recommended by MAG staff.

**Mission/Goal Statement:** The MAG Transportation Division Associate provides review and support assistance to the MAG Senior Engineering Project Manager on consultant deliverables for the Interstate 10/Interstate 17 Corridor Master Plan and on other transportation division projects.

**Total Resources Required:** \$70,000

**Approximate Time Frame for Project Completion:** July 2016-June 2017

**Expected Outcome:** The MAG Transportation Associate will continue to expedite the deliverable review process provided by the consultant in delivery of the Interstate 10/Interstate 17 Corridor Master Plan and other transportation division project reviews as assigned.

**Benefit to MAG Member Agencies:** The MAG Transportation Associate provides civil engineering and transportation planning expertise, based upon past experiences with member agencies, in the performance of duties associated with this position.

**Benefit to the Public:** The associate assists with an expedited review process and enhances MAG's capabilities in delivering transportation planning products and recommendations for timely Regional Council decisions on funding and project delivery matters.