

May 17, 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, May 25, 2016
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

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

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

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

c: MAG Management Committee

**MAG REGIONAL COUNCIL
TENTATIVE AGENDA
May 25, 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 April 27, 2016, Meeting Minutes

5A. Review and approval of the April 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 on April 27, 2016. Since then, additional project changes and additions to the TIP have been requested by member agencies. The requested project changes were recommended for approval on April 28, 2016, by the MAG Transportation Review Committee and on May 11, 2016, by the MAG Management Committee. Please refer to the enclosed material.

- *5C. Arterial Life Cycle Program Fiscal Year 2016 Closeout Process

The Arterial Life Cycle Program (ALCP) Policies and Procedures establish an annual closeout process to advance reimbursements programmed with federal funds and the half-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). MAG staff has performed an analysis on the ALCP revenues and expenditures and determined that closeout funds are available in Fiscal Year (FY) 2016. A call-for-applications was issued to the ALCP Working Group in mid-March and five applications were received: two for RARF closeout and three for federal fund closeout. The proposed closeout list was recommended for approval on April 28, 2016, by the MAG Transportation Review Committee and on May 11, 2016, by the MAG Management Committee. Please refer to the enclosed material.

- *5D. FTA Transit-Oriented Development Planning Pilot Program Grant Submission

On April 14, 2016, a Notice of Funding Opportunity was released by the Federal Transit Administration announcing the availability of \$20.49 million to fund local communities to integrate land

- 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.

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

- 5D. Approval to support the City of Phoenix application for a Transit-Oriented Development Planning Pilot Program Grant.

use and transportation planning with a transit capital investment that is seeking or has recently received funding through the Capital Investment Grants Program. Applicants can seek awards between \$250,000 and \$2 million with a minimum 20 percent local match. The City of Phoenix, in partnership with Valley Metro, proposes seeking \$2 million in grant funding for the South Central Light Rail Transit Extension. On May 17, 2016, the MAG Transit Committee recommended approval of supporting the City of Phoenix's Transit-Oriented Development Planning Pilot Program grant application. Please refer to the enclosed material.

*5E. Federal Highway Administration and Federal Transit Administration Funding Projections for the MAG Region

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act) reauthorizing surface transportation programs through Fiscal Year (FY) 2020. Based on the FAST Act, regional projections of federal funds have been updated for use in preparing the Draft Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program. MAG, in coordination with the Arizona Department of Transportation's Financial Management Services, updated Federal Highway Administration (FHWA) projections. MAG, in coordination with Valley Metro/Regional Public Transportation Authority and the City of Phoenix as Designated Recipient/Direct Recipient of Federal Transit Administration (FTA) programs, updated the FTA projections. This agenda item is to provide information on the development of the projections based on the FAST Act, federal and state guidance information, and historical projections. Please refer to the enclosed material.

*5F. FY 2016 MAG Mid-Phase Public Input Opportunity

MAG has conducted a public involvement process on transportation plans and programs for the Mid-Phase public input opportunity. Included in this process were small group presentations, a public hearing, e-mail, telephone and website correspondence. As part of MAG's adopted four phase public involvement process, the Mid-Phase

5E. Information and discussion.

5F. Information and discussion.

allows for input on draft programs and plans prior to action. A compilation of this input is distributed in the form of a Mid-Phase Input Opportunity Report. This item was on the May 11, 2016, MAG Management Committee agenda. Comments received after the phase ended are additionally included as an addendum to the report. Please refer to the enclosed material.

ENVIRONMENTAL ITEMS

*5G. Conformity Consultation

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

5G. Consultation.

ITEMS PROPOSED TO BE HEARD

6. Approval of the Draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

Each year MAG develops a Unified Planning Work Program and Annual Budget. This year, draft budget presentations were held and incremental information on the budget was presented beginning in January 2016. As adjustments to the budget were made, the draft budget document was updated and presented to the Management Committee, Regional Council Executive Committee, and Regional Council. The Work Program and Annual Budget was reviewed and discussed by state and federal agencies at the March 11, 2016, Intermodal Planning Group meeting. The draft FY 2017 MAG Unified Planning Work Program and Annual Budget is being presented for approval. The resolution adopting the draft FY 2017 MAG Unified Planning Work

6. Approval of the resolution adopting the draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

Program and Annual Budget and the member dues and assessments was recommended for approval on May 11, 2016, by the MAG Management Committee and on May 16, 2016, by the MAG Regional Council Executive Committee. Please refer to the enclosed material.

7. MAG Continuum of Care Letter of Support to U.S. Department of Housing and Urban Development

On May 2, 2016, the Tier 2 funding awards were announced by the U.S. Department of Housing and Urban Development (HUD). The HUD announcement to discontinue funding many of the region's Transitional Housing projects may result in a loss of services to a number of individuals and families currently served by Transitional Housing. HUD's decision resulted in a loss of \$2,578,667 in seven Transitional Housing projects and one Permanent Supportive Housing project. This raises concerns in the community for those particular projects and the overall impact on homeless services in the region and the people served by those programs. In addition, because many of these funding cuts were retroactive, many providers are put into the position of having to cover program costs. The MAG Continuum of Care Board is asking the Regional Council to forward a letter to HUD to request funding for a transition period and retroactive costs for programs impacted by the funding decision.

8. Regional Freeway and Highway Program Update – 2016 Rebalancing

The Regional Freeway and Highway Program is under review. In 2009, the Program was reviewed and the Regional Council approved the Tentative Scenario to balance an estimated \$6.6 billion shortfall due to cost overruns and revenue shortfalls. The program was also reviewed in 2012 and a Scenario was approved to balance an additional \$300 million from the program due to continuing revenue shortfalls. Since these balancing efforts, MAG and the Arizona Department of Transportation (ADOT) have been continually reviewing project budgets and program amounts to improve upon the Regional Freeway

7. Approval to forward a letter to HUD requesting funding for a transition period and retroactive costs for the programs impacted by the funding decision.

8. Information and discussion.

and Highway Program delivery and budgets. These efforts have paid off with successful lower than program bids received for design, construction, and right-of-way acquisition for Loop 303 and Loop 202/South Mountain Freeway projects. As a result, the program now has funds to potentially reprogram deferred Proposition 400 projects and other transportation needs throughout the Phoenix Metropolitan Area. An update on the overall health of the Regional Freeway and Highway Program to begin discussion on reprogramming these funds was provided to the Transportation Policy Committee on April 20, 2016, to the MAG Transportation Review Committee on April 28, 2016, and to the MAG Management Committee on May 11, 2016. The Regional Council will receive the update and a report on discussions. Please refer to the enclosed material.

9. Ozone Boundary Designations

On April 27, 2016, the MAG Regional Council approved sending a letter to the Arizona Department of Environmental Quality (ADEQ) requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the 2015 ozone standard and there is a downward trend at the monitors. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation. In the guidance memorandum for ozone designations, the Environmental Protection Agency (EPA) encourages states to consider preliminary 2016 data in making their recommendations on ozone boundaries, since EPA will be considering 2014-2016 data in finalizing the designations. EPA may also consider 2017 data. On May 5, 2016, ADEQ met with the Maricopa County Air Quality Department, Pinal County Air Quality Department, and MAG and indicated that the current ozone boundary would be put forth as the preferred option and the 2016 monitor data would be considered. Other options may also be put forward. On May 23, 2016, ADEQ will conduct another stakeholder meeting

9. Information and discussion.

on the ozone boundary designations. An update will be provided.

10. Legislative Update

An update will be provided on legislative items of interest.

11. Request for Future Agenda Items

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

12. Comments from the Council

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

Adjournment

10. Information, discussion and possible action.

11. Information.

12. Information.

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

April 27, 2016
MAG Office
Phoenix, Arizona

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair W.J. “Jim” Lane, Scottsdale, at 11:34 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Roc Arnett, Councilmember Dick Esser, and Vice Mayor Dawn Oliphant, as proxy for Mayor Gail Barney, joined the meeting by teleconference.

Chair Lane welcomed Mr. John Halikowski, ADOT Director, to the meeting.

Chair Lane announced that on April 20, 2016, the Transportation Policy Committee recommended approval of items #5B, #5C, and #5D on the Regional Council Consent Agenda. For agenda item #11, a memorandum announcing his appointments to the 2016 Nominating Committee was at each place.

3. Call to the Audience

Chair Lane recognized public comment from Mr. John Rusinek, who spoke of problems with a gravel driveway. He said that three different alternatives have been attempted to dustproof the driveway. First was chemical dustproofing material and second was spreading one-inch gravel -- neither worked. He noted that one-half inch gravel has now been installed on the driveway, but the company said it cannot be laid more than 1.5 inches thick or it could move. Mr. Rusinek stated that no one will talk to him about this and his councilman told him everyone violates the ordinances. Chair Lane thanked Mr. Rusinek.

Chair Lane recognized public comment from Mr. Howard May, who stated that people will not be happy about some changes being proposed to the Regional Transportation Plan. He said that in some places transit service is non-existent or limited, with 30-60 minute wait times in Glendale. Mr. May stated that he would like to see transit service restored to Avondale. Some of the transit routes were delayed due to the economic recession, but they need to be reinstated, especially in the Northwest Valley, along Bell Road to Surprise. Chair Lane thanked Mr. May.

Chair Lane recognized public comment from Ms. Dianne Barker, who said that she advised Mr. Rusinek on the different transit routes available to him. She stated that we can never have enough customer service. Ms. Barker reported problems at Valley Metro: people with disabilities have difficulties speaking at the microphone, there are no agendas available, and they do not post their meetings. She stated that Valley Metro staff need to know the law and have it in their heart to serve the public. Chair Lane thanked Ms. Barker.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that MAG recently hosted a meeting of honorary international consulates who are located in the Valley. He said that this meeting was organized by Ms. Amy St. Peter, MAG staff, to enhance foreign direct investment.

Mr. Smith stated that the American Planning Association held a national meeting on regional livable communities at MAG. He indicated that MAG data tools were demonstrated.

Mr. Smith stated that the National Tribal Planners of the American Planning Association recently met at MAG. He acknowledged the efforts of Mr. Nathan Pryor, MAG staff, to organize the meeting.

Mr. Smith noted that these are some of the events by outside organizations utilizing the MAG facility to advance best practices in the nation.

Mr. Smith announced that for the 18th year in a row MAG has been awarded the Certificate of Achievement for Excellence in Financial Reporting for the Comprehensive Annual Financial Report for Fiscal Year 2015 by the Government Finance Officers Association. He noted that MAG is one of the few Councils of Governments in the U.S. to receive this award. Mr. Smith added that MAG produces a Comprehensive Annual Financial Report because cities and counties also produce this report. He noted that this demonstrates the high standard MAG needs to meet.

Mr. Smith stated that MAG presented its activity-based model at the American Planning Association 2016 National Planning Conference. Nationally renowned experts on activity-based models in the U.S., cited the MAG activity-based model as the most advanced in the world. Mr. Smith then demonstrated how the model displays work trips and special event trips to certain destinations. He noted that the model could be used as an economic development tool.

Mr. Smith stated that on April 26, 2016, MAG hosted the Intermountain West meeting to discuss best practices. He noted that for many years, the western states got together annually for a conference and he added that they were discontinued a few years ago due to federal budget cuts.

Mr. Smith played the new video, featuring Mayor Georgia Lord, which was produced by MAG for the Don't Trash Arizona anti-littering campaign. During the video, Mayor Lord spoke with customers at a Whataburger drive-through about the littering problem and she distributed litter bags. Mr. Smith noted that other Regional Council members who want to participate in next year's campaign could contact Ms. Kelly Taft, MAG staff.

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, #5L, and #5M were on the Consent Agenda.

Chair Lane asked if members had questions or requests for a presentation on any of the Consent Agenda items.

None were noted.

Mayor Michael LeVault moved to approve the Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, and #5M. Mayor Jackie Meck seconded, and the motion passed unanimously.

5A. Approval of the March 23, 2016, Meeting Minutes

The MAG Regional Council, by consent, approved the March 23, 2016, meeting minutes.

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

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 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 March 23, 2016, Regional Council meeting. Since then, project additions have been requested by ADOT and other general project changes by member agencies. The requested project changes were recommended for approval on March 31, 2016, by the MAG Transportation Review Committee, on April 13, 2016, by the MAG Management Committee, and on April 20, 2016, by the Transportation Policy Committee.

5C. Changes to Regionally Significant Projects Within the Draft FY 2017-2021 Transportation Improvement Program and Amendment to the FY 2014-2018 MAG Transportation Improvement Program and Amendment to the 2035 Regional Transportation Plan

The MAG Regional Council, by consent, approved changes to the revised opening dates for rail transit projects within the Draft FY 2017-2021 Transportation Improvement Program and an amendment to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. Four light rail transit projects in the MAG region now require revision to their current opening dates, along with one new light rail capital structure added to the Draft FY 2017-2021 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) Amendment, and will undergo necessary air quality conformity analysis. These changes are the result of the January 26, 2016 Phoenix City Council decision to approve the acceleration of two light rail projects, the deferral of one phase of a light rail project and the addition of one light rail station. The Tempe Streetcar project will also be deferred by one year as per the Valley Metro Transit Life Cycle Program (TLCP). This action will more closely align with the Federal Transit Administration (FTA) funding allocations and project delivery schedule. The requested project changes were recommended for approval on March 15, 2016, by the MAG Transit Committee, on March 31, 2016, by the MAG Transportation Review Committee, on April 13, 2016, by the MAG Management Committee, and on April 20, 2016, by the Transportation Policy Committee.

5D. Draft FY 2017-2021 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects for an Air Quality Conformity Analysis

The MAG Regional Council, by consent, approved the Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects for an air quality conformity analysis. The 1990 Federal Clean Air Act requires that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects needs to be conducted, prior to consideration of the program for final approval. Members are being asked to review and comment as appropriate, on the Interim Listing of Projects that will undergo an air quality conformity analysis. The interim listing of projects was recommended for approval on April 13, 2016, by the MAG Management Committee, and on April 20, 2016, by the Transportation Policy Committee.

5E. Transfer Federal Highway Administration Surface Transportation Program Apportionment from MAG to ADOT

The MAG Regional Council, by consent, approved transferring \$80,000,000 in Federal Highway Administration suballocated Surface Transportation Program apportionment from the Maricopa Association of Governments to the Arizona Department of Transportation. The Arizona Department of Transportation (ADOT) has requested that the Maricopa Association of the Governments (MAG) transfer back to the state, Federal Highway Administration (FHWA) Surface Transportation Program (STP) apportionment that is suballocated to the MAG region in order to utilize STP apportionment that is due to lapse this year if not accessed. Transfer of the STP apportionment from MAG to ADOT was recommended for approval on March 31, 2016, by the MAG Transportation Review Committee, and on April 13, 2016, by the MAG Management Committee.

5F. Add Bike Share to the List of Design Assistance Eligible Categories for the MAG Design Assistance Program

The MAG Regional Council, by consent, approved adding Bike Share as a category to the Design Assistance eligible categories under the MAG Design Assistance Program and make the corresponding change in the MAG Pedestrian Policies and Design Guidelines. The MAG Design Assistance Program was initiated in 1996 to encourage the development of pedestrian facilities according to the approved MAG Pedestrian Policies and Design Guidelines. The intent of the program has been to stimulate integration of facilities into the planning and design of all types of infrastructure and development. In 2006, MAG initiated the Bicycle Facilities Design Program. In 2011, the Design Assistance Program combined pedestrian and bicycle facilities into one program and included shared-use facilities. Currently, there are three categories that receive Design Assistance funding: 1) Completion of the Regional Shared-use Path and Canal Network. 2) Bicycle and Pedestrian Access to Transit. 3) Bicycle and Pedestrian Facilities. A member agency contacted MAG staff to inquire about adding Bike Share to the list of Design Assistance eligible categories. The MAG Bicycle and Pedestrian Committee discussed Bike Share as an opportunity for increasing bicycling and future connections to transit in the region. Adding Bike Share as a new Design Assistance eligible category was recommended for approval on March 15, 2016, by the MAG Bicycle and Pedestrian Committee, on March 31, 2016, by the MAG Transportation Review Committee, and on April 13, 2016, by the MAG Management Committee.

5G. Sierra Vista Metropolitan Planning Organization Loan Request

The MAG Regional Council, by consent, approved entering into a loan agreement with the Sierra Vista Metropolitan Planning Organization (SVMPO) in the amount of \$542,934 in Federal Fiscal Year (FFY) 2016 Federal Highway Administration obligation authority to be utilized in MAG Arterial Life Cycle Program, and for repayment by MAG to the SVMPO in FFY 2018. The SVMPO has requested that MAG enter into a loan agreement to assist them with Federal Highway Administration obligation authority that they cannot utilize due to project delays. A loan agreement between MAG and SVMPO in the amount of \$1,163,448 for FFY 2017 was recommended for approval on April 13, 2016, by the MAG Management Committee. Since the MAG Management Committee met, SVMPO has reassessed their ledger and they are requesting to loan MAG \$542,934 in obligation authority in FFY 2016 with

repayment by MAG to SVMPO of the \$542,934 of obligation authority in FFY 2018. The proposed loan would have no negative impacts to the MAG region.

5H. Appointment of Vice Mayor Bridget Binsbacher, City of Peoria, to Serve on the Transportation Policy Committee

The MAG Regional Council, by consent, approved the appointment of Vice Mayor Bridget Binsbacher, City of Peoria, to the Transportation Policy Committee. The composition of the Transportation Policy Committee (TPC), established by the MAG Regional Council on April 24, 2002, includes elected officials from the seven largest cities/towns. This includes the City of Peoria. Mayor Cathy Carlat, the current Peoria representative on the TPC, is requesting that Vice Mayor Bridget Binsbacher be appointed as the City of Peoria representative on the TPC.

5I. Regionally Supported Grant Application for Buses and Bus Facilities Program

The MAG Regional Council, by consent, approved supporting the regional application for 5339(b) Buses and Bus Facilities grant application. On Tuesday, March 29, 2016, the Federal Transit Administration issued a Notice of Funding Opportunity (NOFO) for two grants: 5339(b) Buses and Bus Facilities and 5339(c) Low or No Emission programs. Approximately \$211 million is available for Section 5339(b) grants and \$55 million for 5339(c) grants for Federal Fiscal Year 2016. A regional application for 5339(b) funding is being prepared for submission by May 13, 2016. Among other criteria, applications must demonstrate consistency with local and regional long-range priorities and goals. On April 19, 2016, a presentation was provided to the MAG Transit Committee.

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

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To 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. This item was on the agenda for information and discussion.

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 an Arizona Department of Transportation federally funded railroad grade crossing safety project. 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. Consultation on Potentially Regionally Significant Projects for the Draft FY 2017-2021 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects for the Draft FY 2017-2021 MAG Transportation Improvement Program has been prepared. Comments regarding the list were requested by April 22, 2016. This item was on the agenda for consultation.

5M. Appointment of the MAG Economic Development Committee Arizona Department of Transportation Representative

The MAG Regional Council, by consent, approved the appointment of Floyd P. Roehrich, Executive Officer of the Arizona Department of Transportation (ADOT), as the ADOT representative on the MAG Economic Development Committee (EDC). In June 2015, the MAG Regional Council approved changes to the composition of the MAG EDC. The composition includes 20 MAG member agency representatives, including ADOT, that have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the Regional Council. On March 29, 2016, a letter was received from the ADOT Director recommending Floyd Roehrich, Executive Officer, serve as the ADOT representative on the EDC. The Executive Committee is requested to recommend Floyd Roehrich as the ADOT EDC member. On April 18, 2016, the MAG Regional Council Executive Committee recommended approval of the appointment of Mr. Roehrich.

6. Regionally Supported Projects for USDOT TIGER (Round 8) Grants and Update on FASTLANE Grant

Ms. Audra Koester Thomas, MAG staff, stated that TIGER is a competitive discretionary grant. She said that MAG issued a call for projects and Valley Metro vetted transit projects. Ms. Thomas stated that MAG received two requests for support of regional project applications. One project submission was received from Valley Metro for bus-only ramps connecting I-10 and I-17. She noted that the total project cost is estimated at \$18.8 million with an anticipated construction date of 2018. She presented a diagram of the ramps. Ms. Thomas noted that this project was included as part of last year's urban grant application for the Interstate 10/17/Spine project. She stated that the project is anticipated to provide a more direct route for transit riders to downtown Phoenix saving an anticipated 15 minutes on their commute.

Ms. Thomas stated that the second urban project submission was received from the Town of Guadalupe for reconstruction of Avenida del Yaqui, which is the alignment of Priest Road as it passes through Guadalupe. Ms. Thomas stated that the intent is to reconstruct a deteriorated street and also to modernize it, utilizing Complete Streets concepts and improving pedestrian and bicycle access and safety. Ms. Thomas stated that this project emphasizes connections to education and employment as envisioned in the Ladders of Opportunity initiative targeting historically disadvantaged populations. She noted that two parcels adjacent to the project could serve as economic development opportunities if the project is implemented. Ms. Thomas stated that this project has the support of the Pascua Yaqui Tribe and the City of Tempe.

Ms. Thomas presented a comparison of the two projects and noted the costs could be adjusted as the projects proceed. She noted that the local match for the bus ramps is approximately 50 percent and 20 percent for the Avenida del Yaqui. Ms. Thomas stated that both of the projects meet much of the selection criteria of safety, state of good repair, economic competitiveness, quality of life, environmental sustainability, innovation, and partnership.

Ms. Thomas noted that MAG has also received requests for support for two projects of statewide significance. One project is for a northbound flyover ramp to Interstate 19 from SR-189 in Nogales, an approximate \$64 million project in which ADOT is requesting \$25 million in TIGER funding. Ms. Thomas noted that in 2014, the MAG Regional Council, along with other Arizona COGs and MPOs, signed a resolution of support for the acceleration of SR-189 improvements. Ms. Thomas stated that MAG also received a request for support for the Interstate 10 and Kortsen Road traffic interchange in Casa Grande, an approximate \$30 million project for which Casa Grande is requesting \$10 million in TIGER funding. She noted that this project has economic development implications and would be the east-west connector to the potential North-South Corridor and commuter rail.

Ms. Thomas stated that ADOT is pursuing a FASTLANE grant, a new grant created as part of the FAST Act, for improvements to the I-10 corridor from Phoenix to Tucson. She noted that MAG submitted a letter of support and she added that ADOT submitted the application earlier this month.

Ms. Thomas reported that the Transportation Review Committee and the Management Committee recommended regional support for the two local urban projects, the Valley Metro I-10/I-17 bus ramps and the Town of Guadalupe Avenida del Yaqui, and support for the two projects of statewide significance, SR-189 and the I-10/Kortsen Road traffic interchange.

Chair Lane thanked Ms. Thomas for her report and asked if there were questions.

Mr. Dennis Smith introduced Mr. Farhad Moghimi, Executive Director of the Pima Association of Governments, who brought forward the request to MAG for support of SR-189.

Mr. Joe La Rue moved approval to support Round 8 of the FFY 2016 TIGER grant requests. Councilmember Mike Farrar seconded, and the motion passed unanimously.

Chair Lane noted that a press conference regarding the SR-189 TIGER application will take place after the Regional Council meeting. He encouraged attendance by Regional Council members to attend and show their support.

7. Ozone Boundary Designations

Ms. Lindy Bauer, MAG staff, noted that last month, the Regional Council discussed the ozone nonattainment area boundary designation process being conducted by the Arizona Department of Environmental Quality (ADEQ) to address the new strengthened 2015 ozone standard. She displayed a map of the current Maricopa eight-hour ozone nonattainment area overlaid by the MAG metropolitan planning organization (MPO) boundary. She pointed out that the MPO boundary covers the Maricopa eight-hour ozone nonattainment area. Ms. Bauer noted that state law indicates that if the nonattainment

area includes an MPO. that agency shall be certified by the Governor to develop the plan for that area.

Ms. Bauer stated that at issue are two monitors located just outside the Maricopa eight-hour ozone nonattainment area. One of the monitors is the Tonto National Monument monitor in the Tonto National Forest. Ms. Bauer noted that natural sources, which include vegetation, are the biggest contributor to volatile organic compounds, which contribute to ozone and this monitor is located within a forest. Ms. Bauer stated that this monitor slightly exceeds the new ozone standard of 0.070 parts per million (ppm) at 0.071 ppm.

Ms. Bauer stated that the other monitor of concern is the Queen Valley monitor in Pinal County, and is on the border of the Tonto National Forest. Ms. Bauer stated that this monitor slightly exceeds the new ozone standard of 0.070 ppm at 0.071 ppm. She noted that 13 of the 20 monitors in the Maricopa eight-hour ozone nonattainment area do not meet the standard.

Ms. Bauer reported that MAG staff provided information to ADEQ showing a downward trend in the concentrations at the two monitors. Due to the downward trend and that the monitors are only slightly over the standard, MAG staff indicated to ADEQ that the Maricopa ozone nonattainment area should not be expanded at this time. Ms. Bauer noted that expansion could result in the MAG region will need to meet additional requirements and this can be a deterrent to economic development.

Ms. Bauer stated that by October 1, 2016, the Governor is required to submit designation recommendations for nonattainment/attainment to the Environmental Protection Agency (EPA). Ms. Bauer stated that monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to expand the boundary.

Ms. Bauer stated that on April 14, 2016, ADEQ conducted a stakeholder meeting and proposed an expansion of the Maricopa eight-hour ozone nonattainment area to include the Tonto National Monument and Queen Valley monitors. Ms. Bauer stated that ADEQ is willing to look at the 2016 monitor data to see if the numbers come down, but after the recommendation is made for the Maricopa eight-hour ozone nonattainment area to be expanded. They would then revise the boundary if the monitors come in clean. Ms. Bauer stated that MAG staff requested ADEQ do the opposite -- keep the boundary the same and change it only if the data show the monitors continue to violate the standard.

Ms. Bauer stated that the issue of expanding the boundary has also raised the issue of MAG's planning authority. She indicated that MAG staff has been working with ADEQ to reaffirm MAG's role as the regional air quality planning agency. MAG and the Sun Corridor MPO have transportation projects located in the Pinal County PM-2.5 and PM-10 nonattainment areas. To assist the Sun Corridor MPO and member agencies, MAG has been preparing the conformity analysis for those two nonattainment areas in Pinal County. To further assist Sun Corridor MPO, there has been discussion that MAG might prepare their PM plans for their nonattainment areas in Pinal County in the future. Ms. Bauer stated that Pinal County and Sun Corridor MPO supported this informally. Ms. Bauer stated that if the Governor certifies MAG in this capacity, the MAG Regional Council will be notified.

Ms. Bauer stated that the ADEQ Director testified in Washington, D.C., regarding the difficulties in addressing interstate and international ozone transport. Ms. Bauer noted that this agenda item was listed on the agenda for possible action and she noted that a letter could be sent to ADEQ from MAG urging that the boundary remain the same at this time.

Chair Lane thanked Ms. Bauer for her report. No questions from the Council were noted.

Mayor Michael LeVault moved to approve sending a letter to ADEQ requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation. Vice Mayor Robin Barker seconded, and the motion passed unanimously.

Mr. Dennis Smith expressed his appreciation to the Arizona Department of Transportation for providing State Planning and Research funds to MAG to support their work on the air quality conformity analysis. He indicated that people will continue to move here and more transportation projects will be needed to accommodate them. Mr. Smith stated that air quality planning and the air quality conformity analysis are quite complex and it would be difficult to conduct them without the support of ADOT.

Chair Lane thanked ADOT for their support.

8. Update on MAG Socioeconomic Projections

Mr. Scott Wilken, MAG staff, reported on the socioeconomic projections being prepared at MAG. He stated that Executive Order 2011-04 states that MAG prepares sub-county socioeconomic projections every three to four years for housing, population, and employment. These projections are based on the County population projections that are prepared by the Arizona State Demographer and are approved by the Regional Council. Mr. Wilken stated that the projections are used as input to the transportation and air quality models.

Mr. Wilken indicated that this time, they are also working on Pinal County projections, in addition to the Maricopa County projections. He displayed graphs of population and employment in Maricopa and Pinal counties. Combined, the projected population of these two areas in 2050 is approximately 7.7 million and employment is 3.6 million. Mr. Wilken stated that the projections developed three years ago were not far off from these projections.

Mr. Wilken reviewed the 2015 population projections for the MAG region: Central area/Phoenix, 36.7 percent; East area, 35.7 percent; West area, 22.1 percent; Pinal County area, 5.4 percent. Mr. Wilken reviewed the 2050 population projections for the MAG region: Central area/Phoenix, 29.7 percent; East area, 28.1 percent; West area, 34.2 percent; Pinal County area, 7.9 percent.

Mr. Wilken reviewed the 2015 employment projections for the MAG region: Central area/Phoenix, 42 percent; East area, 42 percent; West area, 14.3 percent; Pinal County area, 1.7 percent. Mr. Wilken reviewed the 2050 employment projections for the MAG region: Central area/Phoenix, 33.8 percent; East area, 35.9 percent; West area, 26 percent; Pinal County area, 4.3 percent.

Mr. Wilken summarized MAG Population Technical Advisory Committee reviews to date: Review of Base 2014 and Build-Out in September-November 2015; held AZ-SMART Workshop on February 23, 2016; member agency review of Draft One of Maricopa County in March 2016 and Pinal County in April 2016; development and review of Draft Two is currently underway.

Mr. Wilken stated that action on the projections is anticipated in May by the MAG Population Technical Advisory Committee, and in June by the MAG Management Committee and MAG Regional Council. Mr. Wilken noted that Mr. Jesse Ayers, MAG staff, provides work on the technical model.

Chair Lane thanked Mr. Wilken for his report and asked if there were questions.

Mayor John Lewis asked the estimated populations and jobs of Maricopa and Pinal counties today and in 2050.

Mr. Wilken replied that Maricopa County estimated 2015 population is four million with 1.9 million jobs. Maricopa County estimated 2050 population is 6.7 million with 3.2 million jobs. Pinal County estimated 2015 population is 406,000 with 68,000 jobs. Pinal County 2050 estimated population is 1.03 million with 286,000 jobs.

Mr. Dennis Smith stated that the MAG Socioeconomic Projections are important because they are the basis for the air quality and transportation models; if the MAG Socioeconomic Projections are not accurate, neither will be the air quality and transportation models. Mr. Smith stated that member agency staff have been asked to verify the accuracy of the projections and let MAG know if changes are needed.

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

Ms. Becky Kimbrough, MAG staff, provided a report on the development of the FY 2017 MAG Unified Planning Work Program and Annual Budget, which has been presented incrementally in conjunction with member agency and public input. Ms. Kimbrough stated that in January the dues and assessments were presented and in February proposed new projects were presented.

Ms. Kimbrough stated that this month, the presentation includes a request for three staff positions. 1) An Application Developer I will work with the Application Development Program Manager to assist with the development of internal and external applications. 2) A Human Services Planner I will assist with the Continuum of Care as well as providing assistance in meeting the requirements of the HUD HEARTH Act. Funding from the HEARTH Act is available to fully fund this position. 3) An Accountant I to work 50 percent of the time with the Senior Accountant and 50 percent of the time with the Contracts Officer.

Ms. Kimbrough stated that for FY 2017, MAG is recommending that a proposed three percent increase be included for budgeted salaries and that any increases to individual MAG salaries be performance based. The annual performance evaluation is the basis for any potential salary increases for MAG staff. Each MAG staff has an annual performance evaluation in June and may receive an increase based on this evaluation. The total proposed for increases would not exceed \$250,000.

Ms. Kimbrough noted that the overhead rate of 1.4174 percent was finalized and applied to the budget. She noted that the FY 2017 proposed budget is \$2.7 million less than the FY 2016 budget, due to reductions in pass through and new consultant projects.

Chair Lane thanked Ms. Kimbrough and asked members if they had questions.

Mayor Thomas Schoaf asked how MAG determines it needs additional staff.

Mr. Smith stated that the Division Managers discuss with Mr. Smith that new staff is needed. He stated that MAG is limited not only by budget, but by space, so they have to be careful about adding any staff or consultants. Mr. Smith noted that questions were asked at the Management Committee meeting regarding the IT staff position, and it was revealed that MAG has a two-year backlog of projects. Mr. Smith noted that regarding the Human Services Planner, MAG is getting a lot of pressure from the Continuum of Care Committee to add staff because additional monitoring duties have been added to their responsibilities as a result of the HEARTH Act. He noted that MAG received additional funds from the HEARTH Act to cover that position.

Ms. Kimbrough stated that the Accountant position would work 50 percent of the time with the Contracts Officer, who works on contracts, amendments, and grant agreements. She noted that the Contracts Officer has no position backup and they sometimes have had to delay work. Ms. Kimbrough added that the Accountant position would support the Senior Accountant 50 percent of the time. She indicated that MAG has one staff member who does payroll and one who does accounts payable, and needs support for reconciliations, tax forms and with the audit.

Mayor Michael LeVault asked the projections for personnel expenditures compared to the amount budgeted.

Ms. Kimbrough replied that salary and benefits are projected at \$12.4 million, down from \$12.6 million that was budgeted last year. She added that the reason for the decrease is that they were conservative on their estimates due to unknowns on health care costs and an anticipated ASRS increase. Ms. Kimbrough noted that even with the three new positions and the \$250,000 they are under last year's budget by \$105,220.

Mayor Schoaf expressed his concern for adding staff generally. He indicated that he was not saying the staff were not necessary, only that there were not enough data presented to show the three new positions are needed. Mayor Schoaf stated that governments do not have the same limitations as those placed on business. In business if there is more staff and there is no value for that staff, then profits decrease. Mayor Schoaf stated that government growth concerns him and he said he would like to see more data as justification for more staff. He added that his concern was not for a lack of productivity on the part of MAG staff.

Mr. Smith commented that he knew Mayor Schoaf to be a fair person. He stated that he and MAG staff would arrange a meeting with Mayor Schoaf to review the justification.

Mayor LeVault asked the budgetary impact of the three new positions and how much the cost would be covered by grants.

Ms. Kimbrough replied that the Human Services Planner is 100 percent funded by grants. The IT position and the Accountant position are allowable costs and go into the indirect cost plan at the end of the year. She added they are all grant funded.

Mayor Schoaf asked the source of the grants.

Ms. Kimbrough replied that MAG grant and funding sources include Federal Highway Administration planning grants, Federal Transit Administration, HUD, a STOP grant from the Governor's Office, Arizona Department of Environmental Quality, state and regional sales tax, and MAG dues and assessments. She added that revenue also comes from MAGIC and Regional Community Partners for work outside the agency.

Mayor Schoaf remarked that while these funds might be called grants, they are not free -- someone has to pay the cost -- perhaps by diminishing the ability to fund a road or something we get from the federal government, which our grandchildren will need to pay for eventually.

Chair Lane stated that the justification analysis to be prepared is something that should be distributed to all Regional Council members.

Mayor Schoaf stated that he wanted to ensure there was a need for more personnel and not just the natural tendency of some organizations to get larger instead of lean organizations that get smaller.

Mayor Georgia Lord suggested that having a slide as a visual is helpful. She indicated that most cities have slides in their presentations and this makes the information more accessible and the process more transparent to the public.

10. Legislative Update

No report.

11. Nominating Committee

Chair Lane announced his appointments to the 2016 Nominating Committee: Mayor Michael LeVault, Chair, Councilman Dick Esser, Mayor Linda Kavanagh, Mayor Georgia Lord, and Mayor Thomas Schoaf. He noted that the Nominating Committee announcement memorandum was at each place. Chair Lane stated that the Nominating Committee develops a slate of seven candidates to serve on the Executive Committee for the upcoming year. The Nominating Committee is required to provide a balanced slate of officers. The slate of nominations is forwarded to all of the Regional Council members at least two weeks prior to the annual meeting in June. Chair Lane stated that those interested in being nominated by the Committee, to contact the Chair or a member of the Nominating Committee.

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.

Chair Lane reminded members that the press conference regarding the SR-189 TIGER application will take place after the Regional Council meeting.

Adjournment

There being no further business, the meeting adjourned at 12:40 p.m.

Secretary

Chair

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 17, 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 April 27, 2016, Regional Council meeting. Since then, additional project changes and additions have been requested by member agencies.

Highway and Transit project changes listed in Table B include ADOT federally-funded pavement preservation, six project delays associated with procurement for Highway Safety projects, one light rail preliminary engineering, and other general highway project changes in the region.

The project work phases to be added and amended in Table B may be categorized as exempt from conformity determinations and administrative modifications do not require a conformity determination.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner based on agency updated work schedules.

CONS: Deferrals of current year projects release obligation authority, and may require additional changes to ensure all obligation authority is utilized this year.

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 item was recommended for approval by the MAG Management Committee on May 11, 2016.

MEMBERS ATTENDING

- Darryl H. Crossman, Litchfield Park, Chair
- Ed Zuercher, Phoenix, Vice Chair
- Bryant Powell, Apache Junction
- David Fitzhugh, Avondale
- George Diaz for Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Ryan Peters for Marsha Reed, Chandler
- Dr. Spencer Isom, El Mirage
- # Jess Knudson for Brent Billingsley, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Grady Miller, Fountain Hills
- * Michael Celaya, Gila Bend
- * Pamela Thompson, Gila River Indian Community
- Patrick Banger, Gilbert
- Kevin Phelps, Glendale
- Brian Dalke, Goodyear
- * Rosemary Arellano, Guadalupe

- # Gregory Rose, City of Maricopa
- Scott Butler for Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Susan Daluddung for Carl Swenson, Peoria
- # Himanshu Patel for Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Brian Biesemeyer, Scottsdale
- Rick Buss for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- Joy Rich for Shelby Scharbach, 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 recommended for approval as noted in the attached table by the Transportation Review Committee on April 28, 2016.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Mike Kies
- * Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Chair
- * El Mirage: Jorge Gastelum
- Florence: Christian Collins for Jess Knudson
- * Fountain Hills: Randy Harrel

- * Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Rebecca Zook
- Litchfield Park: Woody Scoutten
- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger

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

EX-OFFICIO MEMBERS ATTENDING

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

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

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

CONTACT PERSON:

Teri Kennedy, TIP Manager, or David Massey, Transportation Planner I, (602) 254-6300.

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #20**

Sort: Section, Agency, Location, Work Year

TIP Amendment #20																		Reviewed By ²					
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T	M	R
																					R	C	C
ADOT	Highway	2016	DOT17-419	9061	10 (Papago): SR85 - Verrado (WB)	Construct pavement preservation	8	4	4	-----	5-year	-----	Freeway	NHPP	2016	5,678,746	-	343,254	6,022,000	Amendment: Advance project from FY 2017 to FY 2016.		✓	
ADOT	Highway	2017	DOT17-460	12318	202 (Santan): Ray Rd - Broadway Rd	Construct FMS	5.5	6	6	-----	RFHP	-----	Freeway	CMAQ	2017	5,865,460	-	354,540	6,220,000	Amend: Increase project cost by \$1,820,000. Funding moved from DOT17-461.			
ADOT	Highway	2016	DOT16-444	6263	60 (Grand Ave): Los Altos Dr - Kerkes St	Design pavement preservation	1.5	4	4	-----	5-year	-----	Freeway	NHPP	2016	330,050	-	19,950	350,000	Amendment: Add a pavement preservation design project in FY 2016 for \$350,000.		✓	
ADOT	Highway	2016	DOT16-443	NEW	60 (Superstition): Kings Ranch Road (EB)	Design left turn bay extension	0.1	4	4	-----	5-year	-----	Freeway	NHPP	2016	122,590	-	7,410	130,000	Amendment: Add a new turn lane improvement design project in FY 2016 for \$130,000.		✓	
ADOT	Highway	2016	DOT13-107D4	20301	88: Apache Junction - Tortilla Flat	Design Pavement Preservation	9	2	2	-----	5-year	-----	Freeway	NHPP	2016	198,030	-	11,970	210,000	Amend: Add new workphase with additional funding.	✓	✓	
ADOT	Highway	2017	DOT17-461	13227	MAG regionwide	Construct FMS Rehabilitation, Phase 2	0	0	0	-----	RFHP	-----	Freeway	CMAQ	2017	2,357,500	-	142,500	2,500,000	Amend: Decrease project cost by \$1,820,000. Funding moved to DOT17-460.			
Avondale	Highway	2017	AVN16-410	36576	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	-----	None	-----	Safety	HSIP-MAG	2017	207,000	-	-	207,000	Amend: Defer project from 2016 to 2017 per ADOT request. Chage MAG mode to Safety.		✓	
Avondale	Highway	2018	AVN18-460	3533	Dysart Rd: Van Buren Rd to north of I-10	Install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	0.5	6	6	-----	None	-----	ITS	CMAQ	2018	278,279	-	16,821	295,100	Amend: Reduce local match from \$159,321 to \$16,821.		✓	
Buckeye	Highway	2017	BKY14-403	23362	Buckeye (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	-----	None	-----	Safety	HSIP-MAG	2017	167,400	-	-	167,400	Amend: Defer project from 2016 to 2017 per ADOT request.		✓	
Goodyear	Highway	2017	GDY16-406	23554	Goodyear (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	GDY-0(208)T	None	SH60701C/01D/03D	Safety	HSIP-MAG	2017	75,000	-	-	75,000	Amend: Defer project from 2016 to 2017 per ADOT request.		✓	
Maricopa (City)	Highway	2017	MAR16-470	48528	Maricopa (Citywide)	Preliminary Engineering/Design/ Procurement/ Installation for Sign Management System and Sign Upgrade (Phase II)	0	0	0	MAR-0(204)T	None	SH64101C	Safety	HSIP-MAG	2017	241,800	-	-	241,800	Amend: Defer project from 2016 to 2017 per ADOT request.		✓	

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FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #20**

Sort: Section, Agency, Location, Work Year

TIP Amendment #20																		Reviewed By ²					
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	TRC	MC	RC
Paradise Valley	Highway	2016	PVY16-440	1094	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Design 6' colored concrete sidewalk	2	4	4	-----	None	-----	Bike/Ped	Local	2016	-	-	290,000	290,000	Amend: Change funding to all local. No change in total cost.			
Paradise Valley	Highway	2016	PVY16-401	10170	Paradise Valley (Townwide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	PVY-0(203)T	None	SH63301C/01D	Safety	HSIP-MAG	2016	190,234	-	-	190,234	No Amendment. Project does not need to be deferred.			
Peoria	Highway	2017	PEO16-401	42970	75th Ave, 2,500 ft north of Greenway to Paradise Ln; Paradise Ln, 75th Ave to 77th Ave	Traffic Signal Communications Deployment	0	0	0	PEO-0(222)T	None	SZ16901C/01D	ITS	CMAQ	2017	206,772	-	12,499	219,271	Amend: Defer project from 2016 to 2017. This will exercise the one-time deferral option.			✓
Phoenix	Highway	2017	PHX17-447	7139	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	-	-	291,750	291,750	Amend: Change work year to 2017. Change funding to all local. No change in total cost.	✓	✓	
Phoenix	Highway	2017	PHX18-414D	8193	Various locations in Phoenix	Design eighteen HAWK signals to be constructed in three phases	0	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	270,000	270,000	Amend: Change work year to 2017. Change funding to all local. No change in total cost.	✓	✓	
Scottsdale	Highway	2018	SCT12-102	39514	Hayden Rd/Thomas Rd	Construct Intersection improvement	0.1	6	6	HSIP-SCT-0(217)D	5-year	SH53101C	Safety	HSIP-AZ	2018	1,240,631	-	1,500,000	2,740,631	Amend: Defer project from 2016 to 2018 per ADOT request. Change MAG mode to Safety.			✓
Scottsdale	Highway	2018	SCT12-102C2	39514	Hayden Rd/Thomas Rd	Construct Intersection improvement	0.1	6	6	-----	None	-----	Safety	HSIP-MAG	2018	324,440	-	19,611	344,051	Amend: Defer project from 2016 to 2018 per ADOT request. Change MAG mode to Safety.			✓
Surprise	Highway	2017	SUR17-402	24424	5'-Sidewalk-Reems-Rd	Construct sidewalk	4	0	0	SUR-0(225)T	None	T000301C/01D	Bike/Ped	CMAQ	2017	198,900	-----	12,025	210,925	Amend: Delete project.			
Valley Metro Rail	Transit	2018	VMR14-104T	49041	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS (2012 CMAQ)	0	0	0	13.71.01	TLCP	-----	Transit Rail	CMAQ-Flex	2012	1,026,563	205,313	-	1,231,876	Amend: Add workphase back into TIP.			

- Notes**
- 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.
 - 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
 - The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.
 - For federal projects this is the year the project will authorize. For transit this is the year the project will appear in a grant.
 - Changes are in red font. Deletions are shown in strike through font.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 17, 2016

SUBJECT:

Arterial Life Cycle Program Fiscal Year 2016 Closeout Process

SUMMARY:

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015. Pursuant to the process detailed in the ALCP Policies and Procedures, this is a request to advance programmed reimbursements through the ALCP closeout process.

Projects in the ALCP are funded through a combination of the half-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF), and federal funds. Section 250 of the ALCP Policies and Procedures establishes an annual closeout process to advance reimbursements programmed with RARF from future fiscal years to the current fiscal year. If there is a balance of RARF funding available in the current fiscal year, closeout funds are awarded to projects based on the following order:

1. Projects scheduled for reimbursement in the next fiscal year;
2. All other projects according to the chronological order of the programmed reimbursement;
3. The fiscal year work was completed on the project;
4. The date of the project's final invoice; and
5. The date the final Project Reimbursement Request was accepted by MAG staff.

Section 260 of the ALCP Policies and Procedures establishes an annual closeout process to advance reimbursements programmed with federal funding from future fiscal years to the current fiscal year. Projects are advanced based on their readiness and ability to obligate before the Arizona Department of Transportation (ADOT) fiscal year deadline.

In March 2016, MAG staff performed an analysis on the ALCP revenues and expenditures and determined that federal and RARF closeout funds would be available in Fiscal Year (FY) 2016. As a result, MAG staff issued a call-for-applications to the ALCP Working Group in early March. Applications were due on April 4, 2016 and two applications were received for RARF funding and three for federal funding.

MAG staff reviewed the applications for eligibility, FY 2016 programmed reimbursements versus actual reimbursements, historical trends in revenue collections, and the impact of closeout scenarios on the draft FY 2017 ALCP. During that review, one project submitted for RARF closeout was determined to be ineligible. Based on the analysis, MAG staff recommends that the remaining project, Lake Pleasant Parkway: West Wing Parkway to Loop 303, receive full funding advancement to FY 2016.

It is estimated that \$13.5 million of federal fund obligation authority will need to be used by the end of the fiscal year. However, the exact total is subject to change based on many factors, including final vouchers issued by ADOT and project deferrals. Based on the review of projects and discussions with the Lead Agencies, MAG staff recommends that the Gilbert Road Light Rail project receive an advancement of \$13.5 million of federal fund closeout, and that the remaining two projects advance to FY 2017 in the draft FY 2017 Arterial Life Cycle Program. If advanced to FY 2017 in the draft FY 2017 Arterial Life Cycle Program, the projects can obligate after the new state fiscal year (July 1) as needed to use MAG's obligation authority.

Please refer to the attached table summarizing the list of eligible projects, copies of the closeout applications, and a copy of the relevant excerpts from the ALCP Policies and Procedures detailing the closeout process.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The closeout process provides a mechanism to distribute RARF to agencies with completed projects to help offset costs and encourage additional investment in roadway improvements and distribute federal funds to agencies with projects that are ready to ensure no federal funding is lost from the region.

CONS: The closeout process advances reimbursements from future fiscal years which increases the financial risk to future reimbursements in the program.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The closeout process encourages agencies to complete their projects early.

POLICY: The closeout process is detailed in Section 250 and Section 260 of the Arterial Life Cycle Program Policies and Procedures.

ACTION NEEDED:

Approval of the proposed Fiscal Year 2016 closeout list and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2016 Arterial Life Cycle Program, draft FY 2017 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On May 11, 2016, the MAG Management Committee recommended approval of the proposed Fiscal Year 2016 closeout list and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2016 Arterial Life Cycle Program, draft FY 2017 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

Darryl H. Crossman, Litchfield Park, Chair
Ed Zuercher, Phoenix, Vice Chair
Bryant Powell, Apache Junction
David Fitzhugh, Avondale
George Diaz for Stephen Cleveland,
Buckeye
Gary Neiss, Carefree
Peter Jankowski, Cave Creek

Ryan Peters for Marsha Reed, Chandler
Dr. Spencer Isom, El Mirage
Jess Knudson for Brent Billingsley,
Florence
Alfonso Rodriguez for Phil Dorchester,
Fort
McDowell Yavapai Nation
Grady Miller, Fountain Hills

- * Michael Celaya, Gila Bend
- * Pamela Thompson, Gila River Indian Community
Patrick Banger, Gilbert
Kevin Phelps, Glendale
Brian Dalke, Goodyear
- * Rosemary Arellano, Guadalupe
- # Gregory Rose, City of Maricopa
Scott Butler for Christopher Brady, Mesa
Kevin Burke, Paradise Valley
Susan Daluddung for Carl Swenson, Peoria
- # Himanshu Patel for Greg Stanley, Pinal County
John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Brian Biesemeyer, Scottsdale
Rick Buss for Bob Wingenroth, Surprise
Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Floyd Roehrich for John Halikowski, ADOT
Joy Rich for Shelby Scharbach, 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.

On April 28, 2016, the Transportation Review Committee recommended approval of the proposed Fiscal Year 2016 closeout list and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2016 Arterial Life Cycle Program, draft FY 2017 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: 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:

John Bullen, Transportation Planner III, (602) 254-6300.

FY2016 Regional Area Road Fund (RARF) Closeout Projects

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Fiscal Year for Work	Amount Programmed in Millions (2015\$)	Amount Eligible in Millions (2015\$)	Recommended Advancement in Millions (2015\$)	Note
2024/2025	ACI-SGB-10-03-B	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	2009-Current	9.436	8.677	0.000	Project ineligible for closeout; not yet completed.
2025/2026	ACI-LKP-10-03-A	Peoria	Lake Pleasant Pkwy: West Wing Pkwy to L303	2010-2015	12.546	10.650	10.650	Recommend full advancement

FY2016 Federal Fund Closeout Projects

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Recommended Advancement in Millions (2015\$)	Note
2016-2022	ACI-LRT-10-03	Mesa	Mesa Main Street: Mesa Dr to Gilbert Rd Light Rail Extension	13.500	Recommend \$13.5 m advancement to FFY 2016
2023	ACI-PRC-10-03-B	Chandler	Chandler Heights Rd: McQueen Rd to Gilbert Rd	1.721	Recommend \$1.721 advancement to FY17 as part of the draft FY17 ALCP. If needed, project can obligate after July 1 to ensure MAG's FFY 2016 obligation authority is used.
2022	ACI-OCT-10-03	Chandler	Ocotillo Rd: Gilbert Rd to 148th Street	0.820	Recommend \$0.820 advancement to FY 17 as part of the draft FY 17 ALCP. If needed, project can obligate after July 1 to ensure MAG's FFY 2016 obligation authority is used.



**ARTERIAL LIFE CYCLE PROGRAM
FY 2016 RARF CLOSEOUT
Project Eligibility Form**

INSTRUCTIONS

Please complete the form below and submit it to MAG by April 4, 2016. Completed forms should be sent to John Bullen by email at jbullen@azmag.gov or by mail to 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003.

SECTION A: CONTACT INFORMATION

Lead Agency City of Peoria
 Contact Name Andrew Granger
 Title Director of Development and Engineering
 Telephone 623-773-7215 E-mail Address Andrew.Granger@peoriaaz.gov

SECTION B: ALCP PROJECT DETAILS

Please use the FY 2016 Arterial Life Cycle Program published on March 23, 2016 to complete the fields listed below. To download a copy of the FY 2016 ALCP, please visit the MAG website at:

<http://www.azmag.gov/ALCP>

Project #1 Lake Pleasant Pkwy: West Wing Parkway to Loop 303
 RTPID ACI-LKP-10-03-A TIP # PEO21-101RRB, PEO25-101RRB, PEO25-101CRB, PEO26-101CRB
 Project Completion Date June 2015 Final Invoice Date March 4, 2015
 Remaining Regional Budget \$14,795,532.82 (including FY16)

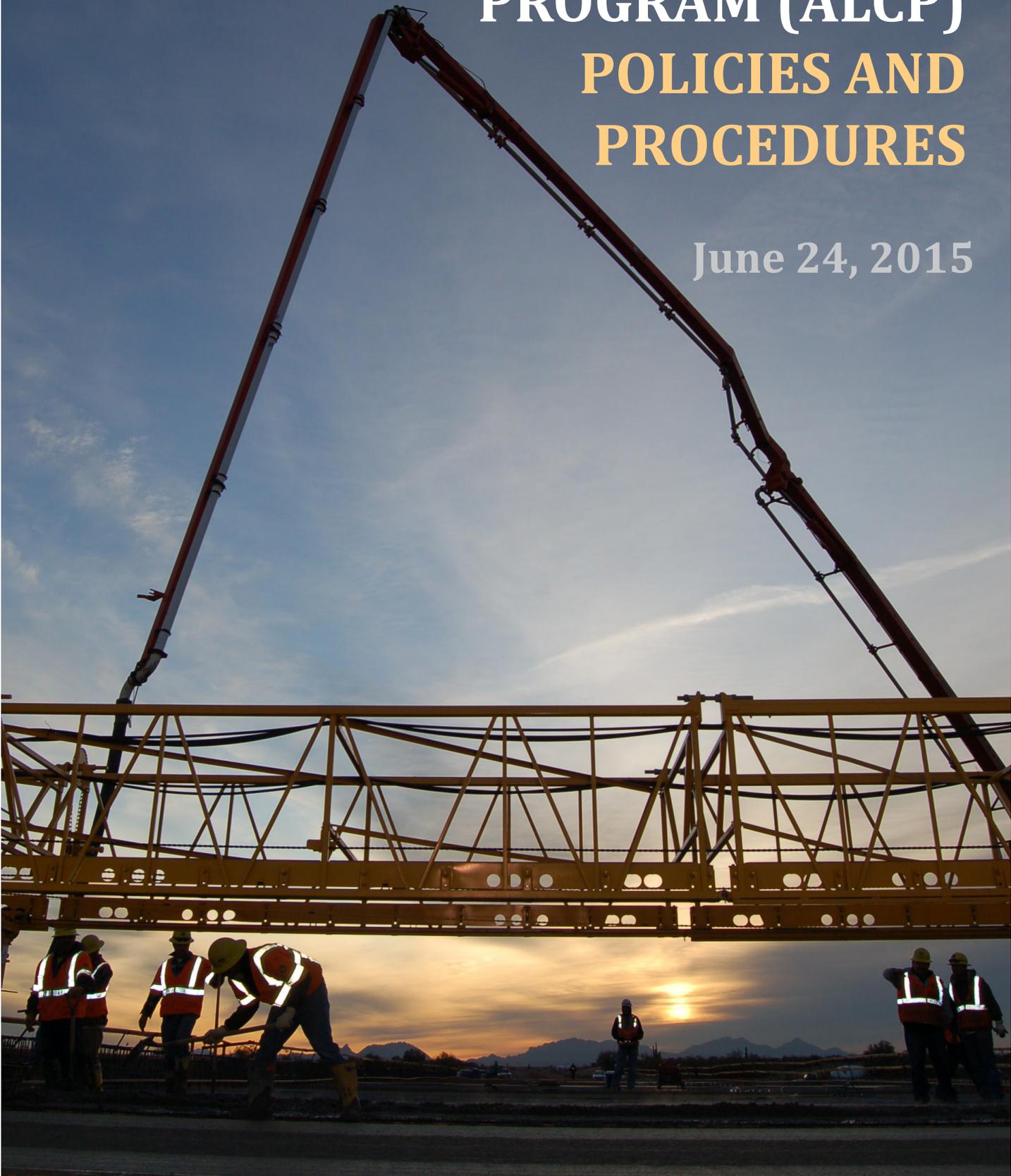
Work Phase	Fiscal Year for Work	Fiscal Year for Reimbursement	Programmed Reimbursement
Pre-Design	2010	2012	\$735,311.44 (already reimbursed)
Design	2011-2013	2012	\$1,257,604.16 (already reimbursed)
Design	2011-2013	2016	\$841,608.64 (already reimbursed)
ROW	2011/2012	2012	\$651,760.40 (already reimbursed)
ROW	2011/2012	2016	\$350.00 (already reimbursed)
ROW	2011/2012	2021	\$928,331.30
ROW	2011/2012	2025	\$106,440.88
Construction	2013-2015	2016	\$1,408,041.36 (already reimbursed)
Construction	2013-2015	2025	\$6,520,156.38
Construction	2013-2015	2026	\$3,095,174.71
Project Savings	--	2026	\$1,895,429.55
Total			\$17,440,208.82

***Requested closeout amount totals \$10,650,103.27 based on reimbursable expenses**



ARTERIAL LIFE CYCLE PROGRAM (ALCP) POLICIES AND PROCEDURES

June 24, 2015



Projects be carried forward to the next year and adjusted to account for the past years' inflation.

- B. Programmed reimbursements may not be inflated when there is a deficit of program funds. Any exception to this Section will be approved through the MAG Committee process.
- C. The regional funding specified in the original RTP for a Project will be adjusted annually for inflation based on the All Items United States Consumer Price Index (CPI), All Urban Consumers
 - 1. Information on the inflation factors is located on the US Department of Labor, Bureau of Labor Statistics website at <http://www.bls.gov/cpi>, under 'Get Detailed CPI Statistics.' The specific series used for calculating inflation is All Urban Consumers (Current Series), West Region All Items, 1982-84=100 - CUUR0400SA0.
 - a. The inflation rate is calculated using the month of March of the previous year and March of the current year.
- D. For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ALCP Policies and Procedures, the jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.
 - 1. Each year, MAG will update and release the inflation rate information to the jurisdictions.

SECTION 250: ALCP RARF CLOSEOUT

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout.
 - 1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
 - 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
 - 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.
- B. Lead Agencies should submit a RARF Closeout Notification to MAG per eligible project.
- C. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.
 - 1. The ALCP Schedule published annually in the MAG Transportation Programming Guidebook will specify all deadlines pertaining to the ALCP RARF Closeout Process, including relevant due dates.
 - 2. MAG Staff will notify the ALCP Working Group, in advance, if a change in the ALCP Project Schedule is required.
- D. To be considered as an eligible project for reimbursement with RARF Closeout funds:

1. The Project or Project segment must be completed/closed out at the time the project is submitted for consideration.
 2. The Lead Agency must have completed and submitted final copies the following Project Requirements:
 - a. Project Overview;
 - b. Project Agreement; and,
 - c. Project Reimbursement Request.
 3. All three requirements must be accepted by MAG Staff as complete.
- E. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):
1. Projects scheduled for reimbursement in the next fiscal year;
 2. All other Projects according to the chronological order of the programmed reimbursements.
- F. If two or more eligible projects are programmed for reimbursement in the same fiscal year, the reimbursement of the eligible projects will be made according to the following additional priorities (in sequential order):
1. The payment date by the Lead Agency of the project final invoice.
 2. The date the Project Reimbursement Request was accepted by MAG Staff.

SECTION 260: ALCP FEDERAL FUNDS CLOSEOUT

- A. Annually, MAG staff will determine the availability of federal funds to use in the ALCP Federal Funds Closeout.
1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP federal fund Closeout options.
 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the award of federal funds in the Closeout process to another Project, portion or segment.
 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive federal Closeout funds will not be liable to reimburse the federal funds to the Program if a Program deficit occurs in the future.

SECTION 270: AVAILABILITY OF PROGRAM FUNDS

- A. If there is a balance of program funds in a given year, existing Projects may be accelerated. Any acceleration will occur according to priority order of the ALCP.
1. For Projects to be accelerated, matching local funds must be committed.
 2. If a surplus of program funds occurs within the first two-year programming window, and the Program cash flow does not support RARF closeout, reimbursements will be advanced in the following order:
 - a. Completed Project

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

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TRACS	Notes:	RTP ID
TIP #	Agency	Project Location																	
ELM20-102RRB	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	0.5	4	4	RARF	(1,156,950)	-	1,156,950	-	2016	RARF	1,156,950		Amend: Increase 2016 project right-of-way phase reimbursement from ACI-ELM-20-03-F ROW phase.	ACI-ELM-20-03-E
ELM16-103RRB	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Acquisition of right-of-way for roadway widening	2016	Dec-16	1.0	2	4	RARF	(292,821)		292,821		2016	RARF	292,821		Amend: Decrease 2016 project ROW phase reimbursement to match actuals and transfer balance to ACI-ELM-20-03-E ROW phase.	ACI-ELM-20-03-F
ELM16-102RWZ	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	1.5	4	4	Local	(3,404,053)			3,404,053	-	-	-		Amend: Delete TIP listing. No right-of-way needed.	ACI-ELM-30-03-A
ELM16-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	1.5	4	4	RARF	(625,000)		625,000		2016	RARF	625,000		Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	ACI-ELM-30-03-A
ELM17-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2017	Dec-16	1.5	4	4	RARF	(625,000)		625,000		2017	RARF	625,000		Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	ACI-ELM-30-03-A
ELM18-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2018	Dec-16	1.5	4	4	RARF	(1,132,837)		1,132,837		2018	RARF	1,132,837		Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	ACI-ELM-30-03-A
ELM25-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2016	Dec-16	1.5	4	4	RARF	(625,000)	-	625,000	-	2016	RARF	625,000		Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	ACI-ELM-30-03-A
ELM26-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2017	Dec-16	1.5	4	4	RARF	(625,000)	-	625,000	-	2017	RARF	625,000		Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	ACI-ELM-30-03-A
ELM27-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2018	Dec-16	1.5	4	4	RARF	(1,132,837)	-	1,132,837	-	2018	RARF	1,132,837		Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	ACI-ELM-30-03-A
PEO21-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	Sep-14	2.5	2	4	RARF	(928,331)	-	928,331	-	2016	RARF	928,331		Amend: New TIP listing. Advance project right-of-way phase from 2021 to 2016. FY 2016 RARF Closeout.	ACI-LKP-10-03-A
PEO25-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	Sep-14	2.5	2	4	RARF	(106,441)	-	106,441	-	2016	RARF	106,441		Amend: New TIP listing. Advance project right-of-way phase from 2025 to 2016. FY 2016 RARF closeout.	ACI-LKP-10-03-A
PEO25-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	Sep-14	2.5	2	4	RARF	(6,520,156)	-	6,520,156	-	2016	RARF	6,520,156		Amend: New TIP listing. Advance project construction phase reimbursement from 2025 to 2016. FY 2016 RARF closeout.	ACI-LKP-10-03-A
PEO26-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	Sep-14	2.5	2	4	RARF	(3,095,175)	-	3,095,175	-	2016	RARF	3,095,175		Amend: New TIP listing. Advance project construction phase reimbursement from 2026 to 2016. FY 2016 RARF closeout.	ACI-LKP-10-03-A
VMR19-102GTEZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Guideway and Track Elements	2016	Dec-18	2.0	4	2	CMAQ	452,455	7,485,345	-	7,937,800	2016	CMAQ	7,485,345		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03

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

4/20/2016

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TRACS	Notes:	RTP ID
TIP #	Agency	Project Location																	
VMR18-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2016	Dec-18	2.0	4	2	CMAQ	244,301	4,041,678	-	4,285,979	2016	CMAQ	4,041,678		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR19-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2019	Dec-18	2.0	4	2	STP-MAG	232,212	3,841,678		4,073,890	2019	STP-MAG	3,841,678		Amend: Delete TIP listing and combine with VMR18-102PFZ. Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR19-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2016	Dec-18	2.0	4	2	CMAQ	12,090	200,000	-	212,090	2016	CMAQ	200,000		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR20-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2020	Dec-18	2.0	4	2	STP-MAG	6,045	100,000		106,045	2016	STP-MAG	100,000		Amend: Combine with VMR19-102RWZ and advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR18-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	Dec-18	2.0	4	2	CMAQ	75,976	1,256,939	-	1,332,915	2016	CMAQ	1,256,939		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR21-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	Dec-18	2.0	4	2	CMAQ	31,192	516,038	-	547,230	2016	CMAQ	516,038		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR17-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2017	Dec-18	2.0	4	2	STP-MAG	235,294	3,892,674	-	4,127,968	2017	STP-MAG	3,892,674		Amend: Combine portion of expenses with VMR21-102SSCZ and advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR19-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2019	Dec-18	2.0	4	2	CMAQ	16,763	277,326		294,089	2019	CMAQ	277,326		Amend: Combine with VMR18-102SSCZ and advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 17, 2016

SUBJECT:

FTA Transit-Oriented Development Planning Pilot Program Grant Submission

SUMMARY:

Congress has authorized the Federal Transit Administration (FTA) under 49 U.S.C. 5338(a)(2)(B) to solicit proposals for funding to support comprehensive planning associated with new fixed guideway and core capacity improvement projects. On April 14, 2016, the FTA issued a Notice of Funding Opportunity (NOFO) for approximately \$20.49 million in grant funding to facilitate comprehensive planning that supports economic development, ridership, multimodal connectivity and accessibility, increased transit access for pedestrian and bicycle traffic, and mixed-use development near transit stations. Only New Starts, Core Capacity or fixed guideway Small Starts projects are eligible. The maximum award given to any applicant is \$2 million with a minimum local match share of 20%. Applications are due June 13, 2016.

The City of Phoenix, in partnership with Valley Metro, proposes seeking \$2 million in grant funding for transit-oriented development planning efforts for the South Central Light Rail Transit extension, in particular, collaborative business stabilization and development efforts, bicycle and pedestrian accessibility, and affordable housing efforts.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Award of grant funding would assist in funding planning efforts to support future transit-oriented development along the South Central Light Rail Transit Extension.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Approval to support the City of Phoenix application for a Transit-Oriented Development Planning Pilot Program Grant.

PRIOR COMMITTEE ACTIONS:

On May 17, 2016, the MAG Transit Committee recommended approval of supporting the City of Phoenix's Transit-Oriented Development Planning Pilot Program grant application.

MEMBERS ATTENDING

ADOT: Jaclyn Birley for Mike Normand
 Avondale: Kristen Taylor, Vice Chair
 # Buckeye: Andrea Marquez
 Chandler: Jason Crampton for RJ Zeder

El Mirage: Jose Macias
 * Gila River Indian Community, Vacant
 # Gilbert: Kristin Myers
 Glendale: Kevin Link for Debbie Albert

Goodyear: Christine McMurdy
Maricopa: David Maestas
Maricopa County DOT: Reed Kempton
Mesa: Jodi Sorrell
* Paradise Valley: Jeremy Knapp
Peoria: Stuart Kent
Phoenix: Ken Kessler for Maria Hyatt, Chair
Queen Creek: Mohamed Youssef

Scottsdale: Gregory P. Davies for
Madeline Clemann
Surprise: Martín Lucero
Tempe: Robert Yabes
* Tolleson: Vacant
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

* Members neither present nor represented by proxy.
Participated (or attended) by teleconference
+ Participated (or attended) by videoconference

CONTACT PERSON:

Audra Koester Thomas, Transit Planning Project Manager, MAG (602) 254-6300.

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

DATE:

May 17, 2016

SUBJECT:

Federal Highway Administration and Federal Transit Administration Funding Projections for the MAG Region

SUMMARY:

Congress establishes the funding for Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) programs through authorizing legislation that amends the U.S. Code. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act) reauthorizing surface transportation programs through Fiscal Year 2020. MAG, in coordination with ADOT Financial Management Services, developed FHWA projections. MAG, in coordination with Valley Metro/Regional Public Transportation Authority and the City of Phoenix as Designated Recipient/Direct Recipient of FTA funds, developed revised FTA projections for the MAG region. Information included in the development of the projections is based on the FAST Act, federal and state guidance information, and historical projections. The FHWA and FTA regional projections will be used to prepare the draft FY 2017-2021 Transportation Improvement Program (TIP), expected to be included in the June committee and council agendas.

Overall, the federal apportioned revenues are projected to increase by 7.66 percent in the MAG region for the five-year TIP window over the currently approved FY 2014-2018 TIP window. The FHWA projections included in Table 7a and 7b for annual apportionments total more than \$530.91 million for the draft FY 2017-2021 TIP window. The FTA projections included in Table 6a and 6b for annual apportionments total more than \$468.7 million for the draft FY 2017-2021 TIP window. If the region is successful with nationwide and statewide competitive funding awards, the region's federal transit revenues could approach \$880 million in funding over the five-year TIP window.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Updated projections allow better planning and perspective programming of future federal funding for the region.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The projections will be used to generate preliminary planning and programming for the draft FY2017-2021 TIP.

POLICY: Development of the Regional FTA funding projections complies with guidance and the Code of Federal Regulations, Title 23, Part 450, Subpart C, Section Sec. 450.324 Transportation improvement program for developing revenue projections.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The FHWA and FTA projections were on the May 11, 2016 MAG Management Committee agenda.

MEMBERS ATTENDING

- Darryl H. Crossman, Litchfield Park, Chair
- Ed Zuercher, Phoenix, Vice Chair
- Bryant Powell, Apache Junction
- David Fitzhugh, Avondale
- George Diaz for Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Ryan Peters for Marsha Reed, Chandler
- Dr. Spencer Isom, El Mirage
- # Jess Knudson for Brent Billingsley, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Grady Miller, Fountain Hills
- * Michael Celaya, Gila Bend
- * Pamela Thompson, Gila River Indian Community
- Patrick Banger, Gilbert
- Kevin Phelps, Glendale
- Brian Dalke, Goodyear
- * Rosemary Arellano, Guadalupe
- # Gregory Rose, City of Maricopa
- Scott Butler for Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Susan Daluddung for Carl Swenson, Peoria
- # Himanshu Patel for Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Brian Biesemeyer, Scottsdale
- Rick Buss for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- Joy Rich for Shelby Scharbach, 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 FHWA and FTA projections were discussed at the April 28, 2016 Transportation Review Committee meeting.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Mike Kies
- * Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Chair
- * El Mirage: Jorge Gastelum
- Florence: Christian Collins for Jess Knudson
- * Fountain Hills: Randy Harrel
- * Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard

Glendale: Debbie Albert, Vice Chair
Goodyear: Rebecca Zook
Litchfield Park: Woody Scoutten
Maricopa County: Clem Ligocki for
Jennifer Toth
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Ray Dovalina

Pinal County: Louis Andersen
Queen Creek: Mohamed Youssef
Scottsdale: Todd Taylor for Paul Basha
Surprise: Mike Gent
Tempe: Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
* Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

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

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

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

The FTA projections were discussed at the April 19, 2016 MAG Transit Committee meeting.

MEMBERS ATTENDING

* ADOT: Mike Normand
Avondale: Kristen Taylor, Vice Chair
Buckeye: Andrea Marquez
Chandler: Jason Crampton for RJ Zeder
El Mirage: Jose Macias
Gila River Indian Community, Sasha
Pachito
Gilbert: Kristin Myers
Glendale: Kevin Link for Debbie Albert
* Goodyear: Cato Esquivel
Maricopa: David Maestas
Maricopa County DOT: Reed Kempton

Mesa: Jeff Martin for Jodi Sorrell
* Paradise Valley: Jeremy Knapp
Peoria: Stuart Kent
Phoenix: Ken Kessler for Maria Hyatt
Queen Creek: Mohamed Youssef
Scottsdale: Gregory P. Davies for
Madeline Clemann
Surprise: Martín Lucero
Tempe: Robert Yabes
* Tolleson: Jason Earp
Valley Metro: Abhi Dayal for Wulf Grote
Youngtown: Grant Anderson

* Members neither present nor represented by proxy.
Participated (or attended) by teleconference
+ Participated (or attended) by videoconference

CONTACT PERSON:

Teri Kennedy, MAG (602) 254-6300.

Table 6a
Federal Transit Administration Projected Funding Levels In MAG Region

PHX/MESA UZA

Year of Expenditure, In Million of \$

PHX/MESA UZA Apportionments										Competitive		All Transit Total
Fiscal Year	5307~	Phx-Msa	5337			5339	*FHWA-MAG	*FHWA ADOT	SUB TOTAL	***Discretionary	***Discretionary	
	5307 & 5340	5310	FGM	SGR HI Bus	Sub Total 5337	5339(a)	Transit CMAQ Flex	STP-AZ Flex		5309 S/N Starts	TIGER, 5339bc, or Other	
2017	52.33	3.11	.40	3.20	3.60	4.85	16.95	3.01	83.86	30.00	.00	113.86
2018	53.44	3.18	2.31	3.26	5.56	4.96	17.18	3.01	87.33	75.00	.00	162.33
2019	54.58	3.25	4.61	3.31	7.92	5.06	17.71	3.01	91.53	100.00	.00	191.53
2020	55.53	3.31	4.68	3.36	8.04	5.14	17.98	3.01	93.00	100.00	.00	193.00
2021	56.50	3.36	4.75	3.41	8.16	5.21	18.29	3.01	94.54	100.00	.00	194.54
17-21	272.39	16.21	16.75	16.55	33.30	25.22	88.11	15.03	450.27	405.00	.00	855.27

Table 6b
Federal Transit Administration Projected Funding Levels In MAG Region

AVN/GY - UZA

& Rural Areas

Year of Expenditure, In Million of \$

AVN/GY UZA Apportionments								Competitive, subject to substantial change					TOTAL
Fiscal Year	5307	Avn-GY	5337			Avn-GY	SUB TOTAL	ADOT Discretionary**	***Discretionary	ADOT Discretionary	ADOT Discretionary	***Discretionary	
	5307 & 5340	5310	FGM	SGR HI Bus	Sub Total 5337	5339(a)		5307 or 5339	5309 S/N Starts	5310**	5311**	TIGER, 5339bc, or Other	
2017	3.11	.00	.00	.00	.00	.00	3.11	1.00	.00	.26	.46	.00	4.37
2018	3.17	.00	.00	.00	.00	.00	3.17	1.00	.00	.26	.47	.00	4.43
2019	3.23	.00	.00	.16	.16	.00	3.39	1.00	.00	.26	.47	.00	4.65
2020	3.29	.00	.00	.17	.17	.00	3.46	1.00	.00	.26	.48	.00	4.72
2021	3.35	.00	.00	.17	.17	.00	3.52	1.00	.00	.26	.49	.00	4.78
17-21	16.15	.00	.00	.50	.50	.00	16.65	5.00	.00	1.29	2.37	.00	22.94

*MAG Sub-allocated FHWA funding flex, Annual State Tboard award;

~ Portion can be used for operations, see dedicated programming.

*** Nationwide discretionary

FAST Act is authorized through FY2020. Census updates will change in FY2023. All Funding is subject to change. Information provided for general planning.

Table 7A
MAG FEDERAL HIGHWAY ADMINISTRATION FUNDS: FY 2017-2021 Projections
 (Year of Expenditure Dollars in Millions)

MAG Sub-Allocations FHWA Ledger: Appropriations For The FY2017-2021 TIP											
Funding Levels By Mode and MAG Program											
Year	STP Breakout -with OA applied				CMAQ Breakout - with OA applied						
	Fwy/Hwy GAN Debt Service*	Non Lifecycle	Arterial - ALCP	Total STP	FLCP ¹	Arterial-ALCP ¹	ITS	Flex to Transit	Bicycle/ Ped.	Air Quality	Total CMAQ
2017	.00	1.21	47.97	49.18	8.16	1.11	6.07	16.95	8.03	6.89	47.21
2018	.00	1.21	48.38	49.60	8.29	3.59	3.68	17.18	8.14	6.99	47.86
2019	.00	1.23	49.90	51.13	8.57	3.79	3.68	17.71	8.39	7.20	49.34
2020	.00	1.25	50.60	51.84	8.71	7.57	.00	17.98	8.51	7.31	50.09
2021	.00	1.27	51.41	52.67	8.87	7.68	.00	18.29	8.66	7.44	50.94
17-21	\$0.00	\$6.17	\$248.25	\$254.42	\$42.60	\$23.74	\$13.43	\$88.11	\$41.73	\$35.84	\$245.45

OA= Obligation Authority, rates may change substantially each year.
 Rounding may occur.

Table 7B
MAG FEDERAL HIGHWAY ADMINISTRATION FUNDS:
FY 2017-2021 Projections
 (Year of Expenditure Dollars in Millions)

MAG Sub-Allocations FHWA Ledger: Appropriations For The FY2017-2021 TIP					
Funding Levels By Mode and MAG Program					
Year	Specific Programs with OA applied				Grand Total For Programs
	CMAQ 2.5	HSIP	Transportation Alternatives Urban & Non-Urban SRTS	Transportation Alternatives Urban & NU, Infrastructure	
2017	.70	1.80	.40	4.20	103.49
2018	.71	1.80	.40	4.26	104.62
2019	.73	.00	.40	4.38	105.98
2020	.74	.00	.40	4.45	107.52
2021	.75	.00	.40	4.52	109.29
17-21	\$3.63	\$3.60	\$2.00	\$21.81	\$530.91

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

May 17, 2016

SUBJECT:

FY 2016 Mid-Phase Input Opportunity Report

SUMMARY:

The Maricopa Association of Governments (MAG) conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2016 Mid-Phase Input Opportunity was conducted from March 2016 to early May 2016 and sought to gather input on the initial plan analysis of the Draft Fiscal Year 2017-2021 Transportation Improvement Program (TIP), which includes an interim listing of projects; Draft FY 2016 Transit Program of Projects (POP) planning priorities; and amendment to the 2035 Regional Transportation Plan (Plan). MAG received public comment at various MAG committee meetings during the phase. In addition, MAG also received comments via online correspondence as a result of a direct mailing to the MAG public involvement mail list and regional libraries.

PUBLIC INPUT:

The FY 2016 Mid-Phase Input Opportunity ran from March 14, 2016 to May 5, 2016. Input received is contained in the FY 2016 Mid-Phase Input Opportunity Report. MAG staff received several additional comments following the end of the phase, which was May 5, 2016. One comment was received via email from the Game and Fish Department. Two citizens provided comments during the Management Committee meeting on May 11, 2016. To accommodate Regional Council's consideration of these comments, an addendum to the report is also attached.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This input is to be considered in the development of the Draft FY 2017-2021 Transportation Improvement Program (TIP), which includes an interim listing of projects; Draft FY 2016 Transit Program of Projects (POP) planning priorities; and amendment to the 2035 Regional Transportation Plan (Plan).

POLICY: The Mid-Phase process fulfills the federal requirements and follows the guidelines laid out in the MAG Public Participation Plan, while the report conveys these results to policymakers. In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accord with new federal guidelines. An update of the Plan was approved by the Regional Council in April 2014.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was on the May 11, 2016, Management Committee consent agenda.

MEMBERS ATTENDING

- Darryl H. Crossman, Litchfield Park, Chair
- Ed Zuercher, Phoenix, Vice Chair
- Bryant Powell, Apache Junction
- David Fitzhugh, Avondale
- George Diaz for Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Ryan Peters for Marsha Reed, Chandler
- Dr. Spencer Isom, El Mirage
- # Jess Knudson for Brent Billingsley, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Grady Miller, Fountain Hills
- * Michael Celaya, Gila Bend
- * Pamela Thompson, Gila River Indian Community
- Patrick Banger, Gilbert
- Kevin Phelps, Glendale
- Brian Dalke, Goodyear

- * Rosemary Arellano, Guadalupe
- # Gregory Rose, City of Maricopa
- Scott Butler for Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Susan Daluddung for Carl Swenson, Peoria
- # Himanshu Patel for Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Brian Biesemeyer, Scottsdale
- Rick Buss for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- Joy Rich for Maricopa County
- Scott Smith, Valley Metro/RPTA

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

CONTACT PERSON:

Leila Gamiz, MAG Community Outreach Specialist, (602) 254-6300.

MID-PHASE INPUT OPPORTUNITY REPORT ADDENDUM

COMMENTS RECEIVED AT THE MAY 11, 2016 MANAGEMENT COMMITTEE AND
CORRESPONDENCE RECEIVED FOLLOWING THE MID-PHASE INPUT
OPPORTUNITY DEADLINE.

Comments received at the May 11, 2016 Management Committee meeting:

Comments from Dianne Barker, Valley Resident:

Ms. Barker stated that MAG did not provide a proper response to Mr. Rusinek or herself in the FY 2016 MAG Mid-Phase Public Input Opportunity (agenda item 5H), when the report said it was under the jurisdiction of the City of Phoenix. Ms. Barker stated that this region has particulate and ozone problems and 13 of 20 monitors are high. She stated that citizens and the public interest have brought forth lawsuits to force governments to comply and protect health. Ms. Barker stated that enforcement is under Ms. Joy Rich at Maricopa County through the Clean Air Act. She stated that everyone is supposed to work together.

Response: Our original response in the FY 2016 MAG Mid-Phase Input Opportunity Report is correct that the driveway improvements are under the jurisdiction of the City of Phoenix. Since the driveway is located in the incorporated area of the City of Phoenix the requirements in city code apply. According to the U.S. EPA, the MAG region has attained the PM-10 standard based on monitoring data for the years 2010-2012. For the eight-hour ozone standard, 13 of 20 monitors in the nonattainment area do not meet the 2015 ozone standard of .070 parts per million. Also, the Maricopa County Air Quality Department is the regulatory agency for the regional fugitive dust rules, Rule 310 - Fugitive Dust From Dust-Generating Operations and Rule 310.01 - Fugitive Dust from Non-Traditional Sources of Fugitive Dust.

Comments from John Rusinek, Valley Resident:

Mr. Rusinek commented on agenda item 5H. He said that the gravel company recommends that the gravel should be laid at 1.5 inches and it is now at three inches. Mr. Rusinek also noted that a binder was not used and he was told by a City of Phoenix employee that a particular binder was no longer used. He stated that the gravel in the driveway next door is starting to move. Mr. Rusinek stated that the gravel should be one-quarter to three-quarters inch gravel.

Response: These comments relating to the materials used for driveway improvements should be directed to the City of Phoenix.

ATTACHMENT

**Letter received from the Arizona Game and Fish Department
05/06/2016**



THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT

5000 W. CAREFREE HIGHWAY
PHOENIX, AZ 85086-5000
(602) 942-3000 • WWW.AZGFD.GOV

REGION VI, 7200 E. UNIVERSITY DRIVE, MESA, AZ 85207

GOVERNOR

DOUGLAS A. DUCEY

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ERIC S. SPARKS, TUCSON

DIRECTOR

LARRY D. VOYLES

DEPUTY DIRECTOR

TY E. GRAY



May 5, 2016

Maricopa Association of Governments
302 North 1st Avenue
Phoenix, Arizona

RE: Mid-Phase Transportation Planning Public Hearing

To Whom It May Concern,

The Arizona Game and Fish Department (Department) recently attended the Mid Phase Transportation Planning Public Hearing, held at the Maricopa Association of Governments Office in central Phoenix. We understand the purpose of the meeting was to allow for the public to comment on draft 2017-2021 Transportation Improvement Program, amendment to the 2014-2018 Maricopa Association of Governments (MAG) Transportation Improvement Program and the amendment to the 2035 Regional Transportation Plan. While the Department does not have specific comments on any of the specific Programs and amendments presented, we have general comments for consideration and offer comments on the 2035 Regional Transportation Plan below.

The Department understands the need to continue to address the growing population demands within Maricopa County. The Department and the Arizona Department of Transportation work closely together on a local project scale. The Department also works closely with Maricopa County Department of Transportation on a more local project scale. We would like to extend our expertise to a more regional scale with MAG. In addition, we encourage communication and coordination regarding natural resources early and throughout the process (outside of the public process) as often planning occurs many years prior to implementation and landscapes potential change within that long time frame, requiring changes, new information considerations, etc. In addition, the Department should be consulted during any planning processes involving wildlife connectivity and linkages.

The Department requests when referring to "wildlife", to be clear it should read fish and wildlife resources as it included fish, habitat, etc. In addition, the maps throughout the document do not

recognize the projects and/or studies for the North/South Freeway, SR24 extension, Phoenix to Tucson Rail, I-11 or the Pinal County transportation plans.

Chapter Four - Public Input Process

- It is not clear where the state agencies fit within the framework or outside the framework of the described public input process. This would ensure the ability to share information and data early in the process to assist in informing the projects and/or studies, as well as define any roles that need to be discussed such as participating agency, cooperating agency, etc.
- The Department appreciates the opportunity to be invited to the various workshops

Chapter Six - Consultation on Environmental Mitigation and Resource Conservation

- Recognize both fish and wildlife
- The last workshop was in 2013, when the 2035 plan was still being developed
- Recognizing consistency in addressing fish and wildlife resources, recreation, open spaces, fragmentation, linkages and connectivity for species should be included as the local scale projects have worked with the Department for inclusion and should also be expressed at a regional scale as having value
- The Department often becomes a cooperating agency on the local scale planning

In closing, the Department appreciates the opportunity to provide input on all transportation planning throughout the state of Arizona and would like to continue to increase the communication and coordination on these efforts. If you have questions regarding this letter, please feel free to contact me directly at 480-324-3550 or kwolff-krauter@azgfd.gov.

Sincerely,



Kelly Wolff-Krauter
Habitat, Evaluation and Lands Program Manager
Region VI, Mesa

M16-04193554

Cc: Laura Canaca, Project Evaluation Program Supervisor
Jay Cook, Regional Supervisor, Region VI, Mesa

Leila Gamiz

From: Leila Gamiz
Sent: Thursday, May 12, 2016 8:47 AM
To: 'Kelly Wolff-Krauter'
Cc: Jay Cook; Laura Canaca; Barbara Cook; Cheri Boucher
Subject: RE: Mid Phase Public Hearing/2035 RTP

Kelly,

Thank you for your comments in connection with the MAG Mid-phase Transportation Planning Public Hearing held on April 27, 2016. We appreciate the thoroughness of your input and it will be considered throughout the MAG transportation planning process.

We agree that input regarding natural resources early and throughout the planning process is essential, as indicated in Chapter Six of the MAG 2035 Regional Transportation Plan (RTP).

Regarding the North-South Freeway, SR-24 Extension, Phoenix to Tucson Passenger Rail, I-11, and Pinal County transportation plans, these corridors were not mapped since they are not a part of the approved MAG 2035 RTP. However, these projects are discussed in Chapter Sixteen of the Plan. The status of these corridors will be updated as part of future updating of the MAG 2035 RTP. In addition, Pinal County staff is consulted with to ensure that County plans are reflected in MAG roadway networks.

We greatly appreciate your comments and look forward to the continued involvement of the Game and Fish Department in the regional transportation planning process.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov

From: Kelly Wolff-Krauter [mailto:KWolff-Krauter@azgfd.gov]
Sent: Friday, May 06, 2016 1:31 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Cc: Jay Cook <JCook@azgfd.gov>; Laura Canaca <LCanaca@azgfd.gov>; Barbara Cook <BCook@azgfd.gov>; Cheri Boucher <CBoucher@azgfd.gov>
Subject: Mid Phase Public Hearing/2035 RTP

Good Afternoon Leila,

Attached are the Department's comments relating to the public hearing and the RTP. Please let me know if you have any questions. Thanks so much and have a wonderful weekend.

Kelly Wolff-Krauter

Habitat, Evaluation and Lands Program Manager | Region VI, Mesa | 7200 E. University Dr. Mesa Arizona 85207

☎ 480-324-3550 Office | 480-201-7756 Cell | ✉ kwolff-krauter@azgfd.gov |

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<http://azaccessmap.com/>

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DRAFT FY 2016 MID-PHASE INPUT OPPORTUNITY REPORT

May, 2016

Maricopa Association of Governments (MAG)

302 North First Avenue, Suite 200

Phoenix, Arizona 85003

Telephone: (602) 254-6300

Fax: (602) 254-6490

E-mail: lgamiz@azmag.gov

Contact Person: Leila C. Gamiz

Title VI Notice to the Public

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to ensure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related authorities and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state authorities for discrimination based on income status, limited English proficiency, religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of title 18, United States Code) or sexual orientation.

Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. For more information, or to file a complaint, please contact Amy St. Peter, the Title VI Coordinator, at (602) 254-6300.

Cover Page Photo:

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

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was signed into law on December 4, 2015. The new enabling legislation, Fixing America's Surface Transportation Act, or "FAST Act" continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

MAG has a four-phase public involvement process as outlined in the MAG Public Participation Plan. The Mid-Phase input opportunity provides for input on the draft listing of projects that make up the FY 2017-2021 Transportation Improvement Program (listing of projects) and input on projects included in the Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan. This input report will be presented to MAG policy committees for review and consideration prior to action.

All of these public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials, such as large print and Braille and FM/Infrared Listening Devices, were available upon request.

INPUT OPPORTUNITIES

During the Mid-Phase Input Opportunity, MAG obtained input via small and large group presentations, committee meetings, website and e-mail correspondence. A summary of the input received during this time is included in this report.

SUMMARY OF INPUT

A summary of input gathered during the Mid-Phase Input Opportunity is included below:

- ▶ Revise Chapter Six of the 2035 Regional Transportation Plan (RTP) to address the issue of lighting, as the construction of new roadways always requires new lighting.
- ▶ Let's make that the best lighting possible for dark sky enthusiasts.
- ▶ Requirements for vehicle and pedestrian safety can easily be met, fixture shielding requirements are already specified by ARS 49-7, but there is so much more that can be done.
- ▶ Perhaps invite International Dark Skies Association to serve as a Resource and Environmental Agency.
- ▶ I want the timeline of the northeast section of the rail moved up to 2020. All the existing sections are moving west and downtown. The northeast section to Paradise Valley would greatly improve that entire area.
- ▶ The Regional Plan doesn't have several small projects in its list. Need an I-10 Eastbound auxiliary lane from 91st to 83rd Avenues. It's the only auxiliary lane missing on I-10 in the county and it messes with drivers, including me.
- ▶ Need to widen 99th Ave under I-10 by adding 4 lanes (2 turning, 2 general purpose). Currently, this stretch is heavily congested on the best of days and gets worse when there are any major shopping days or holidays.
- ▶ The Avondale exit for I-10 westbound needs a second lane for exiting traffic. Almost daily exiting traffic will back up for 500 feet or more onto I-10 creating congestion headaches with a high accident potential.
- ▶ The Dysart exit for I-10 westbound needs a second lane for exiting traffic. It also has high daily exiting traffic loads and will back up traffic for 1000 feet or more and sometimes almost back to Avondale Boulevard.
- ▶ A problem was with the one-inch gravel driveway next door. The one-half inch gravel has now been installed on the driveway, and it looks nice, but is worried it will spread out.
- ▶ Cars are violating intersections and more needs to be done to protect the safety of people in the intersections.
- ▶ Standards for dust control are needed across the entire county; if alternatives are offered, a person will pay a fee and get off the hook for a violation.
- ▶ People need to be protected from pollution and particulates.
- ▶ Work needs to be done so that EPA restrictions do not cause the Tesla facility and Ford and Chrysler proving grounds in the Wickenburg area to close down.
- ▶ The Tempe Streetcar and the actions taken in March by the transit committee on the delay of the project. Just checking to see what this means, is this a delay that had already been known or something new that is the result of the Phoenix vote in January?
- ▶ I know that Pinal County is also a part of MAG, as well as Phoenix. We have a great need for public transportation out here.

- ▶ On behalf of Valley Partnership and its 380 Company Partners and almost 2,000 members, please accept this letter as an expression of our support of the Maricopa Association of Government Draft Fiscal Year 2017-2021 Transportation Improvement Program (TIP).
- ▶ We want to offer a special thank you for including the freeway design and right of way for SR-30 in this plan. This is Valley Partnership's top state route project for the next five years and will allow the movement of traffic and commerce in a more efficient manner and development in a responsible manner.
- ▶ The completion of the Loop 202 in 2019 will complete the Southeast Valley and Downtown Central Business District traffic balance and the timely completion of SR-30 will help relieve the congestion on I-10 for the West Valley.
- ▶ There were things promised to us when the tax was voted in, in Prop 400. The I-10 west capital alignment, you're going to have a lot of people giving you static about it because it got delayed.
- ▶ If you live in Phoenix, you get 15-minute service and you can take buses up until ten, eleven o'clock. You live in Glendale or some of the other cities and don't catch your second bus by nine o'clock you get stranded.
- ▶ There are some parts in this town where there were routes in Avondale and Surprise and Northwest Valley that were taken away due to the recession. However, there are parts in this town that do need bus service. And it's not being properly accommodated.
- ▶ There are parts where the routes need to be improved. Litchfield Road and Camelback Road were part of the Regional Transportation Plan back in the day and they've been on hold forever.
- ▶ There's a real problem in Surprise, and I'm very frustrated, even before I got on the city council, we have a population of 130,000-plus, and all we really have is Dial-A-Ride.
- ▶ We have approximately 187,000 thousand people that live in Sun City, Sun City West, and Surprise with absolutely no services whatsoever.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was signed into law on December 4, 2015. The new enabling legislation, Fixing America's Surface Transportation Act, or "FAST Act," continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

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

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

guide the MAG public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, page 6*). The MAG Public Participation Plan sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2016 Mid-Phase Input Opportunity was conducted from March through May, 2016. The Mid-Phase process provides for input on initial plan analysis for the Draft TIP, Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan, and includes a public hearing/meeting on regional transportation issues. The purpose of this document, the *FY 2016 Mid Phase Input Opportunity Report*, is to provide information about the outreach conducted during this phase and to summarize the results of the input received.

The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis. The results of the Final Phase Input Opportunity will be included in the *FY 2016 Final Phase Input Opportunity Report*. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC). During this phase, all comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 hours.

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (SHIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined. (*See page 6.*)

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with SAFETEA-LU guidelines for metropolitan transportation planning. This plan also conforms to guidelines delineated in FAST Act.

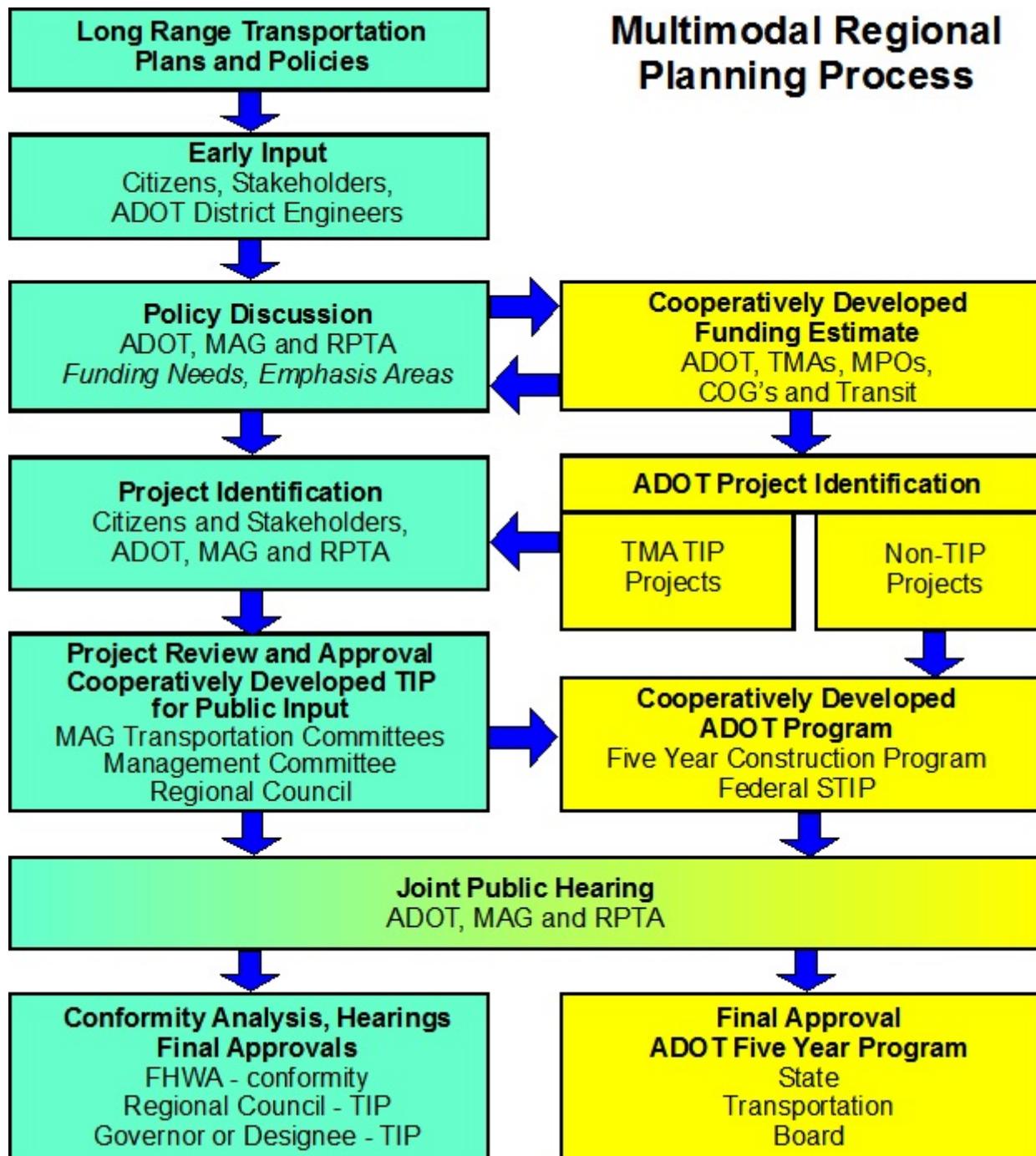


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * **TMA:** Transportation Management Area
- * **FHWA:** Federal Highway Administration
- * **RPTA:** Regional Public Transportation Authority
- * **COG:** Council of Governments
- * **MPO:** Metropolitan Planning Organization

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

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

Table 2: Casa Grande Resolves

PUBLICITY

The public was informed of Mid-Phase public involvement events through a variety of methods. The public meeting was announced with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic* and *La Voz* publications. A postcard notice was also sent to approximately 20 regional libraries throughout the Valley. Each library was sent 20 postcards. MAG was also part of several other events that were advertised in newspapers across the Valley.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of meetings/presentations/events. Activities included:

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations. During these interactions, all comments/suggestions/questions are responded to at the time of the interaction or within 48 hours.
- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Partnership in special events including MAG, ADOIT, Valley Metro, and METRO, where and when possible. All comments/suggestions/questions received during these special events are responded to on-site or within 48 hours.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site at www.azmag.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to lgmaiz@azmag.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities that make up its membership.

II. COMMITTEE/PUBLIC MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section is organized by meeting/event location and includes written and oral comments received during the Mid-Phase input opportunity. In some cases, comments listed below are summarized and not taken verbatim.

COMMENTS RECEIVED DURING THE MAG REGIONAL COUNCIL MEETING ON WEDNESDAY, MARCH 23, 2016.

Comment by John Rusinek, Valley Resident

Comment: Mr. John Rusinek stated that his problem was with the one-inch gravel driveway next door. He noted that one-half inch gravel has now been installed on the driveway, and it looks nice, but he is worried it will spread out. Mr. Rusinek stated that City of Phoenix staff said it cannot be laid more than one-and-one-half inches or it will move. He said that the specifications should be standardized. Mr. Rusinek remarked that he was in limbo -- if the gravel moves it will not work.

Response: These citizen comments on the driveway improvements are under the jurisdiction of the City of Phoenix.

Comments by Dianne Barker, Valley resident

Comment: Ms. Dianne Barker stated that she sees cars violating intersections and more needs to be done to protect the safety of people in the intersections.

Response: The comment by Ms Barker on "cars violating intersections" appears to be highlighting her observation of pedestrian right-of-way at intersection crosswalks being violated by motorists, thus creating an unsafe condition for pedestrians at intersections. While this unsafe condition does occur at intersections, crash statistics for the MAG region indicate that the greater risk of injury or death to pedestrians occurs at mid-block locations. The unsafe condition observed by Ms Barker is addressable through local agency programs that involve increased enforcement and educational programs that target both drivers and pedestrians.

MAG conducts Road Safety Assessments (RSAs) at intersections with high crash risk for motorists as well as risk to pedestrians and bicyclists. The recommendations from RSAs are provided to local agencies for implementation.

MAG also has incorporated safety considerations during the programming of funds for new road projects, thus encouraging the addition of safety features to all road projects.

Comment: Ms. Dianne Barker stated that standards for dust control are needed across the entire county; if alternatives are offered, a person will pay a fee and get off the hook for a violation. Ms. Barker stated that people need to be protected from pollution and particulates. She stated that there is a large empty lot at the Public Market and the gravel where people park has separated.

Response: The Maricopa County Air Quality Department is responsible for enforcing Maricopa County Rule 310 (Fugitive Dust) and Rule 310.01 (Fugitive Dust from Open Areas, Vacant Lots, Unpaved Parking Lots and Unpaved Roadways). These rules apply across Maricopa County.

Comment by Marvin Rochelle, Valley resident

Comment: Mr. Marvin Rochelle stated that work needs to be done so that EPA restrictions do not cause the Tesla facility and Ford and Chrysler proving grounds in the Wickenburg area to close down. Mr. Rochelle stated that a variance is needed to keep those industries here.

Response: Under the Clean Air Act, new and modified major sources in an ozone nonattainment area are subject to reducing emissions through "offsets" to compensate for proposed emissions increases.

COMMENTS RECEIVED DURING THE MAG MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, APRIL 13, 2016.

Comments by John Rusinek, Valley Resident

Comment: Mr. John Rusinek stated that the driveway next to his house has been surfaced three times since 2012, all of them wrong. Mr. Rusinek said that according to the manufacturer the gravel will not settle properly if it is more than 1.5 inches thick and the gravel on the driveway next door is two inches thick. He asked if the City should get rid of people because they are not doing their job right. He also wondered if it was because the owner of the property owns 17 houses in the Valley and expects the City to go along.

Response: These citizen comments on the driveway improvements are under the jurisdiction of the City of Phoenix.

Comments by Dianne Barker, Valley resident

Comment: Ms. Dianne Barker stated that bicycles are supposed to be part of the multimodal plan. She stated that a rider can make good progress riding along the canal path. She rode her bicycle along the canal to the light rail station at 24th Street and she suggested that the station needs to be kept clean.

Response: MAG continues to look for opportunities to strengthen connectivity between modes, and utilization of our region's canal network is a valuable asset. Concerns regarding the condition of our transit facilities are appreciated, and the observations regarding the 24th Street facility will be forwarded onto Valley Metro.

COMMENTS RECEIVED DURING THE MID PHASE PUBLIC HEARING ON WEDNESDAY, APRIL 27, 2016.

Comments by Howard May, Valley resident

Comment: Mr. Howard May stated that there were things promised to us when the tax was voted in, in Prop 400. The I-10 west capital alignment, you're going to have a lot of people giving you static about it because it got delayed. There should be, until it's built, some short of short-term solution like a bidirectional RAPID or, kind of, like a LINK bus to subsidize that part of the city.

Response: In January 2016, the Phoenix City Council, based on the recommendation from the Citizens Transportation Commission, voted to support phasing the 11-mile Capitol/I-10 West Light Rail Transit extension project with the first phase terminating near the State Capitol in 2023. The second phase extending from the State Capitol to 79th Ave park-and-ride was recommended to be deferred to 2030. Valley Metro is reviewing these recommendations and will work with city of Phoenix and the West Valley community to explore options to accelerate the project to address the increasing mobility needs in the area. Recognizing that big projects like Capitol/I-10 West require extensive partnerships with federal, regional and local stakeholders, Valley Metro is currently pursuing the completion of the environmental assessment document for the entire 11-mile corridor to allow for future funding opportunities. Moreover, Valley Metro is partnering with City of Phoenix to advance other transit improvements in the West Valley area such as the Thomas Road bus rapid transit project, as well as enhanced local bus services to address transportation challenges.

Comment: Mr. Howard May stated that if you live in Phoenix, you get 15-minute service and you can take buses up until ten, eleven o'clock. You live in Glendale or some of the other cities and don't catch your second bus by nine o'clock you get stranded.

Response: The passage of the Proposition 104 (Transportation 2050), Phoenix voters approved a 35-year citywide transportation plan to expand transit service and address street improvements. As part of this initiative, improved frequency and service operation for local bus service was a key goal. While the city of Phoenix begins implementation of improved transit service, opportunities to enhance regional service and connectivity will continue to be sought.

Comment: Mr. Howard May stated that there are some parts in this town where there were routes in Avondale and Surprise and Northwest Valley that were taken away due to the recession. However, there are parts in this town that do need bus service. And it's not being properly accommodated. There are parts where the routes need to be improved. Litchfield Roads and Camelback Roads were part of RTP back in the day and they've been on hold forever.

Response: The Great Recession resulted in the deferral of many "Prop 400" projects across the region and projections maintain a long-term revenue shortfall in the Transit Life Cycle Program. Valley Metro continues to work collaboratively with city transit staff to identify service improvements that can be implemented within the next two years as well as to review potential future improvements that could be recommended for regional funding in the future.

Comments by Councilman Roland Winters, City of Surprise District 1 and Valley resident

Comment: Councilman Roland Winters stated that there's a real problem in Surprise, and I'm very frustrated, even before I got on the council, we have a population of 130,000-plus, and all we really have is Dial-A-Ride. Not that I'm unhappy with Dial-A-Ride, I think Dial-A-Ride is good and I'm glad we have it. But it's not enough. And I'd like to see a bus through our city that has fixed bus route stops at a fixed time. And it's not fair to our residents not to have some kind of transportation.

Response: As noted, the city of Surprise has provided additional dollars for Dial-a-Ride services. In regards to regional transit connectivity, Valley Metro has been working with city of Surprise staff in regards to route extensions to the city, including those identified in the MAG Northwest Valley Local Transit System Study. The aforementioned data sources and feedback from Surprise staff has helped us populate our five-year Short Range Transit Program, or SRTP. The Short Range Transit Program identifies a few local bus routes extension options, routes 170 and 138. While the Great Recession resulted in the deferral of many "Prop 400" projects across the region, MAG is preparing to rebalance the regional freeway and highway program this summer in response to a projected surplus for that program.

Comments by Sharon Heftick, Valley resident

Comment: We have approximately 187,000 thousand people that live in Sun City, Sun City West, and Surprise with absolutely no services whatsoever. So in dealing with these issues for us, it's very important for you to realize that I watch the bus stop at 83rd and 101 and make loops and go back. I watch the bus stop at Banner and Boswell, make a loop and go back. It's six miles to the Del Webb Hospital. It's six miles from either direction from either one Banner Boswell or from the Arrowhead shopping mall. It doesn't take anything to complete the route. And once we got that route in of any kind where we had it coming down either Bell or Grand, we would be able to completely continue to do these services inside Sun City West and Sun City, which now we're having to do both pieces.

Response: Valley Metro has been working with our partners to understand the extent of transit service gaps throughout the region, including in Sun City, Sun City West and Surprise. Recently, Valley Metro has been working with the city of Surprise to analyze and better understand the cost of extending routes further into the Northwest Valley. Additional efforts will also need to be coordinated with Maricopa County regarding service extensions through unincorporated areas.

III. PUBLIC HEARING TRANSCRIPT AND AGENDA



AGENDA

MID-PHASE PUBLIC HEARING

Wednesday, April 27, 2016

10:00 a.m.

302 N. 1st Avenue, Second Floor, Ironwood Room

I. INTRODUCTION

- MAG Transportation Director Eric Anderson

II. PRESENTATION OF PROGRAM

- Draft FY 2017-2021 MAG Transportation Improvement Program (listing of projects) and Draft FY 2016 Transit Program of Projects.
- Amendment to the 2035 Regional Transportation Plan.
- Overview of the operational aspects of the Draft FY 2017-2021 MAG Transportation Improvement Program (listing of projects) and Draft FY 2016 Transit Program of Projects.

III. PUBLIC COMMENT

- Public meeting attendees will be provided an opportunity to comment on the Mid-Phase Transportation Planning that includes the Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan.

IV. ADJOURN

MID-PHASE PUBLIC HEARING

Wednesday, April 27, 2016

10:00 a.m.

302 N. 1st Avenue, Second Floor, Ironwood Room

MR. CHAIRMAN: I'd like to call this meeting to order. Thank you all for being here. I'm Eric Anderson, Transportation Director for the Maricopa Association of Governments. I'll also be chairing this public hearing today.

I want to thank you for taking the time to attend this hearing. Those driving to the meeting, we'll validate your parking, if you parked in the garage downstairs. And those using transit we have transit tickets available, too, so just contact one of the MAG staff and they'll accommodate you.

This public hearing is just one of many opportunities throughout the planning and programming cycle to provide comments to MAG on our plans and programs. This is our opportunity to listen.

We're interested in hearing what you have to say regarding the Valley's transportation system. Those who wish to comment will have three minutes to express their concerns on any issues related to transportation in the Valley.

Any comments received here today will be recorded verbatim by the court reporter, and staff will provide written responses to comments. The

comments and responses will be included in the fiscal year 2016 MAG Mid-Phase Input Opportunity Report. This report will be distributed to all the MAG policy committees and ADOT for review prior to taking action -- final action on our plans and programs.

Next I'd like the other members of the panel to introduce themselves. Let's go from left to right.

MS. SPEAKER: Hi, my name is Amy St. Peter, and I work here at the Maricopa Association of Governments.

MR. SPEAKER: I'm Dennis Smith with MAG.

MR. SPEAKER: I'm Roger Herzog, Maricopa Association of Governments.

MR. SPEAKER: Robert Forrest with Valley Metro.

MR. SPEAKER: Kwisung Kang, ADOT, Multimodal Planning Division

MR. CHAIRMAN: And hopefully Mr. Ken Kessler from safety and transit will join us in a bit. Thank you.

I'd like to quickly go over the agenda for

today. First, we'll have some brief presentations to be given by MAG staff and an operational update from Valley Metro.

Following these presentations we will take public comment on the information presented today after which we will adjourn.

For those of you who are wanting to make comments on the material presented today, a speaker's request form is available from MAG staff at the registration table over there by the back door. Please complete this form so we are able to give everyone an opportunity to speak. As you come up to the podium, please state the following information for the formal record: your name and the city in which you live.

So we're going to go on to the presentations now. The first one is on the MAG Transportation Improvement Program. Ms. Teri Kennedy.

MS. KENNEDY: Thank you and good morning. My name is Teri Kennedy, I'm the Transportation Improvement Program Manager here at MAG.

And a little bit about MAG, we are made up of

regional towns, cities, counties, and tribal members in Maricopa County and portions of Pinal County. This is just an overview of our planning region. We specialize in regional aspects of regional transportation and air quality and other items.

So a little bit before we get started about what's in the TIP, I'm going to include what's not in the TIP. And what's not in the TIP are things like planning projects and especially local roadway projects. Again, we concentrate on areas of regional significance for projects.

And what is included in the plan are a five-year program, so it's all the listing of capital improvement projects that you'll see for transportation over a five-year period. And it does include all regionally significant projects.

And development and implementation of the plan is including FHWA, Federal Highway Administration, Federal Transit Administration, Arizona Department of Transportation, our member agencies, and also members of the public that develop transportation projects that are regionally significant. It also includes elements that

demonstrate a financial plan on how we can implement those projects in the Transportation Improvement Program.

The TIP that we're developing right now is developed building upon the Regional Transportation Plan that's in place, the TIP that's in place and many of the plans and policies and programs that are developed regionally and locally.

And this is very important because the information that we collect and include in the TIP is also supplied to us from our member agencies and those of the public.

So a bit about the data, it's really provided to us by members of the public and our local agencies who develop those projects to be included in the plan. So in our listings, again, I said regionally significant projects and those are federally funded or locally funded projects.

In the Maricopa County area of the MAG planning boundary, we do have half-cent sales tax that also helps us fund these projects, and it's allocated to transit, freeways, and our arterial roadway projects.

Included in the Transportation Improvement Plan are three life cycle programs, and they come up with a blended funding of federal funds and that half-cent sales tax and local funds. And each one of these programs is a twenty-year program and concludes in 2026.

Also included in the Transportation Improvement Program is the Federal Transit Administration 5307 program. And what that is, is our general public transit capital improvement program. And that currently is being reviewed at our Transit Committee and that's coming up on May 17th, so many of the projects will be recommended at that committee and move forward.

And at the conclusion of developing the program of projects, it will be applied to a grant administration process. 2016 and 2017 will also be included in the TIP listings for review.

How the program of projects is developed is 25 percent of the funds are immediately taken off the allocation to help fund preventative maintenance aspects of the capital program for transit. We also fund job access and reverse commute eligible

activities out of the program. And we fund the transit life cycle capital projects. So this would be the bus expansion and bus replacement projects.

And then with the funding that's left over, there is a competitive application process to fund those aspects of the transit system for unmet needs.

Also included in the Transportation Improvement Program are the modal types of specific projects such as bicycle and pedestrian projects, intelligent transportation system projects, and our air quality program that includes paving of unpaved dirt roads, PM-10 certified street sweepers and regional Rideshare and other elements.

Quantity of programs, we currently have just over 600 individual projects and work phases. And when programming completes for the full TIP, we expect to approach 1,500 to 2,000 work phases and projects to be included in the TIP.

For a little bit more about the TIP listing data, you'll see one to five work phases typically programmed for each project and more detail with included in the TIP listings that gives you an idea of when the project will be underway, the type of

funding, and if it belongs to an Arterial Life Cycle, Regional Freeway Life Cycle, or Transit Life Cycle program.

Total funding right now for the TIP is 5.3 billion in our draft TIP. And this gives you an idea of the percentage of funding by program, overview of the transit and bus program by source, and we have a large federal funding allocation for both bus and rail. Regional funds much of the program with local support on our capital transit program.

Highway funding gives you an idea of the percentages by regional, local and federal funds, and highway projects are categorized on the right-hand side. They include freeway interchanges, ITS, safety projects, street, and street intersection projects, air quality projects, bike/ped projects, bridge projects, and then some of the other projects that help support those systems and they're categorized as other. We also allocate a percentage of the highway funds over to transit and that goes into the rail program.

So some of the next steps for the development of the TIP is we will send a listing of projects to

undergo air quality conformity. We'll finish up our transit programming and some of the other program areas that are still underway. We'll have a full published listing of all the TIP listing projects. And we'll have a final phase public meeting on June 7th.

And the committees will review and recommend for approval the draft 2017 to '21 TIP. At the conclusion of that, it is submitted to Federal Highway, Federal Transit Administration, Arizona Department of Transportation for their final review.

And if you'd like a little bit more information, we do have Website information on the development of the TIP and everything else you'll see here today. Thank you again for attending.

MR. CHAIRMAN: Thank you, Teri. Next presentation, Marc Pearsall is a planner here at MAG. He is going to present the amendment to the 2035 Regional Transportation Plan.

MR. PEARSALL: Thank you, chair, and members of the public. As Eric mentioned, these are regarding changes to the regionally significant projects within the draft 2017 to 2021 TIP and an

amendment to the FY-2014 and 2018 MAG TIP and 2035 Regional Transportation Plan.

As per the presentation, this is specifically focusing on the revised opening dates for rail transit projects within that draft TIP and the 2035 Regional Transportation Plan.

Specifically, there are four rail transit corridors, light rail transit corridors, that our friends at Valley Metro and City of Phoenix have been working on for quite some time and an addition of a new light rail station at 50th Street.

As you can see on the map here, most of them include advancements or accelerations in opening dates. I'll go from top to left to bottom to the right, counterclockwise.

You'll see the Northwest extension going from 2026 to 2023. The capital I-10 west project has been split into two phases. The original opening date for phase one stands from downtown Phoenix to the State Capitol with -- 19th Avenue to State Capitol to 79th Avenue and I-10 deferred to 2030.

The South Mountain corridor light rail system line will be advanced to 2023 from its original date

of 2034. The Tempe streetcar project will have a deferment of one year till 2019. And then the 50th Street light rail station will open in 2019. This just gives you a little bit further information on each corridor.

These corridor project changes come from the City of Phoenix's successful Proposition 104 from August of 2015. I apologize. I should have had this on for our friends in the audience. Okay.

Northwest light rail extension Phase II. This was a result -- this advancement was a result of the January 26, 2016 Phoenix City Council vote to advance that acceleration to 2023 from 2026.

As you may have all heard, the Northwest extension one project opened earlier this month to break fanfare at 19th Avenue and Dunlap.

This would come on the heels of that. This 1.7-mile extension would go further to the northwest, expand Interstate 17 and tie in with Metrocenter Mall.

The South Central line, again it's a five-mile corridor that's been under study for some time. Due to that same City Council vote, the line will be accelerated from 2034 -- excuse me. The graph in the

lower left section is wrong. The dates are wrong. It was my mistake. It's being accelerated from 2034 to 2023, an eleven-year advancement. Your handout sheet also shows the correct dates.

Capital I-10 west light rail extension, this project is being split into two phases. Phase I, as I mentioned before, stands with a 2023 opening date from downtown to the State Capitol campus. And then from 19th Avenue to 75th Avenue and I-10 park-and-ride, that will be deferred -- that 9.5-mile section will be deferred till 2030.

Tempe streetcar, this project is being deferred by one year specifically to more closely align with the Federal Transit Administration's funding allocation schedule as well as project delivery and vehicle procurement.

So look for the opening of that project, that three-mile project in 2019. And the last one is the 50th Street light rail station at Washington and 50th Street. This is an important station because this actually helps serve the east Phoenix neighborhood, specifically the Ability360 facility. The businesses and restaurants have really, kind of, blossomed there

east of the 202, the post office. And, again, it provides access to an area that previously did not have a light rail station.

That concludes my presentation, and I appreciate your time. Thank you.

MR. CHAIRMAN: Thank you, Marc.

Our final presentation today is an overview of the operational aspects of the TIP from Valley Metro's perspective on the bus side. Jorge Luna is here from Valley Metro to do this presentation.

MR. LUNA: Good morning, everyone. My name is Jorge Luna. And I'll be giving you an overview of the program of bus and fixed route alternative mode programs that Valley Metro has to offer. And Marc covered the light rail component, and I'll be covering the other aspects of our program.

So with that, we'll go with overall -- the overview of presentation is we'll talk about partnerships, highlight our work on the short-range transit program, upcoming service changes, recently completed origin and destination survey and some travel-demand management or vanpool programs that also Valley Metro has to offer, and then an overview of the

ADA Dial-A-Ride service improvements that's scheduled for July of this year.

So with that, overall these are the different partners that work with Valley Metro. We cannot implement service without the partnership and support of our member agencies.

We cover a vast amount of area from the northwest Valley to the southwest Valley from the northeast to the southeast Valley.

And that area is covered by transit service, so we have fixed-route service, EXPRESS, commuter service. We have also neighborhood circulators crisscrossing the different parts of the Valley to provide service.

And that area or that network is supported by bus stops, transit centers, transit facilities, park-and-rides, maintenance facilities to support the overall network for the entire system.

Beyond that, of course, Valley Metro also does travel-demand management which is vanpool, share-the-ride, bike to work, and telecommute programs as well. And at the bottom you see some of the different snapshots of pictures of different facilities that are

out there, different modes, different services that are provided in the region.

We have examples of transit centers or park-and-rides, light rail, the Mobility Center, maintenance facilities, so that's what we use to support the network out in the region.

So with that, highlighting the short-range transit program, this is an effort that we've -- this is the second update for this -- this is the -- yeah, year for the second update that we've had so far. We've been working to identify regionally and locally funded service enhancements for the next five years in partnership with our member agencies.

And this effort builds on current and previous and ongoing Valley Metro efforts. It's in accordance with transit life cycle program adopted policies, and it's based on input from member agencies, Valley Metro staff, and the intent is to update the plan every two years, but we've been doing it, at least right now, now every year.

So what are the concepts or the proposed concepts in the short-range transit program? They cover different items such as cost allocation, route

extensions, service enhancements, span of service improvements, route modifications, new service, and optimization of the network, so that's just an overview of the work that we've been doing with our member agencies for the next five years.

Now that, of course, we have -- that's, sort of, like a five-year outlook that we've been working on, but at the same time we have biannual service changes and this occur in April and October of each year.

We continue working on expanding and improving the system, looking for efficiencies and optimization and effectiveness. And at the same time this is for your input on the regional coordination of public input to get services out where they are needed.

This is just a map in the next slide that I'm presenting here, a map of the proposed October 2016 service changes.

And some of the highlights, right now, of course, we are going through the public input process and please visit the Valley Metro Website to provide comment on the proposed changes, but these are just

some of the proposals out there where we've been working with Phoenix to expand service hours, improve frequency, adding trips to certain routes, modifying routes slightly to different catchment areas, consolidate routes to improve efficiency and at times scale back frequency to make sure that we're being effective in the resources that are being applied out in the region.

Beyond the biannual service changes, of course that was proposed for October, but beyond that were to continuing planning for the future in partnerships with, of course, the public and our member agencies working to implement Proposition 400, the remaining years of Prop 400, working to also -- with local cities in their individual initiatives such as the Phoenix T2050 plan and Tempe In Motion plan, and, of course, any locally funded improvements that may come from the general fund from individual members and member cities. So we continue to work and coordinate to provide and enhance service.

Also to highlight, we've recently completed an origin and destination survey. There was about 22,000 surveys that were completed. It's very rich

information. We got a lot of unique feedback and information from the public as to who is riding the system, who comprises the system.

And this information feeds not only our analysis purposes, but it also feeds the MAG regional travel demand model at the same time, so this something that we recently completed, and it was presented before our board earlier this year.

Next on the list is talking a little bit about vanpool. Vanpool is just an electable service for commuters going to and from work. It's a van for six to fifteen people. We have primary volunteer -- primary alternate drivers. It is a form of public transportation and the Rideshare and the cost. The payers fund the rides for the lease and fuel of the vehicle, and it's approximately a \$25 fee per person per week to participate in this commuter service program.

Actively right now, we have 455 vans that range in different city capacities. They have AC, they have remote control windows, tinted windows, they're full size vans.

We recently got new ones from, I think,

they're called Ford Connect. And they are pretty neat, efficient, and they have bike racks, if requested at the same time, so this is a commuter service beyond the fixed -route system that's out there.

One very neat thing to highlight is the regional Dial-A-Ride. Beginning in July, Valley Metro will implement consistent policies and procedures and the elimination of transfers between the Dial-A-Ride service areas. And this recently got approved, and we're working hard for the implementation date of July of this year.

So that is a really neat effort in partnership and in coordination, of course, with the public and our member agencies for a seamless service throughout the region in Dial-A-Ride.

So lastly just to highlight some of the, you know, benefits of transit, all modes of transit and transportation. Of course, the economic development creates jobs, provides job access. It provides economic competitive for the region. It provides environmental benefits, reduces congestion and energy conservation, cleaner air, and at the same time

provides social benefits, mobility independence, and quality of life.

So with that this concludes my presentation of the overview of the bus program so far. And thank you for your time.

MR. CHAIRMAN: Thank you, Jorge, really appreciate that presentation. As Wendi Miller walks out the door, she was -- I failed to introduce her as the Representative of City of Phoenix Transit.

Now we have Ken Kessler here. So, Ken, thank you for joining us.

MR. KESSLER: Sure.

MR. CHAIRMAN: So that everyone can go, we are moving to the public comment portion of the hearing now. So that everyone has time to speak, we're requesting that you limit your comments to three minutes. A timer is on the podium to assist you in making your presentation. When two minutes have gone by, the yellow light will come on notifying the speaker that they have one minute remaining to sum up their comment. At the end of the three-minute time period, the red light will come up followed by a beeping sound.

So let's begin with our first member of the public. I have three speaker cards. The first one I have is Howard May. Howard.

MR. MAY: Good afternoon. Some of you know me, some of you do not. This is my first time at this particular meeting. People from Phoenix and Valley Metro, see me all the time, but I'm happy about the things coming from Phoenix including the 50th Street station for light rail.

However, there were things promised to us when the tax was voted in, in Prop 400. The I-10 west capital alignment, you're going to have a lot of people giving you static about it because it got delayed. There should be, until it's built, some short of short-term solution like a bidirectional RAPID or, kind of, like a LINK bus to subsidize that part of the city.

If you live in Phoenix, you get 15-minute service and you can take buses up until ten, eleven o'clock. You live in Glendale or some of the other cities and don't catch your second bus by nine o'clock you get stranded.

There are some parts in this town where there

were routes in Avondale and Surprise and Northwest Valley that were taken away due to the recession. However, there are parts in this town that do need bus service. And it's not being properly accommodated.

Some of the things I know one of the councilmembers from Phoenix he lost a bus route. It was a regular bus route. It used to be the blue line and now it's -- went to the 39, now it's nothing. And he has to wait for his portion of the light rail for northeast valley.

But there are parts where the routes need to be improved. Litchfield Roads and Camelback Roads were part of RTP back in the day and they've been on hold forever. Thank you.

MR. CHAIRMAN: Thank you, Mr. May, appreciate those comments. The next speaker card I have is Councilman Roland Winters.

MR. WINTERS: Morning. Thanks very much for the opportunity to speak before you folks. My name is Roland Winters. I'm a Councilman for the City of Surprise.

And I was disappointed when I got a map of MAG and look at the Valley Metro look real close to

the upper left toward the edge, we just barely made it on the map. The map's not there now.

But, anyway, we have a real problem in Surprise, and I'm very frustrated, even before I got on the council, we have population of 130,000-plus, and all we really have is Dial-A-Ride.

Not that I'm unhappy with Dial-A-Ride, I think Dial-A-Ride is good and I'm glad we have it. But it's not enough. And I'd like to see a bus through our city that has fixed bus route stops at a fixed time.

Every fiscal year, I go to my colleagues on the council, and they know what I'm there for, I'm there for more money for Dial-A-Ride. And they're getting sick and tired of seeing me coming to talk to them.

However, this year we'll be able to get twenty more rides and that helps when my constituents call me when they can't get a ride. And I'm not just talking about people that are disabled or elderly. I'm talking about our general population.

I'm in District 1, which is the largest district in Surprise. And for that 15-year-old kid a

bike ride to the Digiplex theater, which is on the other side of the city, is a long bike ride for him. And it's not fair to our residents not to have some kind of transportation.

I was in Orange County, California, for 35 years before I came to Arizona, and I would always brag about a bus only coming once every half hour.

If I had that once every half hour now, I'd be in happy heaven somewhere, but we don't. And we have to work with what we've got.

Our folks in Surprise are wondering where our share of the 400 proposition money went. I believe in 2009 you guys reallocated the money. MAG reallocated the money, so we don't have anything.

Unfortunately, sometimes when people talk about transportation, they're talking about bridges and roads not transit. And I think transit is just as important as roads and bridges. So I hope before I meet my maker we'll have some kind of transportation in Surprise.

Like I said, our Dial-A-Ride seems good. I'm really happy with Valley Metro. They do a good service there providing it with our Discount Cab

company. But, like I said, sometimes you have to call fourteen days in advance to get a ride.

It's gotten a little better now since we're able to get a few more rides on our transit system. I'm very hopeful that we'll be able to see some kind of bus system in Surprise. I know we're, like people say, you're way out there. Some day will not be way out there. We'll be a lot closer. But hopefully, we hope to get some transportation out there soon. Thanks very much for your time. I appreciate it.

MR. CHAIRMAN: Thank you very much. The next speaker card I have is Sharon Heftick.

MS. HEFTICK: Good morning. I'm representing the Northwest Valley Connect. My name is Sharon Heftick and I live in Sun City West. And I'm going to, kind of, go on the same information that Roland also presented.

We have approximately 187,000 thousand people that live in Sun City, Sun City West, and Surprise with absolutely no services whatsoever.

We have a mobility manager, federal mobility manager now, that is with Northwest Valley Connect we support. And the Northwest Valley Connect is

connecting seniors with disabilities with existing transportation services and identifies and resolves the gaps and services where they exist in our communities.

So we -- I brought you one of their -- our flyers, and in the back it shows the number of calls that we get to the call centers. We developed our own call center. This is 501(c)(3) that we've actually -- are now supporting.

This particular graph will show you that over 90 percent of the trips are either medical or shopping. We have them all the way from Mesa actually calling to the call center in Sun City West because there are that many people that don't know how to find services.

We have -- my daughter lives in New Jersey and mom can't drive, so how-do-I-get-her-to-the-doctor calls, those kind of things. We actually work with Sun Health Foundation.

So in dealing with these issues for us, it's very important for you to realize that I watch the bus stop at 83rd and 101 and make loops and go back. I watch the bus stop at Banner and Boswell, make a loop

and go back.

It's six miles to the Del Webb Hospital. It's six miles from either direction from either one Banner Boswell or from the Arrowhead shopping mall. It doesn't take anything to complete the route.

And once we got that route in of any kind where we had it coming down either Bell or Grand, we would be able to completely continue to do these services inside Sun City West and Sun City, which now we're having to do both pieces. Thank you for your time.

MR. CHAIRMAN: Thank you very much. I appreciate your comments.

MS. SPEAKER: Would you like a copy of this?

MR. CHAIRMAN: Yes please. Thank you. Okay. That's the last card I have. Anybody else care to speak? Thank you all very much for coming and providing us your input. Thank you to ADOT, City of Phoenix, Valley Metro for joining us here today, and for your presentations.

For those of you providing input today, your comments will be included in the official record and

made part of our decision making process.

So thank you again. We hope to see you at
the next meeting. Thank you.

(Hearing adjourned at 10:38 a.m.)

STATE OF ARIZONA)
)
)
COUNTY OF MARICOPA)

I HEREBY CERTIFY that the foregoing transcript of the Public Hearing was taken before me; that I was then and there a Notary Public in and for the State of Arizona; and that the 28 foregoing pages contain a full, true, accurate transcript of the hearing held and transcribed to the best of my skill and ability.

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

DATED at Phoenix, Arizona, this 5th day of May 2016

/s/ Toni M. Gehm
Toni M. Gehm, Notary Public
State of Arizona, Maricopa County
My Commission Expires: February 11, 2019
Commission No. 184900

**IV. APPENDIX A.
PUBLICITY MATERIAL**

MID-PHASE TRANSPORTATION PLANNING PUBLIC HEARING

Wednesday, April 27, 2016

Open House: 9:30 a.m.

Public Hearing: 10:00 a.m.

MAG Offices, Ironwood Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan. The purpose of the meeting is to receive public comments regarding these documents and the future of transportation in the MAG area. An informational open house will begin at 9:30 a.m. where participants can review displays and discuss planning efforts with staff. Formal presentations will begin at 10:00 a.m. followed by an opportunity for public comment.

The draft documents are available for review at the MAG Offices, 302 N. 1st Avenue, Suite 300, Phoenix, AZ 85003, from 8:00 a.m. to 5:00 p.m., Monday through Friday. They are also available on the MAG website at <http://azmag.gov/rtp>. Public comments are welcomed at the hearing or may be submitted in writing via e-mail or direct mail by 5:00 p.m., May 5, 2016. Comments received will be submitted to MAG policy committees for review and consideration. For disability or special accommodations, or to submit comments, contact Leila Gamiz, (602) 254-6300, lgamiz@azmag.gov.

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects*, and amendment to the *2035 Regional Transportation Plan*. The purpose of the hearing is to receive public comments. Draft documents are available on the MAG website at <http://azmag.gov/RTP>.

Public comments are welcomed at the hearing, or may be submitted in writing via e-mail or direct mail by 5:00 p.m., May 5, 2016. Comments received will be submitted to MAG policy committees for review and consideration. For disability or special accommodations, or to submit comments, contact Leila Gamiz, (602) 254-6300, lgamiz@azmag.gov.

ON THE MOVE



PARTNERS IN PROGRESS

Mid Phase Public Hearing

Wednesday, April 27, 2016

Open House: 9:30 a.m.

Public Hearing: 10:00 a.m.

MAG Offices, Suite 200

Ironwood Room - second floor

302 North 1st Avenue, Phoenix

**Your participation is
encouraged and appreciated.**





302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

You're invited!

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects*, and amendment to the *2035 Regional Transportation Plan*. The purpose of the hearing is to receive public comments. Draft documents are available on the MAG website at <http://azmag.gov/RTP>.

Public comments are welcomed at the hearing, or may be submitted in writing via e-mail or direct mail by 5:00 p.m., May 5, 2016. Comments received will be submitted to MAG policy committees for review and consideration. For disability or special accommodations, or to submit comments, contact Leila Gamiz, (602) 254-6300, lgamiz@azmag.gov.

ON THE MOVE



PARTNERS IN PROGRESS

Mid Phase Public Hearing

Wednesday, April 27, 2016

Open House: 9:30 a.m.

Public Hearing: 10:00 a.m.

MAG Offices, Suite 200

Ironwood Room - second floor

302 North 1st Avenue, Phoenix

**Your participation is
encouraged and appreciated.**



¡Por favor, acompáñenos!

La Asociación de Gobiernos de Maricopa (MAG) realizara una audiencia pública acerca de los siguientes programas:

Anteproyecto del Programa de Mejoramiento de Transporte de MAG por los Años Fiscales

2017-2021 que incluirá una lista de proyectos, Anteproyecto de Programas y Proyectos de Transito del Año Fiscal 2016, y enmiendas al Plan de Transporte Regional 2035 de MAG. El propósito de la audiencia pública es para recibir comentarios del publico acerca a los cambios presentados en los documentos que están disponibles en el sitio web <http://azmag.gov/RTP>.



Audiencia Pública de la Fase Intermedia

Miércoles, 27 de abril 2016

Exposición: 9:30 a.m., Audiencia Publica: 10:00 a.m.

302 North 1st Avenue, Phoenix

Sala de Conferencias Ironwood – Segundo Piso

¡Animamos su participación y de antemano, le agradecemos!

Comentarios del público son bienvenidos en la audiencia o pueden ser sometidos por escrito por correo electrónico o directo antes de las 5:00 p.m. del día 5 de mayo 2016. Todos los comentarios recibidos serán presentados a los comités de política de MAG para revision y consideración. Para más información o para hacer arreglos de acomodaciones especiales, por favor llame a Leila Gamiz, especialista de alcance público al 602-254-6300 o por correo electrónico a lgamiz@azmag.gov.

**V. APPENDIX B.
CORRESPONDENCE RECEIVED DURING THE
MID-PHASE INPUT OPPORTUNITY**

April 22, 2016 (which just happens to be Earth Day)

TO: MAG Policy Committee via email to Leila Gamiz (lgamiz@azmag.gov)
RE: requested input for mid-phase hearing on 2035 RTP

I attended a MAG hearing a few years ago, representing the amateur astronomy community, and provided input on lighting ordinances and information about light pollution. I remain committed to that cause, and see that the proposed RTP says little about that.

In Chapter Six (Consultation on Environmental Mitigation and Resource Conservation) I read:

Specific topics of interest include: land use management, wildlife, natural resources, environmental protection, conservation, historic preservation, and potential environmental mitigation activities.

And that brings me to my main concern. Our dark night sky is seldom considered to be a natural resource, at least by the general public. Astronomers (professional and amateur) feel differently, and there is, as you know, a lot of astronomy going on in Arizona. Recent estimates quantify that as an economic impact of \$250 million annually, and the provision of 3,300 jobs.

In addition to astronomers many other groups share this interest in dark night skies: hikers and campers, outdoorsmen of all varieties, photographers, and casual backyard stargazers.

In Table 6-1 (Resource and Environmental Agencies) you list, among others, the National Park Service and the (AZ) State Parks Department. I know both are concerned about light pollution from my attendance at "astronomy night" events in both venues. Yet there is no language in the 2035 RTP that addresses the mitigation of light pollution.

The International Dark-Sky Association (IDA) is conspicuously absent from Table 6-1. They are the voice, both in Arizona and globally, for preserving the resource of dark night skies. If asked to become a Resource Agency, I know they'd be happy to participate.

Phoenix is embarking on a major upgrade program to their street and park luminaires. They've committed to switching from high-pressure sodium vapor (HPS) lamps (once the "approved solution" for municipal lighting) to the newer, more energy efficient, lower-maintenance LED lighting. I have provided feedback via online surveys recommending a lower color temperature for those luminaires. Fact: The bluer the light, the more atmospheric scattering, and the greater the light pollution. The IDA also recommends the use of lower color temperatures.

My specific input: Revise Chapter Six of the 2035 RTP to address the issue of lighting, as the construction of new roadways always requires new lighting. Let's make that the best lighting possible for dark sky enthusiasts. Requirements for vehicle and pedestrian safety can easily be met, fixture shielding requirements are already specified by ARS 49-7, but there is so much more that can be done. Perhaps invite IDA to serve as a Resource and Environmental Agency.

Thank you for considering my input. I appreciate the opportunity to be heard.

Dan Heim

President

Desert Foothills Astronomy Club (member society of the IDA)

www.dfacaz.org

48412 N. Black Canyon HWY, #299

New River, AZ 85087

623.465.7307

dan@heimhenge.com

From: Leila Gamiz
To: "dlewisphd@gmail.com"
Bcc: [Audra Koester Thomas](#); [Marc Pearsall](#)
Subject: FW: Email From MAG Website
Date: Tuesday, May 03, 2016 3:51:00 PM
Attachments:

Ms. Lewis,

We appreciate the comment and your support for high capacity transit options to serve the Northeast Phoenix area. In coordination with the city of Phoenix, Valley Metro will begin a feasibility study this summer to assess opportunities and constraints in connecting the existing light rail system to the Paradise Valley mall area through two potential corridor options. The feasibility study will inform a future detailed study that will begin in 2024 followed by project design (2026-2029) and construction (2029-2034).

For your reference, your comment and this response will be included in the FY 2016 Mid-Phase Input Opportunity Report. Again, thank you for taking the time to comment.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov



From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Thursday, April 28, 2016 10:30 AM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Leila Gamiz

Name of Sender: Deborah Lewis
Email Address: dlewisphd@gmail.com
Organization:
City/State: Phoenix, AZ
Phone: 6027996281

Sent: 4/28/2016 10:30:27 AM

I want the timeline of the northeast section of the rail moved up to 2020. All the existing sections are moving west and downtown. The northeast section to Paradise Valley would greatly improve that entire area.

This email has been sent to you from the MAG Website.

From: Leila Gamiz
To: ["itsericz@gmail.com"](mailto:itsericz@gmail.com)
Bcc: [Roger Herzog](#)
Subject: FW: RTP missing projects
Date: Wednesday, March 30, 2016 3:44:00 PM
Attachments:

Mr. Johnson,

Thank you for your suggestions for improvements along I-10/West. We appreciate your constructive comments regarding traffic conditions along this stretch of freeway. They will be taken into consideration, as part of the MAG planning and programming process.

In addition to the MAG Public Hearing on April 27, 2016, there will be another opportunity for input at a MAG public hearing in June 2016 on the Air Quality Conformity Analysis of the Transportation Improvement Program and Regional Transportation Plan. The specific date and time for this meeting will be advertised on the MAG website in the coming weeks. Also, there is an opportunity for public comment at MAG committee meetings, all of which are open to the public. MAG committee meeting times, dates and agendas are posted on the MAG website.

Again, we appreciate your input and interest in transportation in the MAG region. Your comment and this response will be included in the FY 2016 Mid-Phase Opportunity Report.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov



From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Tuesday, March 29, 2016 5:34 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: RTP missing projects

Subject: RTP missing projects

To: Leila Gamiz

Name of Sender: Eric Johnson

Email Address: itsericz@gmail.com

Organization:

City/State: Goodyear, Ar

Phone: 623-628-8543

Sent: 3/29/2016 5:34:10 PM

The Regional Plan doesn't have several small projects in it's list. 1. Need an I-10 EB aux lane from 91st to 83rd Avenues. It's the only aux lane missing on I-10 in the county and it messes with drivers, including me. 2. Need to widen 99th Ave under I-10 by adding 4 lanes (2 turning, 2 general purpose). Currently, this stretch is heavily congested on the best of days and gets worse when there are any major shopping days or holidays. 3. The Avondale exit for I-10 WB needs a second lane for exiting traffic. Almost daily exiting traffic will back up for 500 feet or more onto I-10 creating congestion headaches with a high accident potential. 4. The Dysart exit for I-10 WB needs a second lane for exiting traffic. It also has high daily exiting traffic loads and will back up traffic for 1000 feet or more and sometimes almost back to Avondale Blvd! More congestion headaches with a high accident potential as well. How do I push to get these added to the plan?

This email has been sent to you from the MAG Website.

Leila Gamiz

From: Kelly Taft
Sent: Monday, May 09, 2016 9:25 AM
To: Leila Gamiz
Subject: FW: Email From MAG Website

Response:

The reporter was contacted and referred to Valley Metro for further response.

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020
Don't Trash Arizona!

From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Wednesday, April 27, 2016 3:46 PM
To: Kelly Taft
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Kelly Taft

Name of Sender: Chris Coppola
Email Address: chris.coppola@arizonarepublic.com
Organization: Arizona Republic
City/State: ,
Phone: 4803054456

Sent: 4/27/2016 3:45:59 PM

Hi Kelly ---- I'm just following up on the inquiry I made last week re: the Tempe Streetcar and the actions taken in March by transit committee on delay of project. Just checking to see what this means, is this a delay that had already been known or something new that is the result of the Phoenix vote in January, which the minutes suggested? THanks --- Chris Coppola, Arizona Republic/azcentral.com.

This email has been sent to you from the MAG Website.

From: Leila Gamiz
To: "[Cheryl Lombard](#)"
Subject: RE: Comments by Valley Partnership
Date: Tuesday, May 03, 2016 1:25:00 PM
Attachments:

Ms. Lombard,

Thank you for your input regarding the Draft MAG Fiscal Year 2017-2021 Transportation Improvement Program. Your comments will be taken into consideration as part of the MAG planning and programming process. In addition, your comment and this response will be included in the FY 2016 Mid-Phase Input Opportunity Report. Again, thank you for taking the time to comment.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov



From: Cheryl Lombard [<mailto:clombard@valleypartnership.org>]
Sent: Tuesday, April 26, 2016 2:06 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Comments by Valley Partnership

Hi Leila:

Attached please find the formal comments by Valley Partnership on the Draft Fiscal Year 2017 TIP. I will also be in attendance at the hearing on Wednesday, but not speaking.

Thank you and please don't hesitate to contact me with any questions.

Cheryl L. Lombard, Esq.
President & CEO
Valley Partnership

(602) 541-6532 Cell
clombard@valleypartnership.org

www.valleypartnership.org



From: Leila Gamiz
To: "clombard@valleypartnership.org"
Cc: "webmaster@azmag.gov"
Subject: RE: Email From MAG Website
Date: Thursday, April 14, 2016 3:11:00 PM
Attachments:

Ms. Lombard,

Thank you for your email. You can address the comments to me, Leila Gamiz, Community Outreach Specialist, Maricopa Association of Governments, 302 N. 1st Ave., Ste. 200, Phoenix, AZ 85003 by regular mail or by email at lgamiz@azmag.gov.

Your comment should be submitted by 5:00 p.m., May 5, 2016. Comments received will be submitted to MAG policy committees for review and consideration. If you have any additional questions, please let me know.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov



From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Thursday, April 14, 2016 2:55 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Leila Gamiz

Name of Sender: Cheryl Lombard
Email Address: clombard@valleypartnership.org
Organization: Valley Partnership
City/State: Phoenix, AZ
Phone: 6025416532

Sent: 4/14/2016 2:54:30 PM

I want to submit written comments on the RTP. Who are they addressed to? Where can I email the final comments? Thanks! Cheryl

This email has been sent to you from the MAG Website.

From: Leila Gamiz
To: "[Dan Heim](#)"
Bcc: [Roger Herzog](#)
Subject: RE: input on 2035 RTP
Date: Monday, April 25, 2016 9:58:00 AM
Attachments:

Mr. Heim,

Thank you for your input regarding dark skies and the issue of roadway lighting. Your comments will be taken into consideration as part of the MAG planning and programming process.

As you indicated, MAG has been aware of this issue in the past. A draft outdoor lighting ordinance addressing dark skies has been developed by MAG and has been made available to its member agencies.

Again, we appreciate your input and interest in transportation in the MAG region. Your comment and this response will be included in the FY 2016 Mid-Phase Opportunity Report.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov



From: Dan Heim [mailto:dan@heimhenge.com]
Sent: Friday, April 22, 2016 12:19 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: input on 2035 RTP

Greetings Leila Gamiz,

As I cannot attend the Mid-Phase Hearing, I provide my input on the 2035 RTP in the attached document. Thank you.

Dan Heim
President
Desert Foothills Astronomy Club
www.dfacaz.org

From: Leila Gamiz
To: "[Stacy Jones](#)"
Subject: RE: On the Move-Pinal County
Date: Monday, April 25, 2016 8:37:00 AM
Attachments:

Ms. Jones,

Thank you for your phone call and email below. We certainly appreciate you taking the time to share your needs and concerns with us. In response to your comments, I requested guidance from Valley Metro regarding your transit needs. Following is their response:

Valley Metro provides fixed-route bus and light rail and paratransit services within Maricopa County. Unfortunately, the only services that we provide outside the County are the Vanpool program. I would encourage you to review our vanpool program that requires at least one end of the trip to be within Maricopa County. For more information about the program, please follow the link below: <https://www.sharetheride.com/public/Home.aspx>

Additionally, I would encourage you to work with the regional transit provider in Pinal County (Central Arizona Regional Transit) for additional mobility options that meets the need of your community.

If I can assist you with anything else, please let me know.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov



From: Stacy Jones [mailto:sjones@nazcare.org]
Sent: Friday, April 22, 2016 1:25 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: On the Move-Pinal County

Hello Leila. I left a voice message. I am inquiring about the hearing for MAG. I know that Pinal County is also apart of MAG, as well as Phoenix. We have a great need for public transportation out here. I am speaking for almost an entire town. Could you assist us in knowing if Pinal County is factored in "On the Move" or what we can do to get the ball rolling on transportation for Pinal County. Thank you and have a good weekend.

--

Stacy Jones
Rising Star Wellness Center Manager
NAZCARE, Inc.
Rising Star Wellness Center
879 N. Plaza Dr. #101E
Apache Junction, AZ 85120
[\(480\) 982-1514](tel:(480)982-1514)
Cell: [\(928\)263-8541](tel:(928)263-8541)

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The Valley of the Sun's Premier Advocacy Group
for Responsible Development

April 19, 2016

Leila Gamiz
Community Outreach Specialist
Maricopa Association of Governments
302 N. 1st Ave, Ste. 200
Phoenix, AZ 85003
Sent via email: lgamiz@azmag.gov

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Arizona Department of Gaming

Derek Sorenson
Quarles & Brady

Dear Ms. Gamiz:

On behalf of Valley Partnership and its 380 Company Partners and almost 2,000 Members, please accept this letter as an expression of our support of the Maricopa Association of Government Draft Fiscal Year 2017-2021 Transportation Improvement Program (TIP).

Valley Partnership's mission includes advocating for responsible development and presenting a balanced, pro-development perspective throughout Maricopa County. An underpinning of responsible, balanced development is a multifaceted, connected transportation system. Valley Partnership recognizes the importance of public and private partnerships in creating world-class transportation infrastructure. We especially appreciate the important role that MAG plays in utilizing all of the various sources of resources that goes to connect people and communities with a diverse array of transportation options.

We thank you for the time and consideration of our comments. We want to offer a special thank you for including the freeway design and right of way for SR-30 in this plan. This is Valley Partnership's top state route project for the next 5 years and will allow the movement of traffic and commerce in a more efficient manner and development in a responsible manner. The completion of the Loop 202 in 2019 will complete the Southeast Valley and Downtown Central Business District traffic balance and the timely completion of SR-30 will help relieve the congestion on I-10 for the West Valley.

We look forward to work with you on SR-30 and other key projects and commerce corridors that emphasize public safety and efficiency. Please do not hesitate to contact me at (602) 541-6532 and/or clombard@valleypartnership.org for more information on Valley Partnership's commitment to assisting you as we work together for Arizona.

Thank you.

Sincerely,

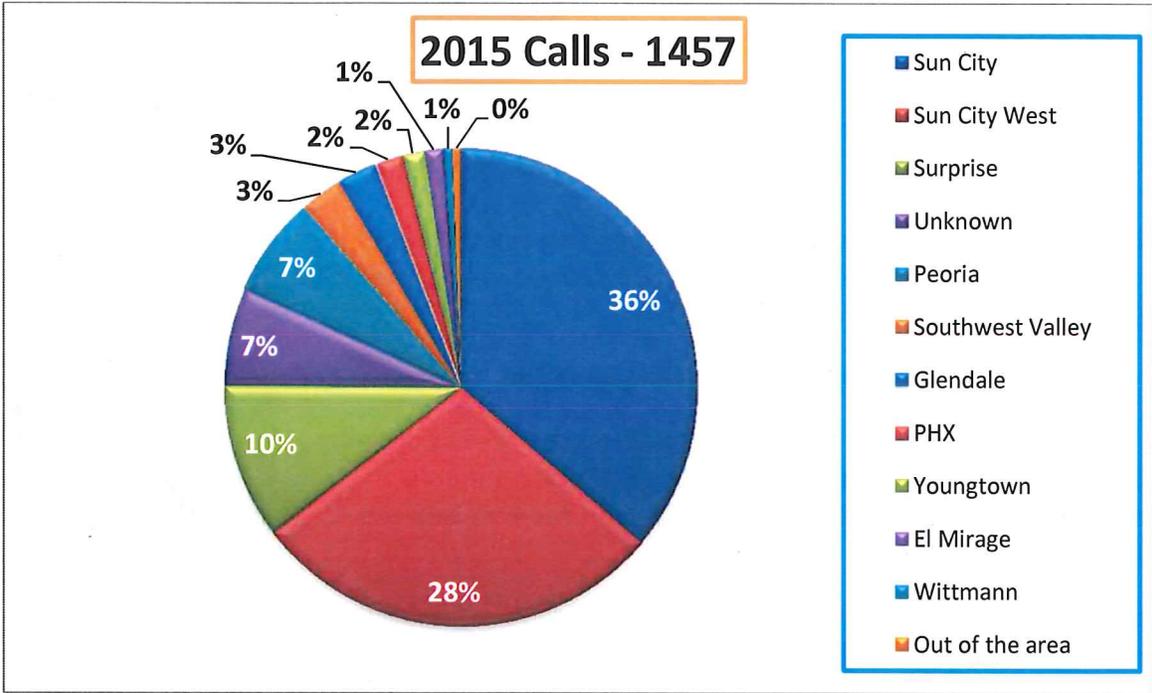
Cheryl Lombard
President & CEO



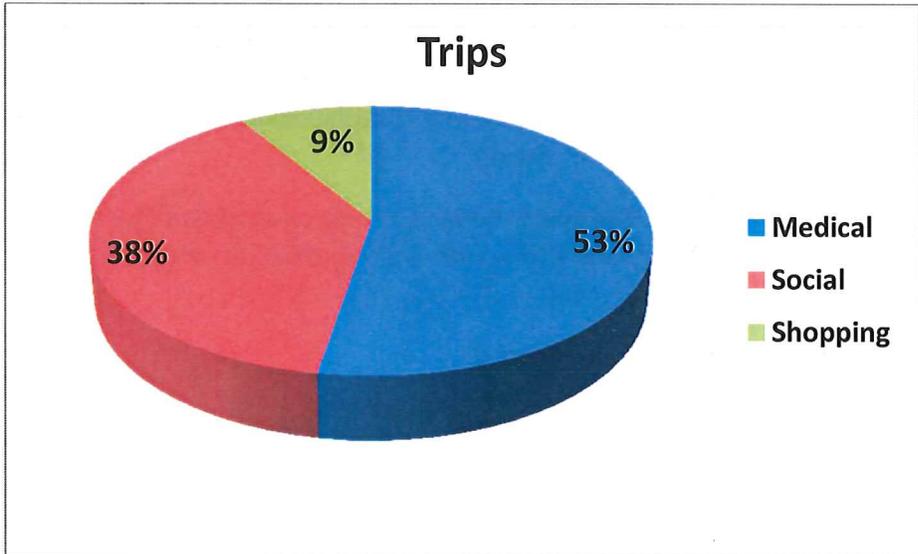
- The Northwest Valley is home to a rapidly expanding population of more than 100,000 seniors, each with their own unique needs, many with limiting disability
- Basic to this population is the **NEED for transportation**.
- Many of these aging citizens **cannot** or **should not** be driving, thereby restricting their mobility to get to medical/dental appointments essential shopping and social activities. They can become isolated, depressed and at risk.
- The role of Northwest Valley Connect (NVC) is to “connect” seniors and those with disabilities with existing transportation services and to **identify and resolve gaps** in services where they exist. The HUB of all this activity is the NVC CALL CENTER, the go-to resource, accessible to all seniors and staffed by volunteers and a **dispatcher**, thus eliminating the anxiety and uncertainty of being “stuck” at home.
- The NEED is glaring: in its first full year of operation 2015, the CALL CENTER received **1457 calls** from those needing to be “connected” to existing transportation providers. Of this number, **NVC handled almost a third of the calls (462)** with its own volunteer drivers and purchased van.
- The SOLUTION is achievable: NVC must **expand** its CALL CENTER, continue to find new innovative transportation solutions, recruit and train **more drivers** and purchase additional **vehicles** (some highly specialized to accommodate those with disabilities) in order to respond to this urgent need among our ever-growing senior population.
- The ultimate goal is to **preserve and protect** the independence and quality of life for the aging and vulnerable population of seniors and those with limiting disabilities who live among us in the northwest valley.
- **No person should be overlooked or neglected!**

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		Kathryn Chandler



The Call Center is open 8am to 5pm Monday through Friday. We have received calls from as far away as Mesa and Anthem and help anyone who calls find a provider for their trip.



Our Volunteer Driver program 'Ride Connect' has provided 462 trips in 2015. The majority of the trips requested are for medical appointments. Our Group Connect program provided 178 more social trips in 2015.

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

DATE:

May 17, 2016

SUBJECT:

Conformity Consultation

SUMMARY:

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

Since the May 11, 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 May 20, 2016.

PUBLIC INPUT:

An opportunity for public comment was provided at the May 11, 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 May 11, 2016 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

- Darryl H. Crossman, Litchfield Park,
Chair
- Ed Zuercher, Phoenix, Vice Chair
- Bryant Powell, Apache Junction
- David Fitzhugh, Avondale
- George Diaz for Stephen Cleveland,
Buckeye
- Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Ryan Peters for Marsha Reed, Chandler
- Dr. Spencer Isom, El Mirage
- # Jess Knudson for Brent Billingsley,
Florence
- Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
- Grady Miller, Fountain Hills
- * Michael Celaya, Gila Bend
- * Pamela Thompson, Gila River Indian
Community
- Patrick Banger, Gilbert
- Kevin Phelps, Glendale
- Brian Dalke, Goodyear
- * Rosemary Arellano, Guadalupe
- # Gregory Rose, City of Maricopa
- Scott Butler for Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Susan Daluddung for Carl Swenson,
Peoria
- # Himanshu Patel for Greg Stanley, Pinal
County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa
Indian Community
- * Brian Biesemeyer, Scottsdale
- Rick Buss for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski,
ADOT
- Joy Rich for Shelby Scharbach,
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.

May 17, 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 May 4, 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

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
ELM20-102RRB	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	RARF	(1,156,950)	-	1,156,950	-	2016	RARF	1,156,950	Amend: Increase 2016 project right-of-way phase reimbursement from ACI-ELM-20-03-F ROW phase.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM16-103RRB	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Acquisition of right-of-way for roadway widening	2016	RARF	(292,821)		292,821		2016	RARF	292,821	Amend: Decrease 2016 project ROW phase reimbursement to match actuals and transfer balance to ACI-ELM-20-03-E ROW phase.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM16-102RWZ	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Local	3,404,053	-	-	3,404,053	--	--	--	Amend: Delete TIP listing. No right-of-way needed.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM16-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	RARF	(625,000)	-	625,000	-	2016	RARF	625,000	Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM17-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2017	RARF	(625,000)	-	625,000	-	2017	RARF	625,000	Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM18-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2018	RARF	(1,132,837)	-	1,132,837	-	2018	RARF	1,132,837	Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM25-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2016	RARF	(625,000)	-	625,000	-	2016	RARF	625,000	Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
ELM26-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2017	RARF	(625,000)	-	625,000	-	2017	RARF	625,000	Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM27-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2018	RARF	(1,132,837)	-	1,132,837	-	2018	RARF	1,132,837	Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO21-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	RARF	(928,331)	-	928,331	-	2016	RARF	928,331	Amend: New TIP listing. Advance project right-of-way phase from 2021 to 2016. FY 2016 RARF Closeout.	Minor project revision is needed to add new TIP listing and revise reimbursement year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO25-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	RARF	(106,441)	-	106,441	-	2016	RARF	106,441	Amend: New TIP listing. Advance project right-of-way phase from 2025 to 2016. FY 2016 RARF closeout.	Minor project revision is needed to add new TIP listing and revise reimbursement year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO25-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	RARF	(6,520,156)	-	6,520,156	-	2016	RARF	6,520,156	Amend: New TIP listing. Advance project construction phase reimbursement from 2025 to 2016. FY 2016 RARF closeout.	Minor project revision is needed to add new TIP listing and revise reimbursement year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO26-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	RARF	(3,095,175)	-	3,095,175	-	2016	RARF	3,095,175	Amend: New TIP listing. Advance project construction phase reimbursement from 2026 to 2016. FY 2016 RARF closeout.	Minor project revision is needed to add new TIP listing and revise reimbursement year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR19-102GTEZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Guideway and Track Elements	2016	CMAQ	452,455	7,485,345	-	7,937,800	2016	CMAQ	7,485,345	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to advance year for reimbursement. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
VMR18-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2016	CMAQ	244,301	4,041,678	-	4,285,979	2016	CMAQ	4,041,678	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR19-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2019	STP-MAG	232,212	3,841,678	-	4,073,890	2019	STP-MAG	3,841,678	Amend: Delete TIP listing and combine with VMR18-102PFZ. Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR19-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2016	CMAQ	12,090	200,000	-	212,090	2016	CMAQ	200,000	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR20-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2020	STP-MAG	6,045	100,000	-	106,045	2016	STP-MAG	100,000	Amend: Combine with VMR19-102RWZ and advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR18-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	CMAQ	75,976	1,256,939	-	1,332,915	2016	CMAQ	1,256,939	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR21-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	CMAQ	31,192	516,038	-	547,230	2016	CMAQ	516,038	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR17-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2017	STP-MAG	235,294	3,892,674	-	4,127,968	2017	STP-MAG	3,892,674	Amend: Combine portion of expenses with VMR21-102SSCZ and advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
VMR19-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2019	CMAQ	16,763	277,326	-	294,089	2019	CMAQ	277,326	Amend: Combine with VMR18-102SSCZ and advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2016	DOT17-419	10 (Papago): SR85 - Verrado (WB)	Construct pavement preservation	8	4	4	NHPP	5,678,746	-	343,254	6,022,000	Amendment: Advance project from FY 2017 to FY 2016.	Minor project revision is needed to advance the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-460	202 (Santan): Ray Rd - Broadway Rd	Construct FMS	5.5	6	6	CMAQ	5,865,460	-	354,540	6,220,000	Amend: Increase project cost by \$1,820,000. Funding moved from DOT17-461.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-443	60 (Superstition): Kings Ranch Road (EB)	Design left turn bay extension	0.1	4	4	NHPP	122,590	-	7,410	130,000	Amendment: Add a new turn lane improvement design project in FY 2016 for \$130,000.	The new project is considered an intersection channelization project that is exempt from regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-444	60 (Grand Ave): Los Altos Dr - Kerkes St	Design pavement preservation	1.5	4	4	NHPP	330,050	-	19,950	350,000	Amendment: Add a pavement preservation design project in FY 2016 for \$350,000.	The new project is considered to be exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT13-107D4	88: Apache Junction - Tortilla Flat	Design Pavement Preservation	9	2	2	NHPP	198,030	-	11,970	210,000	Amend: Add new workphase with additional funding.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-461	MAG regionwide	Construct FMS Rehabilitation, Phase 2	0	0	0	CMAQ	2,357,500	-	142,500	2,500,000	Amend: Decrease project cost by \$1,820,000. Funding moved to DOT17-460.	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	2017	AVN16-410	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	HSIP-MAG	207,000	-	-	207,000	Amend: Defer project from 2016 to 2017 per ADOT request. Change MAG mode to Safety.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2018	AVN18-460	Dysart Rd: Van Buren Rd to north of I-10	Install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	0.5	6	6	CMAQ	278,279	-	16,821	295,100	Amend: Reduce local match from \$159,321 to \$16,821.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Buckeye	2017	BKY14-403	Buckeye (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	HSIP-MAG	167,400	-	-	167,400	Amend: Defer project from 2016 to 2017 per ADOT request.	Minor project revision is needed to defer the 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
Goodyear	2017	GDY16-406	Goodyear (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	HSIP-MAG	75,000	-	-	75,000	Amend: Defer project from 2016 to 2017 per ADOT request.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2017	MAR16-470	Maricopa (Citywide)	Preliminary Engineering/Design/Procurement/Installation for Sign Management System and Sign Upgrade (Phase II)	0	0	0	HSIP-MAG	241,800	-	-	241,800	Amend: Defer project from 2016 to 2017 per ADOT request.	Minor project revision is needed to defer the project. 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	Local	-	-	290,000	290,000	Amend: Change funding to all local. No change in total cost.	Minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Paradise Valley	2017	PVY16-401	Paradise Valley (Townwide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	HSIP-MAG	190,234	-	-	190,234	Amend: Defer project from 2016 to 2017 per ADOT request.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2017	PEO16-401	75th Ave, 2,500 ft north of Greenway to Paradise Ln; Paradise Ln, 75th Ave to 77th Ave	Traffic Signal Communications Deployment	0	0	0	CMAQ	206,772	-	12,499	219,271	Amend: Defer project from 2016 to 2017. This will exercise the one-time deferral option.	Minor project revision is needed to defer the project. 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	-	-	291,750	291,750	Amend: Change work year to 2017. Change funding to all local. No change in total cost.	Minor project revision is needed to change funding source and year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX18-414D	Various locations in Phoenix	Design eighteen HAWK signals to be constructed in three phases	0	0	0	Local	-	-	270,000	270,000	Amend: Change work year to 2017. Change funding to all local. No change in total cost.	Minor project revision is needed to change funding source and year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2018	SCT12-102	Hayden Rd/Thomas Rd	Construct Intersection improvement	0.1	6	6	HSIP-AZ	1,240,631	-	1,500,000	2,740,631	Amend: Defer project from 2016 to 2018 per ADOT request. Change MAG mode to Safety.	Minor project revision is needed to defer the 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
Scottsdale	2018	SCT12-102C2	Hayden Rd/Thomas Rd	Construct Intersection improvement	0.1	6	6	HSIP-MAG	324,440	-	19,611	344,051	Amend: Defer project from 2016 to 2018 per ADOT request. Change MAG mode to Safety.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2017	SUR17-402	5' Sidewalk Reems Rd	Construct sidewalk	1	0	0	CMAQ	198,900	-	12,025	210,925	Amend: Delete project.	The deleted 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.
Valley Metro Rail	2018	VMR14-104T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS (2012 CMAQ)	0	0	0	CMAQ-Flex	1,026,563	205,313	-	1,231,876	Amend: Add workphase back into TIP.	The project is considered to be exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 17, 2016

SUBJECT:

Approval of the Draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

SUMMARY:

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in early spring by the federal agencies and approved by the Regional Council in May. The proposed budget information was presented incrementally each month, and adjustments have been made as information was received.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 7, February 10, March 9, April 13, and May 11, 2016. The Regional Council Executive Committee reviewed the draft budget document at its meetings on January 11, February 16, March 16, April 18, and May 16, 2016. The Regional Council reviewed the draft budget document at its meetings on January 27, February 24, March 25, and April 27, 2016. At the April 27th Regional Council meeting, a question was raised regarding the request for three positions for FY 2017. Additional information describing the anticipated workload for each of the three requested positions is attached for your review.

Each year new projects are proposed for inclusion in the MAG planning efforts. The proposed new projects for FY 2017 were first presented at the February 10, 2016, Management Committee meeting, the February 16, 2016, Executive Committee meeting, and the February 24, 2016, Regional Council meeting. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. Since the April 13, 2016, Management Committee meeting, there have been no revisions to the proposed budget items presented.

The review of the draft Work Program and Annual Budget for the Intermodal Planning Group (IPG) meeting on March 11, 2016, was very positively received by both the federal, state and other parties and we have not received any recommendations as the result of this meeting for the FY 2017 Work Program and Annual Budget document at this time.

The draft FY 2017 Work Program and Annual Budget reflects a decrease in total expenditures budgeted. This decrease in budgeted expenses is primarily due to a decrease in new pass-through projects budgeted for FY 2017. For FY 2017 there is an anticipated net decrease in personnel costs of .84 percent and a slight increase in overhead costs of 1.32 percent. The budgeted personnel cost decrease reflects an estimated over budgeting for medical expenses in anticipation of staying in compliance with the new health insurance laws and the potential increase in medical expenses, as well as the anticipated health insurance coverage requirements for part-time staff. The largest percentage increase is for subscriptions and reference material costs and this is due to additional needs for these items for FY 2017. The largest percentage decrease in overhead is for budgeted printing costs and this is due to completion of printing the bicycle and pedestrian maps during the current fiscal year.

Overall, the overhead budget remains consistent for FY 2017 with a small increase of 1.32 percent. The capital budget includes a \$200,000 carry forward budget for the completion of the implementation of the Enterprise Resource Planning (ERP) system. The ERP system was originally budgeted in FY 2013 and remaining implementation modules have carried forward in the capital budget since this time. It is anticipated that the final implementation will take place during FY 2017. The remaining portion of the capital budget is for ongoing computer equipment and software scheduled for ongoing replacement. The proposed capital budget reflects a decrease of 26.53 percent from the prior year due to prior year capital purchases needed to replace backup network equipment and the purchase of the two vehicles MAG was leasing. Overall, including carryforward totals, the final draft budget for FY 2017 reflects a decrease of 8.06 percent from the prior year.

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

The MAG region, as a Transportation Management Area and as a Metropolitan Planning Organization, is required (by federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities. The regional transportation projects received from other organizations are noted in the Work Program.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January and February proposed new projects and dues and assessments were reviewed. In March, MAG presented a draft summary for the FY 2017 budget document, "MAG Programs in Brief." The revisions to the consultant pages for new and carryforward consultants were also presented in March, along with the updated budgeted positions, overall funding allocations, and a copy of the executed Transit Planning Agreement.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Federal transportation law requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the committees and there is increased notice to members on the budget. MAG is providing a budget summary that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation.

ACTION NEEDED:

Approval of the resolution adopting the draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

PRIOR COMMITTEE ACTIONS:

On May 16, 2016, the MAG Regional Council Executive Committee recommended approval of the resolution adopting the draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

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

On May 11, 2016, the MAG Management Committee recommended approval of the resolution adopting the draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

MEMBERS ATTENDING

- Darryl H. Crossman, Litchfield Park, Chair
- Ed Zuercher, Phoenix, Vice Chair
- Bryant Powell, Apache Junction
- David Fitzhugh, Avondale
- George Diaz for Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Ryan Peters for Marsha Reed, Chandler
- Dr. Spencer Isom, El Mirage
- # Jess Knudson for Brent Billingsley, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Grady Miller, Fountain Hills
- * Michael Celaya, Gila Bend
- * Pamela Thompson, Gila River Indian Community
- Patrick Banger, Gilbert
- Kevin Phelps, Glendale
- Brian Dalke, Goodyear
- * Rosemary Arellano, Guadalupe

- # Gregory Rose, City of Maricopa
- Scott Butler for Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Susan Daluddung for Carl Swenson, Peoria
- # Himanshu Patel for Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Brian Biesemeyer, Scottsdale
- Rick Buss for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- Joy Rich for Shelby Scharbach, 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 April 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 Bernadine Burnette, Fort McDowell Yavapai Nation

- Mayor Linda Kavanagh, Fountain Hills
- * Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- Mayor Angie Perez, 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
Vice Mayor Dawn Oliphant for 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 April 18, 2016, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

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

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

* Not present

Participated by video or telephone conference call

This item was on the April 13, 2016, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

Darryl H. Crossman, Litchfield Park, Chair
Ed Zuercher, Phoenix, Vice Chair
Bryant Powell, Apache Junction
David Fitzhugh, Avondale
Roger Klingler for Stephen Cleveland,
Buckeye

* Gary Neiss, Carefree
Peter Jankowski, Cave Creek
Marsha Reed, Chandler
Dr. Spencer Isom, El Mirage
Jess Knudson for Brent Billingsley,
Florence
* Phil Dorchester, Fort McDowell Yavapai
Nation
Grady Miller, Fountain Hills
* Michael Celaya, Gila Bend
* Pamela Thompson, 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
Jeff Tyne for Carl Swenson, Peoria
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River
Pima-Maricopa Indian Community
Brad Lundahl for Brian Biesemeyer,
Scottsdale
Bob Wingenroth, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Jr., Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
* John Halikowski, ADOT
Joy Rich for Tom Manos,
Maricopa County
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 March 23, 2016, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

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

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

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the March 23, 2016, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

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

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

* Not present

Participated by video or telephone conference call

This item was on the March 9, 2016, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Darryl H. Crossman, Litchfield Park, Chair
- 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

- # Lisa Garcia for Brent Billingsley, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- # David Trimble for Grady Miller, Fountain Hills
- * Terry Weter, Gila Bend
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- 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 Brian Biesemeyer, Scottsdale
- Rick Buss for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- # Jeanne Blackman, Youngtown
- Eric Gudino for John Halikowski, ADOT
- Jennifer Toth for Tom Manos, Maricopa County
- 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 February 24, 2016, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

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

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

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

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

MEMBERS ATTENDING

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

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

- * Not present
- # Participated by video or telephone conference call

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

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

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

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

MEMBERS ATTENDING

- Mayor W.J. "Jim" Lane, Scottsdale, Chair
- Mayor Greg Stanton, Phoenix, Vice Chair
- Vice Mayor Robin Barker, Apache Jct.
- 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 Co.
- Mayor John Giles, Mesa
- * Mayor Michael Collins, Paradise Valley
- Mayor Cathy Carlat, Peoria
- Supervisor Todd House, Pinal County
- * Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- Mayor Sharon Wolcott, Surprise
- * Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- # Mayor Michael LeVault, Youngtown
- * Mr. Roc Arnett, Citizens Transportation Oversight Committee
- * Mr. Joseph La Rue, State Transportation Board
- Vice Mayor Jack Sellers, State Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

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

MEMBERS ATTENDING

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

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

* Not present

Participated by video or telephone conference call

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

MEMBERS ATTENDING

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

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

* Those members neither present nor represented by proxy.

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

CONTACT PERSON:

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

Justification for New Staff Request

Date: May 17, 2016

Division: Information Technology

Position: Application Developer I

Request: Information Technology is requesting converting the existing Intern position to an Application Developer I. This position would be part of a small development team that creates custom databases and applications for internal MAG use and the use of our member agencies. These applications and databases standardize data for modeling, track modeling requests and results, simplify communication between MAG and its member agencies, and increase the efficiency of data handling for MAG staff and to meet external obligations to maintain funding.

Current Condition: The existing development team has proven itself to be more cost effective than consultants and capable of producing a better work product for our specialized requirements. The ability to work closely with our clients prevents projects from veering off track and allows for rapid course correction if the needs change. An internal team also relieves us of escalating support contracts for custom software derived through consultants and allows us to share any development products with our members and partnering agencies without additional charge. Our success in providing usable solutions, internally and externally, has increased demand to the point where we have a significant deficit in our ability to complete requests in the near term. Many requests will need to wait years before they can be started and our internal clients are clamoring for more. We currently receive a request for at least one new major project every year. Additionally, we maintain and expand existing applications. In the interim, MAG must either continue to use manual, less efficient processes or rely on solutions that do not fully meet our requirements for a variety of projects.

Proposed Solution: Replacing the internship with a full time position will allow us to avoid continually replacing and retraining that position as the interns complete their education and move into new positions elsewhere. This continuity in staffing and skill will allow us to reduce our backlog by completing the equivalent of one additional major project per year.

Impact: Replacing the intern with a full time developer will increase the efficiency of that position, provide greater continuity in the development and maintenance of applications, and continue to reduce our dependence on external consultants, who cost almost twice as much as the position requested. This will allow Information Technology to accelerate development by up to a year to support critical transportation functions and increase internal efficiencies saving the region development costs which we estimate to be more than the increase in salary from an intern to a full time developer.

Justification for New Staff Request

Date: May 17, 2016

Division: Human Services Division

Position: Human Services Planner I

Request: The MAG Continuum of Care Board voiced the need for additional staff dedicated to the Continuum of Care (CoC) to complete requirements from HUD, detailed in the Homeless Emergency and Rapid Transition to Housing (HEARTH) Act, legislation governing the work of the Continuum of Care. The CoC Board recommended approval of the increased funding request to HUD. In November, 2015, the MAG Regional Council Executive Committee was informed that the MAG Human Services Division was intending to apply for additional funding from the U.S. Department of Housing and Urban Development (HUD). The additional funding is to hire one additional full-time staff person dedicated to the work of the Continuum of Care, addressing homelessness across the Region. MAG received notice from HUD, in March, that we were awarded the full funding request of \$265,000 for the Continuum of Care planning grant.

Current Condition: MAG has been the lead agency for the CoC since 1999. Since MAG became the lead agency, we have increased the annual homeless assistance funding from \$7 million to over \$26 million. CoC homeless assistance funding provides housing and services to more than 50 programs and 5,000 beds throughout the Region. In 2012, HUD made Continuum of Care Planning grant funds available to lead agencies. Since that time, MAG has successfully received \$180,000 annually in planning funds. This is the first year we have been able to apply for increased CoC planning funds from HUD. We requested the increased funding to hire one additional full-time staff who will be responsible for project monitoring and performance evaluation. The planning funds represent .8 percent of the total CoC funding request. We operate a very lean division with one full-time staff position, one part-time staff person, and one intern dedicated to the CoC. In contrast, other Continua, of similar size, have as many as ten staff dedicated to this work.

Proposed Solution: In order to be good stewards of the CoC homeless assistance funding awarded to programs throughout the Region, we must comply with the requirements in the HEARTH Act, which include monitoring all the funded projects. With the additional funding, we plan to hire one full-time staff person who will be dedicated to CoC planning activities, as defined by HUD. These activities include, but are not limited to, monitoring and performance evaluation of all 50 plus CoC funded homeless assistance projects. MAG will provide the required 25 percent cash match in the amount of \$66,250 using dedicated homeless assessment funding. The request from HUD in the amount of \$265,000 plus cash match of \$66,250 brings the total budget to \$331,250.

Impact: The additional full-time staff position will ensure that MAG, as the lead agency for the CoC, has the capacity to comply with federal requirements to monitor and evaluate the performance of CoC funded homeless assistance providers. Our overall application to HUD will score higher because we are meeting HUD requirements and a higher-scoring application would put our region in a better position to receive new funding for homeless assistance. In addition, the new staff will be working to improve the performance of all the housing providers in the region ensuring that homeless individuals and families are receiving the best possible housing and services. This will ensure that MAG, as the lead agency, is in good standing with HUD.

Without this new staff position, we will not have staff to effectively monitor and evaluate program performance. This could jeopardize the overall funding award for homeless programs in the Region. Another potential negative impact for not adding a staff position would be that the Continuum of Care Board could decide to explore other options for the lead agency. If this were to happen, we would lose all the Continuum of Care planning funds as well as our current staff dedicated to the Continuum.

Justification for New Accounting/Contracts Staff Request

Date: May 17, 2016

Division: Fiscal Services Division

Position: Accountant I

Request: The purpose of this position is to provide backup and support in two areas within the Fiscal Services Division: general accounting and contracts. This position will typically split the work 50/50. Additional support is needed in general accounting to assist with general ledger account reconciliations and provide backup support for accounts payable, accounts receivable, billings, audit schedules, tax return completion and other areas of accounting as needed.

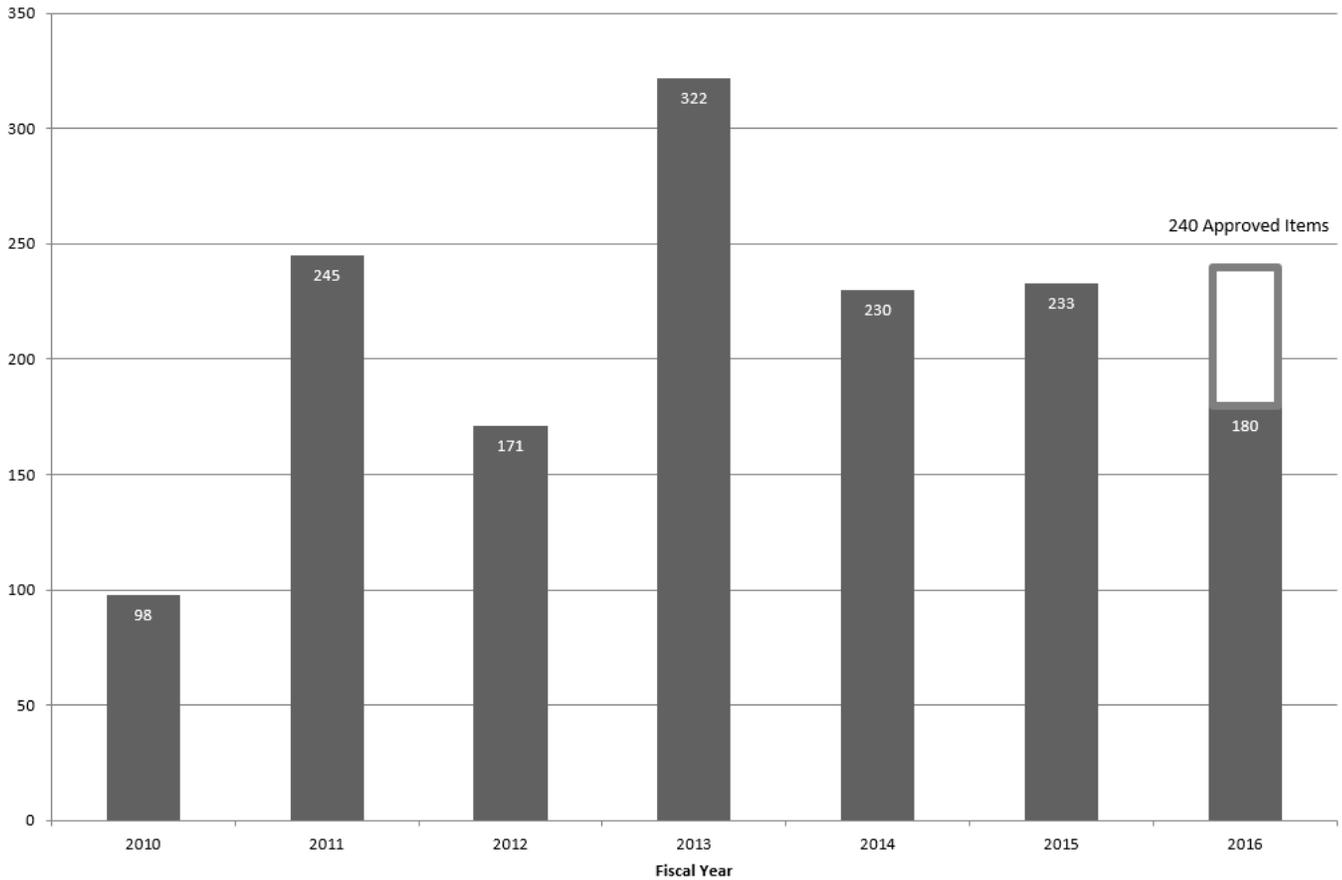
Additional support is needed in the contracts area to provide contract initiation, reviews and execution as a backup to one Contracts Officer position. Previous to this request, Fiscal Services has had two intern positions, one in accounting and one in contracts. This position is needed to provide continuity for both operations and this position will replace the intern positions.

Current Condition: There has been an increasing workload in both contracts and general accounting. There is an increase of 25 percent in general accounting and an overall increase of almost 50 percent in contracts and procurement. Contracts: One FTE position is currently dedicated to contracts and procurement work. There is no staff backup for this position. Fiscal Services is proposing eliminating two internship positions to replace these with one full time position in order to provide continuity of support for the growing work load in both accounting and contracts. See Attachment I-Workload in Procurements and Contracts. Accounting: Currently, two FTE positions are dedicated to work in the area of general accounting. The additional accounting position at 50 percent is needed in order to assist in the areas of reconciliations for each account balance, maintaining and reconciling the balances in accounting sub-ledgers for project contracts, provide support for financial reporting and audit schedules, as well as assist with budget and tax returns. See Attachment II-Workload in General Accounting.

Proposed Solution: The additional accounting position targeted to work in two areas in the Fiscal Services Division will provide ongoing continuity and timeliness in both processing of contract work and accounting. It is critical in accounting and contracts that records are maintained timely in order to responsibly do our fiduciary duty. MAG processes approximately \$23 million in financial transactions per year and approximately \$10 to \$12 million of this total is for contracts. The additional work in both areas is being performed by two part-time intern positions and has increased each year since 2010. In order to provide efficiency and continuity for approximately the same cost, the Fiscal Services Division is requesting a full time position to perform this work and we are proposing the elimination of the interns for our division. Adding an FTE saves staff time spent training and retraining interns.

Impact: The additional position will ensure that the Fiscal Services Division is able to process all financial accounting, budget and contract information for MAG in a fiscally responsible and timely manner. With the number of transactions increasing each year for both procurements and in accounting, it is our responsibility to maintain the integrity of the accounting system and records.

Total Work Items per Fiscal Year



*FY 2016 projection based on projects approved in FY16 UPWP but not initiated yet. Ex: ITS Safety and Behavioral Model. Note too that outlier years with large increases include FY 2011 and FY 2013.

- **Average 29% increase in contract work volume year over year, ie. contracts, task orders, amendments,**
- Consultant contracts and pass thru agreements accounted for an average of 51% of MAG's total expenditures from 2010-2016. **Average increase in number of contracts of 3% year over year.**
- Only one FTE position is dedicated to contracts work. **No current backup for the position.**
- **Eliminating two internship positions for one position to work 50 percent in this area.**
- Average of 19 additional consultant projects per year since 2010.

DBE Contract Administration

Estimated 4-5 additional hours of labor is required for each federally funded consultant project:

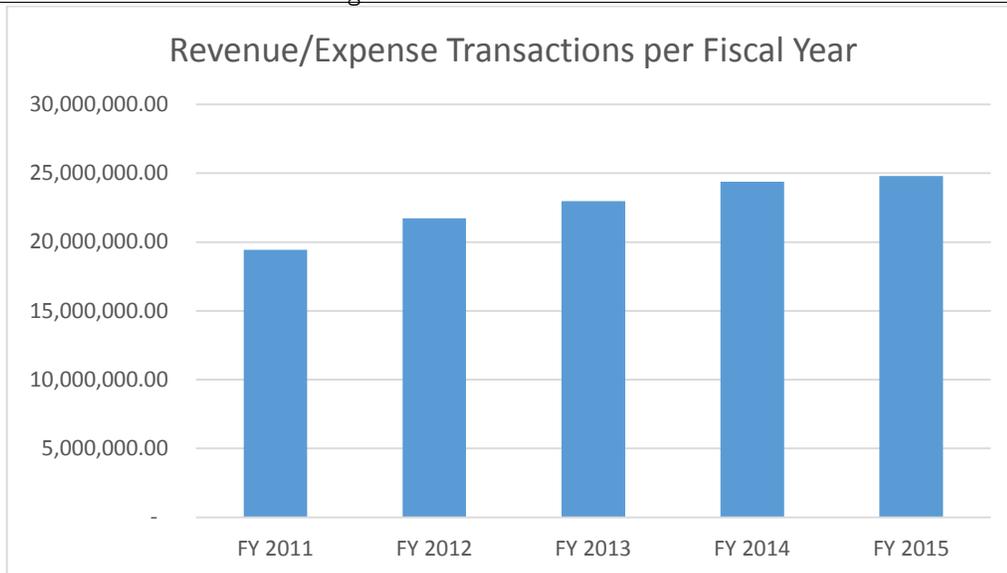
- Break down project scope and submit DBE goal request to ADOT.
- Insert appropriate DBE language into contract files.
- Review and submit DBE affidavits and other forms during contracting process.
- Enter project information into ADOT LPA system and enter all consultant invoices monthly.
- Review and submit Certificates of Payment once contracts are closed out.
- Ensure on time payment by prime consultant to sub-consultants.

2013: 10 DBE contracts/task orders

2015: 46 DBE contracts/task orders

2014: 34 DBE contracts/task orders

2016: 50 (Projected) DBE contracts/task orders



- **Average 25% increase in revenue and expenses work volume from 2011 to 2015.**
- **Average increase of 6.33% transactions year by year.**
- Currently, two FTE positions are dedicated to billings, reconciliations and general ledger accounting
- **Eliminating two internship positions (one FTE to work 50/50 on contracts and general accounting)**
- Average of 1,358 new revenue and expenses transactions per year since 2011

Account Reconciliations

Accounting has 130 general ledger main accounts to reconcile by division and department each month (with 9 divisions and 18 departments)

- Each account takes on average 2-5 hours to reconcile monthly depending on the account type.
- Revenue and expense reconciliations take an approximate 80/hrs per month. Balance sheet accounts take approximately 50/hrs per month. (Fewer balance sheet accounts but these are more complex.)
- Processes for reconciling in the monthly accounting cycle include 1. Processing and reviewing all transactions – approximate 10,000 transactions a month, 160/hrs per year. 2. Journal Entries – 1,000 approximate per year, 500/hrs per year. 3. Posting – payroll, accounts payable, billings, project accounting, grants take approximate 80/hrs per year. 4. Reconciliations of the Trial Balance – approximate 960/hrs per year. 6. Financial Statements – approximate 80/hrs per year. 7. Closing – approximate 16/hrs per year.
- Activities outside of the normal monthly accounting cycle include 1. Preparation of the budget – approximate 250/hrs per year, 2. Preparation for the audit and CAFR production – approximate 360/hrs per year. 3. Preparation of billings monthly – approximate 256/hrs per year. 4. Accounting for fixed assets – approximate 50/hrs per year. 5. Preparation of 3 tax returns – approximate 150/hrs per year. 6. Review and follow-up of accounts receivable – approximate 25/hrs per year. 7. Reconciliation of bank accounts – approximate 140/hrs per year. 8. Project and grant reconciliations - 900 projects with 20 grants approximate 400/hrs per year. Other accounting activities are meetings, staff reviews, bank and wire transfers and process, preparation of billing for ADOT and FHWA, training and education, indirect cost plan preparation, annual ADOT FTA and Governor's Office audit preparation, researching budget and audit GFOA points.
- Accountants also perform occasional other work including review of accounting policies and procedures, documenting procedures, researching system issues, and gathering information for member agencies.
- Request for one additional staff will support an approximate 900 additional work hours in each area for general accounting and contracts and procurement.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 17, 2016

SUBJECT:

Regional Freeway and Highway Program Update – 2016 Rebalancing

SUMMARY:

Arizona Revised Statutes (ARS) 28-6352 (A) requires a budget process that ensures the estimated cost of the freeways and other controlled access highways in the Regional Transportation Plan (RTP) does not exceed the total amount of revenues estimated to be available. The MAG Regional Freeway and Highway Program is subject to this requirement. In an oversight capacity, MAG staff collects and reviews project and financial data related to the Program from the Arizona Department of Transportation (ADOT). The program is reviewed from year-by-year, corridor, and individual project perspectives to ensure the funds are available for program delivery. The year-by-year process, referred to as “cash flow” is completed through a modeling effort for the program between Fiscal Years (FY) 2006 and 2026. These horizon years coincide with the life of the half-cent Maricopa County Transportation Excise Tax, which was passed by the voters of Maricopa County in November 2004. This funding is placed in the Proposition 400 Regional Area Roadway Fund (RARF).

In 2009, the Regional Freeway and Highway Program was reviewed and the Regional Council approved the Tentative Scenario to balance an estimated \$6.6 billion shortfall due to cost overruns and revenue shortfalls. In 2012, based upon MAG and ADOT estimates, the Program was reviewed and the Regional Council approved a scenario to balance an additional \$390 million shortfall due to even lower revenue projections in the RARF. Since 2009, approximately \$7 billion was balanced from the Regional Freeway and Highway Program.

Since 2012, MAG has been working with ADOT and the Federal Highway Administration (FHWA) to improve upon project development by (a) improving upon designs and maximizing safety to minimize right-of-way and construction material needs; (b) identifying and planning for alternative delivery strategies to advance early design and construction; and (c) developing a better understanding of project risks to improve design and construction management, and ultimately performance. These three-step initiatives, coupled with improving RARF, Highway User Revenue Fund (HURF), and projected revenues from federal legislation (Fixing America's Surface Transportation Act), have helped the Regional Freeway and Highway Program realize a surplus in available cash flow. Given this surplus, it is possible to reprogram projects balanced out of the program in both 2009 and 2012 for delivery by the 2026 program horizon.

On April 18, 2016, the Transportation Policy Committee received a presentation on the 2016 Rebalancing. A letter from a member agency was sent to the Committee urging completion of Proposition 400 projects and projects not in the original Regional Transportation Plan could be added after all other projects are funded.

On May 11, 2016, the MAG Management Committee received a presentation on the 2016 Rebalancing. Comments included: Complete Proposition 400 projects; traffic backups on the mainline are occurring because some of the interchanges are out-of-date and this creates a safety issue; bringing projects of regional significance in fast growing areas to urban standards are both criteria that could be added; the inner core, which has some of the most outdated and obsolete infrastructure, also has to be considered.

In initiating this reprogramming process, there are a number of factors to consider before identifying the specific projects to include in a 2016 rebalancing scenario. The following four issues were identified based upon continuing conversations with ADOT, FHWA, and MAG member agencies:

- **Project Priorities** - When Maricopa County voters passed Proposition 400 in 2004, the Regional Freeway and Highway Program was also simultaneously approved with specific projects and timing. In both 2009 and 2012, the rebalancing scenarios approved by the Regional Council were based upon principles consistent with the original planning goals and objectives used to establish the Regional Transportation Plan in 2003. This meant that projects programmed in later phases of the program, such as the entire SR-30/Interstate 10 Reliever Freeway corridor, portions of SR-24/Gateway Freeway, full build-out of Loop 303 in the North Valley, and capacity expansion projects along Loop 101/Agua Fria and Loop 202/Santan Freeways, were deferred. Regional Council minutes from 2009 and 2012 are clear that these project priorities were paramount in establishing the rebalancing scenarios and that these needs should be considered if and when funding is available.
- **Travel Demand** - Since adopting the Regional Transportation Plan in 2003, development patterns throughout metropolitan Phoenix have changed, especially in light of the 2008-2009 economic downturn. Parts of the Valley economy have reemerged since the recession. However, the growth has not been uniform and as a result there are portions of the system that are seeing congestion and developing bottlenecks not anticipated when the Plan was initially identified in 2003. Therefore, it may be a necessity to consider projects that may be outside of the original Program, to meet the evolving travel demand needs.
- **Project Readiness** - As projects were deferred beyond the 2026 horizon and outside Proposition 400 funding, ADOT, FHWA, and MAG slowed their development process. The development process includes pre-design and conceptual planning, environmental clearances, and the potential for early right-of-way acquisition. It is also important to consider that the Program is also delivering the largest Proposition 400 projects (Loop 202/South Mountain and the Interstate 10/Interstate 17 SPINE corridor) over the next five years that command considerable resources. All potential projects will need to undergo evaluation and risk analyses to assess readiness and program budgets.
- **Funding Realities** - While the cash flow surplus does account for upwardly revised RARF and HURF revenue projections, along with the expanded federal FAST surface transportation act recently approved by the United States Congress and President, unforeseen economic realities still exist during the final ten years of the Regional Freeway and Highway Program. Therefore, it may be prudent to consider retaining a portion of the surplus in 2016 and revisit this matter again at a later date to monitor these realities.

Policy guidance is an important step in establishing the 2016 rebalancing scenario for the Regional Freeway and Highway Program. Consideration of these issues and applying their criteria for identifying the scenario initiate the rebalancing process. It is recommended that this process conclude in Fall 2016 for incorporation into the next update of the Regional Transportation Plan and Air Quality Conformity analysis.

PUBLIC INPUT:

No public input has been received at this time.

PROS & CONS:

PROS: Development of the 2016 scenario, based upon principles consistent with the original planning goals and objectives used to initially establish the Regional Transportation Plan in 2003, provides a

basis and direction for governing the remaining funds available for regional freeway and highway construction.

CONS: The policy issues identified in this narrative demonstrate the complexity of reprogramming the Regional Freeway and Highway Program. Although it is possible to consider these broad-based policy issues, not all travel demand needs will be met with this 2016 rebalancing effort. The Program will need continual monitoring to keep costs contained and risks managed to enable future rebalancing efforts that could deliver additional projects for meeting travel demand.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 2016 scenario for reprogramming additional projects into the Regional Freeway and Highway Program has technical implications for meeting performance and air quality targets. The reprogrammed projects could address congestion and bottlenecks not anticipated during the initial development of the Regional Transportation Plan in 2003. This congestion could affect the air quality.

POLICY: The process used to develop the 2016 Scenario for the Regional Freeway and Highway Program builds upon the rebalancing efforts undertaken in 2009 and 2012. Additional policy considerations, noted above, are needed to reflect the dynamic nature and change in travel demand that has evolved since the initial development of the Program in 2003.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

No previous actions have been taken on the 2016 rebalancing of the Regional Freeway and Highway Program.

On May 11, 2016, the MAG Management Committee received a presentation on the 2016 rebalancing of the Regional Freeway and Highway Program.

MEMBERS ATTENDING

- Darryl H. Crossman, Litchfield Park, Chair
- Ed Zuercher, Phoenix, Vice Chair
- Bryant Powell, Apache Junction
- David Fitzhugh, Avondale
- George Diaz for Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Ryan Peters for Marsha Reed, Chandler
- Dr. Spencer Isom, El Mirage
- # Jess Knudson for Brent Billingsley, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Grady Miller, Fountain Hills
- * Michael Celaya, Gila Bend
- * Pamela Thompson, Gila River Indian Community
- Patrick Banger, Gilbert
- Kevin Phelps, Glendale
- Brian Dalke, Goodyear
- * Rosemary Arellano, Guadalupe

- # Gregory Rose, City of Maricopa
- Scott Butler for Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Susan Daluddung for Carl Swenson, Peoria
- # Himanshu Patel for Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Brian Biesemeyer, Scottsdale
- Rick Buss for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- Joy Rich for Shelby Scharbach, 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.

On April 28, 2016, the MAG Transportation Review Committee received a presentation on the 2016 rebalancing of the Regional Freeway and Highway Program.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Mike Kies
- * Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Chair
- * El Mirage: Jorge Gastelum
- Florence: Christian Collins for Jess Knudson
- * Fountain Hills: Randy Harrel
- * Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Rebecca Zook
- Litchfield Park: Woody Scoutten

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

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: 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 Audioconference

+ Attended by Videoconference

On April 20, 2016, the Transportation Policy Committee received a presentation on the rebalancing of the Regional Freeway and Highway Program.

MEMBERS ATTENDING

- Mayor Jerry Weiers, Glendale, Chair
- * Mayor John Giles, Mesa, Vice Chair
- # Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee
- Mr. Dave Berry, Swift Transportation
- Vice Mayor Bridget Binsbacher, Peoria
- Councilmember Jenn Daniels, Gilbert
- Mr. Doug DeClusin, Sunland Asphalt
- * Supervisor Clint Hickman, Maricopa County
- # Mr. Charles Huellmantel, Huellmantel and Affiliates
- Mr. Joseph La Rue, State Transportation Board

- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- Mayor Georgia Lord, Goodyear
- * Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage
- * Mr. Garrett Newland, Macerich
- * Mayor Tom Rankin, Florence
- Mr. Mark Reardon, Vulcan Materials Company
- * Vice Mayor Jack Sellers, Chandler
- Vice Mayor David N. Smith, Scottsdale
- * Mayor Greg Stanton, Phoenix
- Ms. Karrin Kunasek Taylor, DMB Properties
- # Mayor Kenneth Weise, Avondale
- Mayor Sharon Wolcott, Surprise

* Not present
 # Participated by telephone conference call

+ Participated by videoconference call

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineering Manager, 602 254-6300.