

August 5, 2014

TO: Members of the Transportation Policy Committee

FROM: Councilmember Jack Sellers, Chandler, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 12:00 noon
Wednesday, August 13, 2014
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As determined at the first meeting of the Committee, proxies are not allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view is always a part of the process.

For those attending in person, please park in the garage under 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 admission 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.

Refreshments and a light luncheon will be provided. If you have any questions, please contact Dennis Smith, MAG Executive Director, or Eric Anderson, MAG Transportation Director, at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
August 13, 2014**

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Pledge of Allegiance</u>	
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens 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 Transportation Policy Committee 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.	3. Information.
4. <u>Approval of Consent Agenda</u> Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).	4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. <u>Approval of the June 18, 2014, Meeting Minutes</u>	4A. Review and approval of the June 18, 2014, meeting minutes.
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- *4B. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program and the 2035 Regional Transportation Plan

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

- 4B. Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, to the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

ITEMS PROPOSED TO BE HEARD

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

METRO Light Rail and the City of Phoenix are requesting approval of the Locally Preferred Alternative (LPA) for South Central Avenue and to add the five-mile light rail transit (LRT) extension on Central Avenue from Washington/Jefferson to Baseline Road to the 2035 Regional Transportation Plan (RTP). The preliminary estimated capital cost for the project is approximately \$680 million and will be funded through City of Phoenix sales tax funds and potentially, federal funds. No regional Public Transportation Funds/Proposition 400 funds are planned to be used for this project. Adding this project to the RTP requires a major amendment in accordance with A.R.S. 28-6301. The process to

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

implement a major amendment is outlined in A.R.S 28-6353. This requires MAG to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. Following that consultation, the item would be brought back through the MAG process for consideration. This item was recommended for approval on July 10, 2014, by the MAG Transit Committee and on July 31, 2014, by the MAG Transportation Review Committee. This item is on the August 6, 2014, MAG Management Committee agenda. An update will be provided on action taken by the Committee. The South Central Corridor Alternatives Analysis Locally Preferred Alternative Report can be found online: <http://www.azmag.gov/Events/Event.asp?CMSID=5712>. Please refer to the enclosed material.

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

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

7. Update on Public-Private-Partnership Initiatives in Arizona

Arizona House Bill (HB) 2396, passed by the Arizona Legislature and signed by Governor Brewer on July 13, 2009, enables the state,

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

7. Information and discussion.

through the Arizona Department of Transportation (ADOT), to consider the use of Public-Private-Partnerships (P3) as a tool for financing transportation infrastructure in Arizona. The new law grants ADOT broad authority to partner with the private sector to build or improve Arizona transportation facilities. Since the program's inception, ADOT has established an Office of P3 Initiatives with program guidelines for implementing the program. In the five years since given this authority, ADOT has identified, solicited and received unsolicited proposals for varying P3 projects. A briefing will be provided to the Transportation Policy Committee on recent partnership possibilities that are related to upcoming MAG Regional Freeway and Highway Program projects.

8. Legislative Update

An update will be provided on legislative issues of interest.

9. Request for Future Agenda Items

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

10. Comments from the Committee

An opportunity will be provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee 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

8. Information, discussion, and possible action.

9. Information.

10. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

June 18, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jackie Meck, at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Meck welcomed Mesa Mayor Alex Finter to his first meeting as a TPC member. Chair Meck introduced Avondale Mayor Kenneth Weise, whose appointment to the TPC is on the June 25, 2014, Regional Council agenda.

Chair Meck announced that the revised agenda that was previously emailed was at each place and on the tables on either side of the room.

Chair Meck requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda. He stated that hearing assisted devices, parking garage validation, and transit tickets for those who purchased transit tickets to attend the meeting were available from staff.

3. Call to the Audience

Chair Meck stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. 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 Transportation Policy Committee requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Meck recognized public comment from Dr. Marvin Rochelle, who stated that Interstate 11 is one of the most essential new ideas to promote this area and it will encourage more business from Mexico and Canada to come to Arizona. Dr. Rochelle stated that this region needs a representative in Mexico City to increase partnerships and bring more business to the Valley and state. Chair Meck thanked Dr. Rochelle for his comments.

Mayor Sharon Wolcott introduced the new Surprise City Manager, Bob Wingenroth.

Chair Meck presented a plaque to Mayor Greg Stanton for his regional planning efforts on the agreement between the City of Phoenix and the City of Buckeye to create a solar facility over a landfill.

Mayor Greg Stanton expressed that it was an honor to be invited to Buckeye to celebrate a great regional partnership on this significant solar project over the landfill with Buckeye's permission. Mayor Stanton remarked that this project will benefit the citizens of the City of Buckeye with a community park. He added that he would visit Buckeye any time. Mayor Stanton expressed appreciation for the plaque.

Chair Meck thanked Mayor Stanton for coming to the City of Buckeye and noted that this was the first time a Phoenix mayor had officially visited Buckeye. He noted that the funding Buckeye received will build a park. Chair Meck expressed that he felt this project was truly an example of regionalism.

4. Approval of Consent Agenda

Chair Meck stated that agenda items #4A, #4B, #4C, and #4D were on the consent agenda.

Chair Meck stated that public comment is provided for consent items. He noted that no public comment cards had been received.

Chair Meck asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Mayor Georgia Lord moved to recommend approval of agenda items #4A, #4B, #4C, and #4D on the consent agenda. Mayor Jim Lane seconded, and the motion carried unanimously.

4A. Approval of the May 21, 2014, Meeting Minutes

The Transportation Policy Committee, by consent, approved the May 21, 2014, meeting minutes.

4B. Arterial Life Cycle Program Status Report December 2013 - April 2014

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

4C. MAG Federally Funded, Locally Sponsored Project Development Status Report

The Transportation Policy Committee, by consent, recommended approval of the MAG Federally Funded, Locally Sponsored Project Development Status Report, of actions that defer, delete, advance, and change projects, and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan. The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit status information on the development of their federally funded projects. The Project Development Status Report focuses mainly on projects funded with suballocated Federal Highway Administration funds (Congestion Mitigation and Air Quality Improvement, Highway Safety Improvement Program, and regionwide Transportation Alternatives). These projects are programmed to obligate in Federal Fiscal Year (FFY) 2015, 2016, and 2017. Also included in the report are Surface Transportation Program projects in Pinal County. The Project Development Status Report identifies the projects that are requesting to be deferred to a later year, to be deleted, or to have funds reprogrammed, and that are projected to obligate based on the schedule submitted. A separate agenda item, Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and to the 2035 Regional Transportation Plan, lists the individual detail of project change line items for the requested amendments and modifications to the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan. The MAG Federally Funded, Locally Sponsored Project Development Status Report, the actions that defer, delete, advance, and change projects, and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan, were recommended for approval by the MAG Transportation Review Committee on May 29, 2014, and on June 11, 2014, by the MAG Management Committee.

4D. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan

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

5. Draft Fiscal Year 2015 Arterial Life Cycle Program

Mr. John Bullen, MAG staff, presented a report on the Draft Fiscal Year 2015 Arterial Life Cycle Program (ALCP). Mr. Bullen noted that the ALCP is the financial management tool for the arterial section of the RTP, and is updated annually. Mr. Bullen noted that state statute requires that costs cannot exceed available revenues in the program. Additionally, federal statute requires that the program must show fiscal constraint in the Transportation Improvement Program (TIP). Mr. Bullen provided an overview of the development process for the ALCP. The first step is to update project work schedules and costs. The second step is to update revenue forecasts, and the third step is to adjust reimbursements as needed.

Mr. Bullen explained that project workbooks were distributed to all agencies in February 2014. He noted that the lead agencies provided updated project costs and schedules. Then, MAG analyzed the updated cost schedules and projects and adjusted reimbursements accordingly. Mr. Bullen stated that six project change requests were reviewed and recommended for approval by the MAG Street Committee. Mr. Bullen noted that multiple project change requests were heard at the MAG Street Committee this year.

Mr. Bullen informed the committee that Regional Area Road Fund (RARF) revenue forecasts have increased by approximately \$2.5 million from FY 2012 to FY 2013, but that federal revenue forecasts fell from FY 2012 to FY 2013, and again from FY 2013 to FY 2014. The decreased forecast represents about five percent of the federal program. Mr. Bullen noted that from FY 2015 to FY 2020, there is a surplus projected for the ALCP, but that projections indicate a deficit in the ALCP after FY 2020. He noted that this is predicated on the federal transportation bill, which expires September 30, 2014.

Mr. Bullen explained that due to the long-term deficit, continuing the temporary elimination of program inflation and bonding is proposed for FY 2015. He said that no program rebalancing is needed due to the variance of federal revenues, which is predicated on the expiration of MAP-21 on September 30, 2014. Mr. Bullen stated that near-term advancements were made consistent with the priorities established in the May 28, 2014, ALCP Policies and Procedures. He said that the FY 2017 to FY 2020 fund balance will be maintained to help mitigate any further decreases in federal revenues.

Mr. Bullen noted that after near-term advancements to match work schedules, the fund balance is maintained from FY 2017 to FY 2020, which will help offset any losses if a new federal transportation bill reduces revenues.

Mr. Bullen stated that the Draft FY 2015 Arterial Life Cycle Program continues the elimination of program inflation and bonding, is consistent with the programming principles in the ALCP Policies and Procedures, as approved May 28, 2014, and maintains a conservative approach while meeting near-term needs. Mr. Bullen stated that staff will continue to monitor changes in the federal transportation program.

Chair Meck thanked Mr. Bullen for his report and asked members if they had questions.

Mr. Dave Berry asked for clarification of the term “negative fund balance.”

Mr. Bullen explained that it represents the programmed reimbursements compared to the revenue coming into the program. He noted that beyond year 2021, funding commitments exceed the anticipated revenue, which he added, is predicated on the current federal transportation funding bill.

Mr. Eric Anderson noted that there has been a lot of discussion in Congress recently on finding more revenue to fund transportation. He added that this issue will be monitored closely this summer. Mr. Anderson stated that Congress needs to take action or the Highway Trust Fund is projected to be in a negative balance in August. He stated that the ALCP will have a \$38 million negative balance at the end of the program, and only a small increase in revenue would be needed to deal with the deficit because the ALCP is a \$1.5 billion program. Mr. Anderson added that the ALCP will be kept as it is because of the uncertainty of federal funding. He said they do not want to go through the exercise of deferring projects and then having to add them back into the program if higher revenue is forthcoming as they anticipate. He indicated that if Congress does not take action, the TPC might need to discuss adjustments to the ALCP. Mr. Anderson stated that the ALCP is in balance until 2020, which provides time to work on this.

Mr. Dennis Smith stated that he spoke to an aide to the Nevada Governor at an event the evening before. The aide has spoken to Senator Harry Reed who indicated that a short term fix to the budget is being discussed for this session, and a long term fix is being discussed for the lame duck session.

Mr. Joseph La Rue moved to recommend approval of (1) the draft FY 2015 Arterial Life Cycle Program and (2) amendments and administrative modifications to the 2035 Regional Transportation Plan and the FY 2014-2018 MAG Transportation Improvement Program, as appropriate. Mayor Greg Stanton seconded, and the motion passed unanimously.

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

Mr. Bob Hazlett, MAG staff, provided an update on the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS). He noted that the study has been underway for approximately 22 months and the last report he provided to the TPC was in May 2013. Mr. Hazlett stated that four different concepts for the corridor were studied.

Mr. Hazlett stated that seven of the ten project tasks in the COMPASS project have been completed, and the last three tasks are underway. He noted that the planning partners along the corridor are El Mirage, Glendale, Maricopa County, Peoria, Phoenix, Surprise, and Youngtown. Mr. Hazlett added that some recommendations from the study are ready to be shared and he reported that the study is anticipated to conclude in the fall of 2014.

Mr. Hazlett stated that the four alternatives, which were presented to the TPC in May 2013, include continuing planning improvements from the Regional Transportation Plan, reconsidering the US-60 Grand Avenue Expressway option that was identified in the 1980s, planning for commuter rail with operational improvements, and identifying other high capacity transit options with US-60 enhancements.

Mr. Hazlett stated that an alternatives screening was conducted and it included data on residences and workplaces along the corridor obtained from the Trip Reduction Program to determine travel patterns. The alternatives screening also incorporated MAG's modeling results (called select link analysis), information from the corridor partners, travel demand, safety, reliability, accessibility, economic opportunity, investment need, and corridor vision.

Mr. Hazlett noted that the expressway concept was dismissed based on the alternatives screening results. He explained that the expressway concept would eliminate all private property access, and would likely exceed a cost of \$2.5 billion. Mr. Hazlett stated that the concept of other high capacity transit, such as light rail or fixed guideway with US-60 enhancements, also was dismissed as an option. He noted that considering factors such as cost and work patterns, etc., commuter rail makes more sense as a long term goal.

Mr. Hazlett stated that a COMPASS Framework, a blend of the two remaining concepts, was developed. He said that the Framework includes projects contained in the Regional Transportation Plan, such as improvements to three intersections between Loop 303 and Loop 101 and improvements to three intersections between Loop 101 and downtown Phoenix. He said that the COMPASS Framework includes a corridor-wide Access Management System. Mr. Hazlett noted that there are approximately 427 driveways along the corridor, and the goal was to make

improvements to, but not restrict or compromise private property access to the corridor. He stated that the COMPASS Framework also includes addressing remaining bottlenecks and congestion points, and continue to plan for commuter rail with operational improvements.

Mr. Hazlett described the corridor optimization process, which includes identifying additional traffic interchanges or grade separations at up to nine locations to optimize traffic flow. He said that one area of concern is the segment of Grand Avenue between 99th Avenue and Thunderbird Road in Sun City, where the traffic volume is projected to be 90,000 cars per day by 2035, even taking into account the construction of Northern Parkway. He noted how this 90,000 volume is equivalent to Loop 101 volumes today and suggested how congested that corridor would be if there were traffic signals on that freeway. He said that area stakeholders were consulted and they came up with a solution to eliminate traffic signals along this stretch of US-60 by introducing additional grade separations and traffic interchanges to meet travel demand. Mr. Hazlett stated that this could take a long time to construct.

Mr. Hazlett stated that the Access Management Plan was a lengthy effort that included eight or nine workshops with cities, the county, and property owners. He stated that the Access Management Plan would reduce the number of driveways from 427 to 176, a significant boost safety-wise. Mr. Hazlett explained that 89 of these 176 driveways are private property access and the remainder is access for streets. He noted the importance of the Access Management Plan being implemented over time as redevelopment occurs. Mr. Hazlett stated that the team is developing an overlay zoning that cities could adopt to avoid situations that could pit one agency against another. He acknowledged the expertise of world renowned expert Mr. Phil Demosthenes on the Access Management Plan.

Mr. Hazlett stated that the systems planning and implementation portion of the study is underway. They are working on completing the committed highway projects for Grand Avenue funded by Proposition 400, such as Bell Road and Thunderbird Road/Thompson Ranch; recognizing the near-term funding shortfall for Regional Transportation Plan projects in Phase V, amounting to approximately \$500 million to \$600 million; coordinating efforts on nearer-term light rail projects for Phoenix and Glendale under consideration for Federal Transit Administration funding; and accommodating ideas for a long term commuter rail or high capacity transit project for incorporation into the corridor.

Mr. Hazlett stated that 200-300 people have been sent announcements for workshops that will be held on June 23 in Glendale, and on June 24 in Surprise. He said that comments received at the workshops will be provided to the technical teams and then engage the partners. Mr. Hazlett stated that he anticipates presenting the study recommendations to the TPC and Regional Council in the fall of 2014.

Chair Meck thanked Mr. Hazlett for his report and asked members if they had questions.

Mr. Roc Arnett asked about commuter rail. Mr. Hazlett replied that this study was to not preclude any option for the corridor that could happen in the future. He said that grade separations and access management improvements will optimize commuter rail in the future.

Mr. Arnett asked if additional right-of-way would be needed or could they coordinate with BNSF. Mr. Hazlett replied that the COMPASS recommendations were meant to accommodate improvements within the existing rights-of-way for US-60 and not impede the railroad or private property access.

Mayor Jim Lane asked for clarification about the \$2.5 billion cost for the expressway concept. He asked if this sum was to acquire right-of-way or eliminate access from 427 driveways to 176. Mr. Hazlett explained that having an expressway option would turn Grand Avenue into a loop freeway and no private property access would be allowed. He added that the cost to accomplish this is estimated at \$2.5 billion. Mr. Hazlett stated that the expressway concept would also preclude a lot of land use and economic development activity. He stated that the current 150-foot corridor width would need to expand to 300 to 400 feet, and would wipe out significant sections of downtown Glendale and Peoria. Mr. Hazlett stated that eliminating the driveways was included in the other figure for improvements he provided, He noted that the \$500 million to \$600 million cost would identify property access and access management rights, and instead of spending \$2.5 billion for a freeway, they would spend half a billion dollars for an optimized corridor that does not preclude multimodal opportunities.

Mayor Lane asked for clarification that Mr. Hazlett was saying that the corridor could be improved, it could accommodate economic development, and \$2 billion would be saved. Mr. Hazlett replied yes.

Mr. Berry asked if a bridge design or other improvements to accommodate commuter rail would leave a spot to accommodate rail in the overpass or would that be funded and constructed when rail projects occur. Mr. Hazlett replied that it is assumed that commuter rail would remain within the BNSF right-of-way and that freight operations would continue in the corridor, which means that grade separations would be required if there was commuter rail or not. Mr. Hazlett stated that the recommendations for Grand Avenue ensure bridging approaching roadways over the BNSF and any potential commuter rail within BNSF right-of-way.

Mayor Wolcott asked if there was any discussion that BRT would be included as an option. Mr. Hazlett replied that the study findings do not preclude BRT operation as an option in the corridor and they enhance commuter rail. He added that all of the information has been shared with Valley Metro as they begin their BRT study.

Mayor Wolcott expressed her appreciation for reducing the number of driveways to 176 along the corridor. She said it could be a major accomplishment if realized. Mr. Hazlett noted that they are working on institutional arrangements and policies that cities could enact.

Supervisor Clint Hickman remarked on utilizing lineage, signs, and painting along the corridor to reduce costs. He asked if there was any thought as these driveways are eliminated to using the right lane as a low speed lane to not only aid drivers with ingress and egress, but also to help businesses. Mr. Hazlett stated that they are currently working with ADOT and FHWA on a new signage plan for Grand Avenue that would reflect its unique role. He said that there can be confusion because drivers see the large green signs that indicate a freeway, but Grand Avenue is not a freeway. Mr. Hazlett stated that they are working on signage to improve drivers' experiences and eliminate confusion using the corridor.

Supervisor Hickman stated that there are so many West-Siders who grew up around Grand Avenue and most people understand there are cut ins in the far right lane and do not drive in that lane. He added that training could be beneficial to drivers and could help avoid jeopardizing businesses.

Mayor Wolcott stated that looking at BRT does not interrupt the vision of commuter rail and is actually a precursor to commuter rail to determine whether ridership would exist.

7. Legislative Update

Mr. Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He said that a provision in the current federal transportation legislation, MAP-21, requires that metropolitan planning organizations that serve as a transit management area include a public transit representative on their boards by October 1, 2014. Mr. Pryor noted that guidance by the Federal Transit Administration and the Federal Highway Administration has been published in the Federal Register. He added that staff is working on the implementation process and will be bringing it back at a future date, likely a September timeframe. Mr. Pryor requested that members contact him if they have ideas on an approach or if they have questions.

Chair Meck thanked Mr. Pryor for his report and asked if there were questions from the committee.

Mayor Wolcott asked if Mr. Pryor could provide an idea of the implementation process. Mr. Pryor replied that they will have discussions with the transit provider to determine their expectations and to research changes that would be required to MAG materials, such as the By-Laws, memoranda of understanding, policies and procedures, documents, etc., where MAG's representation is described.

Mayor Wolcott asked the anticipated timeframe. Mr. Pryor replied that action by the Regional Council in September is anticipated to comply with the October 1 date, and the new transit representative could be seated at the October Regional Council meeting.

8. Request for Future Agenda Items

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

No requests were noted.

9. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee 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.

Vice Chair Jack Sellers presented Chair Jackie Meck with a Resolution of Appreciation that had been prepared in recognition of his service as Chair of the Transportation Policy Committee.

Chair Meck expressed his appreciation for the acknowledgment and remarked that it had been his pleasure to serve.

Adjournment

There being no further business, the meeting adjourned at 1:00 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 5, 2014

SUBJECT:

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

SUMMARY:

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

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

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

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

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

This item is on the August 6, 2014, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

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

MEMBERS ATTENDING

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

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

EX-OFFICIO MEMBERS ATTENDING

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

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

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

Attended by Audioconference

On July 15, 2014, the MAG Bicycle and Pedestrian Committee recommended approval to split the bike share project into two projects; one led by the City of Phoenix and the other by the City of Tempe.

MEMBERS ATTENDING

- Katherine Coles, Phoenix, Chair
- Tracy Stevens, Avondale, Vice-Chair
- Michael Sanders, ADOT
- Raquel Schatz, Apache Junction
- * Robert Wisener, Buckeye
- D.J. Stapley, Carefree
- Ian Cordwell, Cave Creek

- Jason Crampton, Chandler
- * Jose Macias, El Mirage
- Kristin Myers, Gilbert
- Purab Adabala, Glendale
- Joe Schmitz, Goodyear
- Thomas Chlebanowski, Litchfield Park
- #David Maestas, Maricopa

Denise Lacey, Maricopa Coounty
Jim Hash, Mesa
Brandon Forrey, Peoria
* Rich Purcell, Queen Creek
Amanda Leuker for Ben Limmer, Valley
Metro

Susan Conklu, Scottsdale
Stephen Chang, Surprise
Eric Iwersen, Tempe
* Robert Carmona, Wickenburg
Grant Anderson, Youngtown

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

CONTACT PERSON:

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

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

Sort: Section, Agency, Location, Work Year

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

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

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ADOT	Highway	2016	DOT16-426	6350	SR347: Union Pacific Railroad Crossing	Right of Way Acquisition	1	3	3	----	No	----	Street	NHPP	2016	5,186,500	-	313,500	5,500,000	Amend: Add a new railroad crossing right of way project in FY2016 for \$5,500,000.	✓	✓		
ADOT	Highway	2017	DOT17-424	6350	SR347: Union Pacific Railroad Crossing	Right of Way Acquisition	1	3	3	----	No	----	Street	NHPP	2017	6,883,900	-	416,100	7,300,000	Amend: Add a new railroad crossing right of way project in FY2017 for \$7,300,000.	✓	✓		
ADOT	Highway	2015	DOT15-408	42481	SR79 at SR79B	Construct Roundabout	0.3	2	2	----	No	----	Safety	HSIP-AZ	2015	2,100,000	-	-	2,100,000	Amend: Increase total project budget by \$100,000 from \$2,000,000 to \$2,100,000.	✓	✓		
ADOT	Highway	2017	DOT15-410	25910	SR87 at Gila River Bridge, S/r# 635	Scour Retrofit	0.3	2	2	----	No	----	Other	STP-BR	2017	600,000	-	-	600,000	Amend: Increase total project budget by \$300,000 from \$300,000 to \$600,000. Defer project from FY2015 to FY2017.	✓	✓		
ADOT	Highway	2016	DOT16-424	3776	SR88 at Superstition Blvd	Right of Way and Utilities Roundabout	0.3	2	2	----	No	----	Street	HSIP-AZ	2016	2,500,000	-	-	2,500,000	Amend: Add a new roundabout Right of Way and Utility project in FY2016 for \$2,500,000.	✓	✓		
ADOT	Highway	2017	DOT15-409	3776	SR88 at Superstition Blvd	Construct Roundabout	0.3	2	2	----	No	----	Safety	HSIP-AZ	2017	3,500,000	-	-	3,500,000	Amend: Decrease total project budget by \$452,000 from \$3,952,000 to \$3,500,000. Defer project from FY2015 to FY2017.	✓	✓		
ADOT	Highway	2015	WKN10-801	40083	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	--	--	--	--	No	SL690 01C	Bike/Ped	STP-TEA	2010	436,129	-	26,362	462,491	Amend: Defer project work year from 2014 to 2015. Reduce federal/local from \$483,279/\$59,397 to \$436,129/\$26,362	✓	✓		
Fountain-Hills	Highway	2015	FTH11-801	40763	Shea Blvd-142nd St to Eagle Mountain Pkwy	Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain-Hills section)	1	6	6	----	No	----	Bike/Ped	CMAQ	2015	273,000	-----	117,000	390,000	Amend: Delete project. Project was previously combined with SCT15-401 as part of a separate action.		✓		
Gilbert	Highway	2015	GLB12-102D	23182	Various Gilbert School Locations	Design pedestrian crossing improvements	0	0	0	----	No	SF039 03D	Safety	TAP-AZ	2015	130,000	-	-	130,000	Amend: Change work year to 2015. Change Federal funding source to TAP-AZ.	✓	✓		
Gilbert	Highway	2016	GLB12-102C	23182	Various Gilbert School Locations	Construct pedestrian crossing improvements	0	0	0	----	No	SF039 03C	Safety	TAP-AZ	2016	270,000	-	-	270,000	Amend: Change Federal funding source to TAP-AZ.	✓	✓		
Maricopa (City)	Highway	2015	MAR14-407	38156	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	Design Roadway Paving.	1.5	2	2	----	No	SZ152 01C/01 D	Air Quality	Local	2015	-	-	88,802	88,802	Amend: Change work year to 2015. Update local design cost.	✓	✓		

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Maricopa (City)	Highway	2015	MAR14-407D2	38156	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	ADOT Design Review Fees	1.5	2	2	----	No	SZ152 01C/01D	Air Quality	CMAQ-2.5	2015	28,290	-	1,710	30,000	Amend: Add new phase for ADOT Design Review fees. Transfer \$28,290 of CMAQ-2.5 funding with \$1,710 local match from MAR15-407.	✓	✓		
Maricopa (City)	Highway	2016	MAR15-407	38156	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	Pave Unpaved Roadway.	1.5	2	2	----	No	----	Air Quality	CMAQ-2.5	2016	501,232	-	30,297	531,529	Amend: Change work year to 2016. Reduce federal/local funding from \$529,522/\$32,007 to \$501,232/\$30,297. Funding moved to MAR14-407D2.	✓	✓		
Maricopa County	Highway	2014	MMA13-190	20230	Avondale Blvd at MC 85: RR and Intersection modifications	Design, right-of-way, and utility relocation for Rail Safety Improvements	0.1	4	4	----	No	----	Safety	HSIP-RGC	2014	205,616	-	131,305	340,455	Admin: Combine MMA13-190 and MMA14-190 into one listing and add \$62,000/\$38,000 from MMA14-190 for ROW and \$47,150/\$2,850 from MMA15-190 for utility relocation. Work being done in 2014.				
Maricopa County	Highway	2014	MMA14-190	20230	Avondale Blvd at MC 85: RR and Intersection modifications	Acquisition of right-of-way for Rail Safety Improvements	0.1	4	4	----	No	----	Safety	HSIP-RGC	2014	62,000	-	38,000	100,000	Admin: Delete project. Combined with MMA13-190.				
Maricopa County	Highway	2015	MMA15-190	20230	Avondale Blvd at MC 85: RR and Intersection modifications	Construction for Rail Safety Improvements	0.1	4	4	----	No	----	Safety	HSIP-RGC	2015	898,925	-	998,075	1,897,000	Admin: Move \$47,150/\$2,850 to MMA13-190 for utility relocation.				
Peoria	Highway	2013	PEO12-110	26578	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	0.1	4	4	----	No	SH535 01D	Safety	HSIP-AZ	2013	647,765	-	212,235	860,000	Amend: Adjust local and federal funding to match current IGA.	✓	✓		
Peoria	Highway	2015	PEO14-102	26578	Intersection of Cactus Rd and 75th Avenue	Acquisition of right-of-way for intersection improvement.	0.1	4	4	----	No	SH535 01R	Safety	HSIP-AZ	2015	907,920	-	260,000	1,167,920	Amend: Change work year from 2014 to 2015 per ADOT request. Adjust local and federal funding to match current IGA.	✓	✓		
Peoria	Highway	2016	PEO15-104C1	26578	Intersection of Cactus Rd and 75th Avenue	Relocate utilities	0.1	4	4	----	No	SH535 01C	Safety	HSIP-AZ	2016	845,305	-	234,695	1,080,000	Amend: Add separate workphase for utility relocation per ADOT request.	✓	✓		
Peoria	Highway	2017	PEO15-104	26578	Intersection of Cactus Rd and 75th Avenue	Construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at	0.1	4	4	----	No	SH535 01C	Safety	HSIP-AZ	2017	3,012,544	-	1,548,633	4,561,177	Amend: Change work year from 2016 to 2017 per ADOT request. Adjust local and federal funding to match current IGA. Change description to reflect separate utility relocation workphase.	✓	✓		
Peoria	Highway	2015	PEO14-103	44015	Peoria Ave and 75th Ave	Acquisition of right-of-way for intersection improvement.	0.1	4	4	----	No	SH536 01R	Street Intersection	HSIP-AZ	2015	622,400	-	37,600	660,000	Amend: Change work year from 2014 to 2015 per ADOT request. Adjust local and federal funding to match current IGA.	✓	✓		
Peoria	Highway	2016	PEO15-105C1	44015	Peoria Ave and 75th Ave	Utility relocation	0.1	4	4	----	No	SH536 01C	Street Intersection	HSIP-AZ	2016	1,056,200	-	763,800	1,820,000	Amend: Add separate workphase for utility relocation per ADOT request.	✓	✓		

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

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Pinal County	Highway	2015	PNL14-410	44178	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Design Roadway Paving.	1.5	2	2	-----	No	SZ147 01C/01 D	Air Quality	Local	2015	-	-	145,000	145,000	Amend: Increase local/total funding from \$115,000 to \$145,000. Change work year from 2014 to 2015.	✓	✓		
Pinal County	Highway	2017	PNL15-410	44178	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Pave Unpaved Roadway.	1.5	2	2	-----	No	SZ147 01C/01 D	Air Quality	CMAQ-2.5	2017	1,178,750	-	112,200	1,290,950	Amend: Change work year from 2015 to 2017.	✓	✓		
Tempe	Highway	2015	TMP15-403	27276	Various Locations in Tempe	Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc.	0	0	0	-----	No	-----	Bike/Ped	CMAQ	2015	636,525	-	38,475	675,000	Amend TIP: Add new workphase to replace PHX15-446C with separate Tempe sponsored workphase.	✓	✓		
Scottsdale	Transit	2015	SCT13-901T	45339	Regionwide	Purchase bus: standard 40 foot - 7 replace	0	0	0	11.12.01	No	-----	Transit Bus	CMAQ-Flex	2013	4,065,254	245,726	-	4,310,980	Amend TIP: Reinstate project which was deleted in error. Add \$400,000 from reprogramming of VMR12-838T to VMR12-840TR1.	✓			

Notes

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

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

ALCP - IN TIP																		
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
CHN15-101CZ	Chandler	McQueen Road: Chandler Heights to Riggs Road	Construct roadway widening	2015	Jul-16	1	2	4	Local	5,478,000	-	-	10,956,000	--	--	--	Amend: Duplicate listings for CHN10-101CZ2. Change TIP ID to CHN15-101CZ.	ACI-PRC-10-03-J
CHN17-118RRB	Chandler	Old Price Rd at Queen Creek Rd: Intersection Improvements	Acquisition of right-of-way for roadway widening	2018	Jul-15	0.8	6	6	RARF	(1,141,000)		1,141,000	-	2018	RARF	1,141,000	Admin: Change phase from construction to right-of-way to match FY 2015 ALCP. Change TIP ID from CHN17-112CRB to CHN17-112RRB.	ACI-PRC-10-03-G
GLB15-107DRB	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2015	Dec-15	0.5	4	6	RARF	(135,995)	-	135,995	-	2015	RARF	135,995	Amend: Correct amount to match FY 2015 ALCP.	AII-GUD-30-03
GLB18-110DRB	Gilbert	Elliot Rd at Gilbert Rd	Design intersection improvement	2018	Dec-19	0.5	4	6	RARF	\$ (739,272)	\$ -	\$ 739,272	\$ -	2018	STP-MAG	\$ 739,272	Amend: Correct year to match FY 2015 ALCP	AII-ELT-40-03
MMA16-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2016	Feb-19	0.1	0	4	STP-MAG	85,714	200,000	-	285,714	2016	STP-MAG	200,000	Amend: Correct amount to match FY 2015 ALCP.	ACI-NOR-10-03-E
MMA16-118CZ	Maricopa County	Northern Parkway: Dysart to 111th	Construct roadway widening	2016	Jul-16	2.5	2	4	Local	8,062,611	-	-	8,062,611	--	--	--	Admin: Update the TIP ID from MMA16-113CZ to MMA13-118CZ; duplicate TIP IDs existed.	ACI-NOR-10-03-B
MMA17-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2017	Feb-19	0.1	0	4	STP-MAG	1,049,742	2,449,399	-	3,499,141	2017	STP-MAG	2,449,399	Admin: Change TIP ID from MMA16-113DZ to MMA17-113DZ; project had duplicate TIP IDs. Correct amount to match FY 2015 ALCP.	ACI-NOR-10-03-E
PHX15-102CZ	Phoenix	Black Mountain Blvd: SR 51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Reimbursement for Advanced Construct Roadway Widening	2015	Oct-15	2	0	6	Local	10,730,955			10,730,955	-	-	-	Amend: Delete TIP listing to match FY 2015 ALCP.	ACI-BMT-10-03
SCT13-105SAVZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Project Savings for Roadway Widening	2015	Jun-14	0.4	2	4	RARF			1,194,568	1,194,568	2015	RARF	1,194,568	Amend: Delete TIP listing to match FY 2015 ALCP.	ACI-SAT-10-03-C
SCT16-107DRB	Scottsdale	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	2016	Jun-18	1.2	2	4	RARF	(352,073)	-	352,073	-	2016	RARF	352,073	Amend: Create separate listings for work and reimbursement. Match the FY 2015 approved ALCP.	ACI-SAT-10-03-E
SCT14-122RRB	Scottsdale	Raintree Drive Extension: 76th Place to Hayden Rd	Acquisition of right-of-way for roadway widening	2016	Dec-17	1	0	2	RARF	(5,016,725)	-	5,016,725	-	2016	RARF	5,016,725	Amend: Duplicate listings for SCT14-122RWZ. Change TIP ID to SCT14-122RRB.	ACI-SAT-10-03-F
SSCT18-125CZ	Scottsdale	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	2018	Jun-19	1	4	6	Local	4,571,429			4,571,429	2019	RARF	3,200,000	Amend: Delete TIP listing to match FY 2015 ALCP.	ACI-PMA-10-03-C
SCT14-118DZ	Scottsdale	Raintree Drive: Hayden Road to Loop 101	Design roadway widening	2016	Jun-17	1	4	6	Local	1,005,922	-	-	1,005,922	--	--	--	Amend: Defer project design phase from 2015 to 2016.	ACI-SAT-10-03-G

Red indicates a change to the TIP

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

7/23/2014

ALCP - OUT OF TIP																		
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
--	Chandler	Ray Rd at McClintock Dr	Acquisition of right-of-way for intersection improvement	2024	Jun-25	0.3	4	6	STP-MAG	(545,864)	545,864	-	-	2024	STP-MAG	545,864	Amend: Previous listing incorrectly recorded as \$54,586.36. Increase to \$545,863.56 to match FY 2015 approved ALCP.	AII-RAY-40-03
--	Mesa	Southern Ave at Lindsay Rd	Construct intersection improvement	2024	Jun-22	0.5	4	6	RARF	(1,764,272)	-	1,764,272	-	2024	RARF	1,764,272	Amend: Correct amount to match FY 2015 ALCP.	ACI-SOU-10-03-C
--	Mesa	Signal Butte Rd: Ray Rd to Pecos Rd	Design roadway widening	2024	Jun-26	2	0	6	STP-MAG	(1,688,490)	1,688,490	-	-	2024	STP-MAG	1,688,490	Amend: Correct year to match FY 2015 ALCP	ACI-SGB-10-03-C
--	Mesa	Southern Ave: Crismon Rd to Meridian Rd	Acquisition of right-of-way for roadway widening	2027	Jun-25	2	4	6	RARF	(2,193,915)	-	2,193,915	-	Unfunded	RARF	2,193,915	Amend: Correct amount to match FY 2015 ALCP.	ACI-SOU-20-03-B
--	Mesa	Southern Ave: Crismon Rd to Meridian Rd	Construct Roadway Widening	2027	Jun-25	2	4	6	RARF	(2,371,033)	-	2,371,033	-	Unfunded	RARF	2,371,033	Amend: Correct amount to match FY 2015 ALCP.	ACI-SOU-20-03-B

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 5, 2014

SUBJECT:

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

SUMMARY:

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

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

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

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

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

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

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

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

Cost and Budget

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

Access the South Central LPA Report here:

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

Major Amendment Process

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

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

PUBLIC INPUT:

There was extensive public involvement through the alternatives analysis study by Valley METRO Rail that included a formal City of Phoenix community working group and 70 meetings with businesses and organizations. Opportunities were also provided at the July 31, 2014, MAG Transportation Review Committee meeting and at the August 6, 2014, MAG Management Committee meeting.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The alternatives analysis conducted by METRO found that the recommended LPA will best meet the purpose and need for the project, meeting the travel demands of increased riders anticipated within the South Central Avenue study area as well as providing the potential to promote

economic development opportunities in coordination with transit-supportive policies and investments by the City of Phoenix.

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

This item is on the August 6, 2014, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

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

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County

* Transportation Safety Committee: Renate Ehm, Mesa

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

Attended by Audioconference

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

MEMBERS ATTENDING

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

* Paradise Valley: Jeremy Knapp
Peoria: Bill Mattingly as Proxy
Phoenix: Ken Kessler for Maria Hyatt
Queen Creek: Mohamed Youssef
Scottsdale: Madeline Clemann, Chair
Surprise: Martin Lucero for David Kohlbeck
Tempe: Robert Yabes
Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

*Members neither present nor represented by proxy.

+ - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Eileen O. Yazzie, (602) 254-6300



BACKGROUND

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

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

LOCALLY PREFERRED ALTERNATIVE

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

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

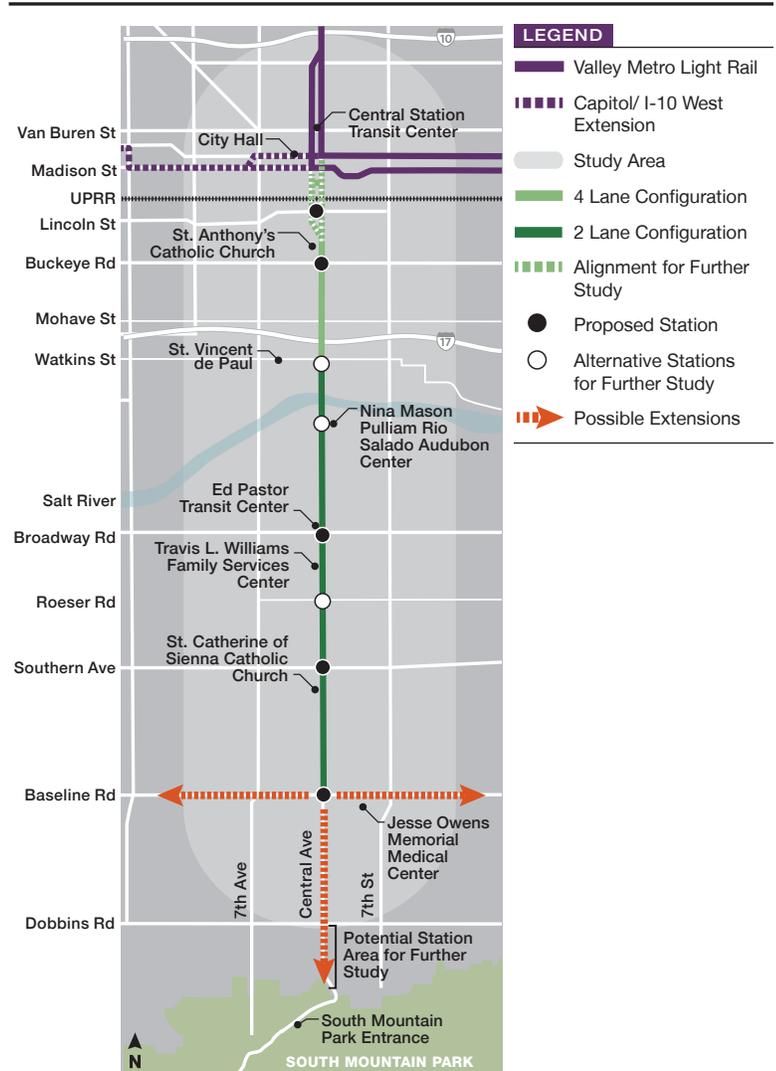
Valley Metro proposes a 4-lane street configuration (2 lanes in each direction) connecting from the existing light rail system in downtown Phoenix to just north of Watkins Street, transitioning to a 2-lane street configuration (1 lane in each direction) at Watkins Street south to Baseline Road. The proposed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

NEXT STEPS



8 - 10 YEARS

LOCALLY PREFERRED ALTERNATIVE



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 5, 2014

SUBJECT:

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

SUMMARY:

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

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

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

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

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

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

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

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

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

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

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

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

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

This item is scheduled for the August 6, 2014 MAG Management Committee, an update will be provided.

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

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

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

Attended by Audioconference

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

MEMBERS ATTENDING

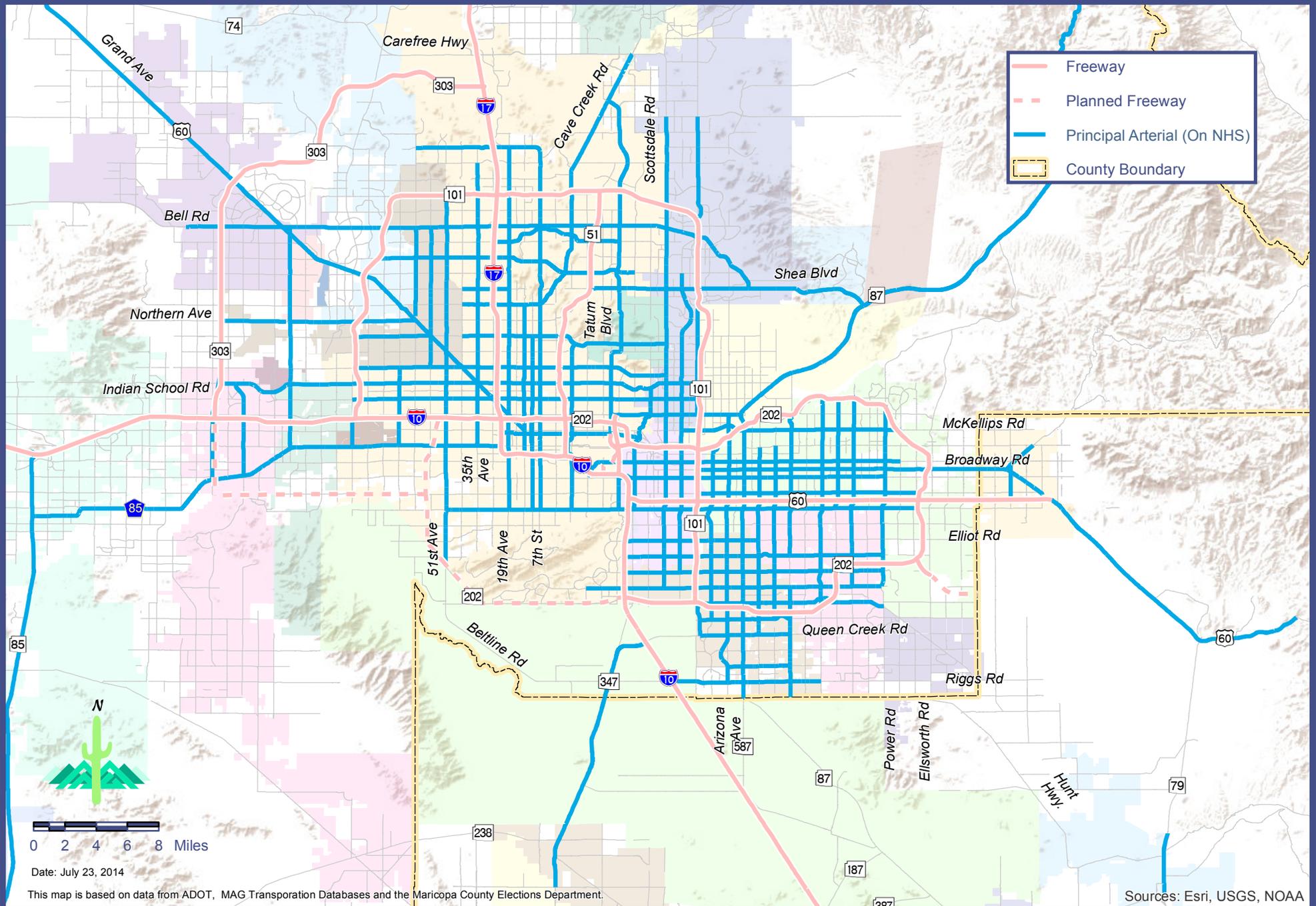
- Dana Owsiany, Phoenix, Chair Woman
- * Steve Beasley, ADOT
- Emil Schmid, Apache Junction
- Charles Andrews, Avondale
- Jose Heredia, Buckeye
- Dan Cook, Chandler
- Chris Hauser, El Mirage
- Tom Deitering for Aryan Lirange, FHWA
- # Morris Taylor for Wayne Costa, Florence
- Tim Oliver, Gila River Indian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

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

CONTACT PERSON:

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

Current Principal Arterial Network as of October 1, 2012

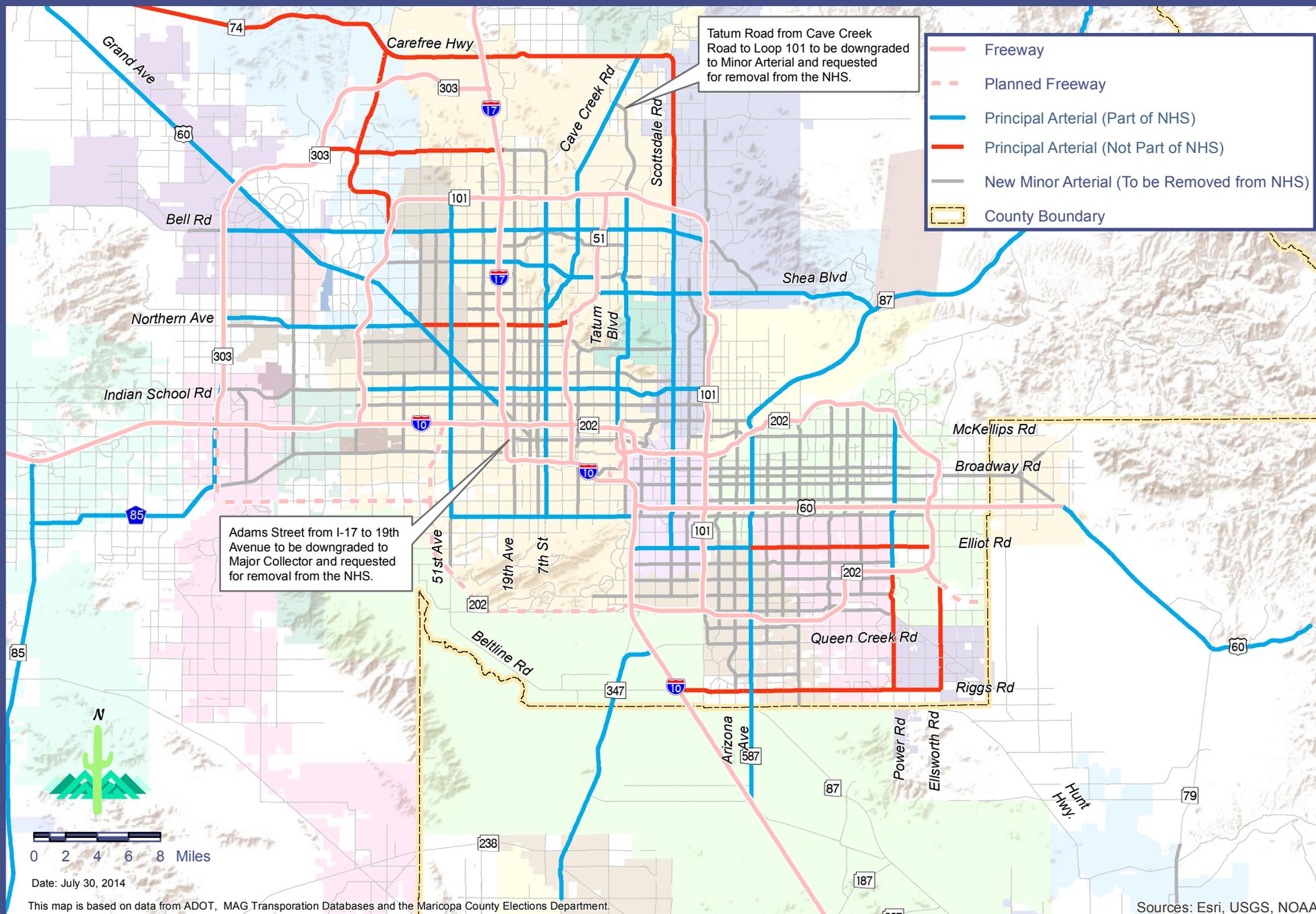


Date: July 23, 2014

This map is based on data from ADOT, MAG Transportation Databases and the Maricopa County Elections Department.

Sources: Esri, USGS, NOAA

Revised Principal Arterial Proposal: Option 2F



This map is based on data from ADOT, MAG Transportation Databases and the Maricopa County Elections Department.

Sources: Esri, USGS, NOAA