

November 4, 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, November 12, 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  
November 12, 2014**

	<u>COMMITTEE ACTION REQUESTED</u>
<p>1. <u>Call to Order</u></p> <p>2. <u>Pledge of Allegiance</u></p> <p>3. <u>Call to the Audience</u></p>	<p>3. Information.</p>
<p>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.</p>	
<p>4. <u>Approval of Consent Agenda</u></p> <p>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 (*).</p>	<p>4. Recommend approval of the Consent Agenda.</p>

**ITEMS PROPOSED FOR CONSENT\***

<p>*4A. <u>Approval of the September 17, 2014, Meeting Minutes</u></p>	<p>4A. Review and approval of the September 17, 2014, meeting minutes.</p>
<p>*4B. <u>MAG Public Involvement Progress Report</u></p> <p>As part of its adopted public involvement process, MAG provides quarterly progress reports on public involvement activities to MAG policy committees for information and to convey input. MAG responds to all of the comments received as appropriate. The MAG public involvement process adheres to all federal requirements under the current federal</p>	<p>4B. Information and discussion.</p>

transportation planning legislation and is dedicated to providing all of the region's residents and interested parties an opportunity to comment on transportation plans and programs. Please refer to the enclosed material.

\*4C. Acceptance of the Central Phoenix Transportation Framework Study

On October 8, 2014, the MAG Management Committee received a report on the Central Phoenix Transportation Framework Study. The study identifies the long-range transportation needs for the center of the MAG region in an area bounded by SR-101L on the north, east, and west, and the Gila River Indian Community on the South. Since beginning the study in 2010, the study team has reached out to numerous representatives from the general public, MAG member agencies, and Valley Metro/RPTA. Through stakeholder meetings, geographic dialogues, two planning charettes, and fourteen Planning Partner events, the project has identified varying transportation opportunities to meet future travel demand and thereby inform development of the NextGen Regional Transportation Plan. During the tenure of this project, study findings have been used to launch other major planning efforts for Metropolitan Phoenix, including the Southeast Corridor Major Investment Study, MAG's COMPASS (Corridor Optimization, Access Management Plan, and Systems Study) initiatives for US-60/Grand Avenue and 99th Avenue, the MAG Managed Lanes Network Development Strategy, and the Interstate 10/Interstate 17 Corridor Master Plan. The study findings were recommended for acceptance on October 23, 2014, by the MAG Transportation Review Committee. This item is on the November 5, 2014, MAG Management Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

4C. Recommend acceptance of the findings from the Central Phoenix Transportation Framework Study and the companion Downtown Phoenix Core Connections and Operations Study to inform development of the next generation of the Regional Transportation Plan; and to recommend the affected MAG member agencies within the Central Phoenix Transportation Framework Study area consider incorporating these findings into future updates of their general plans.

**ITEMS PROPOSED TO BE HEARD**

5. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road

On August 27, 2014, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road. Formal comment on the proposed major amendment is required by state statute, A.R.S. 28-6353, from the State Transportation Board, the Regional Public Transportation Authority, and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee may also provide comments. The proposed major amendment was recommended to MAG for approval on September 12, 2014, by the State Transportation Board, on September 18, 2014, by the Regional Public Transportation Authority Board, and on September 25, 2014, by the Maricopa County Board of Supervisors. On October 23, 2014, the MAG Transportation Review Committee recommended approval. This item is on the November 5, 2014, MAG Management Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

6. Draft 2014 Annual Report on the Status of the Implementation of Proposition 400

Proposition 400, approved by the voters of Maricopa County in November 2004, authorized the extension of a half-cent sales tax for use on transportation projects in the MAG Regional Transportation Plan. Arizona Revised Statute 28-6354 requires that MAG issue an annual report on projects included in Proposition 400, addressing factors such as project status, funding, and priorities. The Draft 2014 Annual Report is the tenth report in the series and covers the status of the life cycle programs for freeways/highways, arterial streets, and public transit. A Summary of Findings and

5. Recommend approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

6. Information and discussion.

Issues is included in the attached material and the full report is available on the MAG website. The Draft 2014 Annual Report was included on the October 23, 2014, MAG Transportation Review Committee agenda and the November 5, 2014, MAG Management Committee agenda for information and discussion. Please refer to the enclosed material.

7. Arterial Life Cycle Program Status Report - May 2014 through September 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 May 2014 and September 2014. This is the program's twentieth status report and the first published in FY 2015. The Arterial Life Cycle Program Status Report was included on the October 23, 2014, MAG Transportation Review Committee agenda and the November 5, 2014, MAG Management Committee agenda for information and discussion. Please refer to the enclosed material.

8. Overview of the Traffic Signal Optimization Program

The MAG Traffic Signal Optimization Program (TSOP) provides technical assistance to member agencies for improving traffic signal operations, and delivers training to agency staff via an annual workshop. Since inception in 2004, the program has completed 101 projects affecting nearly 1000 signalized intersections. Signal optimization projects result in reductions in traffic delay, fuel consumption and vehicular emissions. National studies have established that these projects produce benefit to cost ratios as high as 40 to 1. Staff will provide an overview of the program.

9. Solicitation of Nominations for Business Representatives on the Transportation Policy Committee

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members to the

7. Information and discussion.

8. Information and discussion.

9. Information, discussion and input.

Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On December 31, 2014, the terms of two of the TPC business members will expire. On October 2, 2014, a memorandum was sent to Regional Council members requesting names for the business representatives. One of the business members must represent construction interests, which is defined in state law as “a company whose primary function consists of building freeways, highways or major arterial streets.” The other business member would represent regionwide business, which is defined in state law as “a company that provides goods or services throughout the county.” State law provides that members serve six-year terms of office. Members may be reappointed. Letters received in response are attached. Input from TPC members is requested. It is anticipated that the Regional Council may make a recommendation on the business members at its December 3, 2014, meeting. Please refer to the enclosed material.

10. Legislative Update

An update will be provided on legislative issues of interest.

11. 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.

12. 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

10. Information, discussion, and possible action.

11. Information.

12. Information.

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING

September 17, 2014  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

- |  |  |
|--|--|
| Councilmember Jack Sellers, Chandler,<br>Chair                       | Mayor W. J. "Jim" Lane, Scottsdale                               |
| * Mayor Jerry Weiers, Glendale, Vice Chair                           | * Mr. Joseph La Rue, State Transportation<br>Board               |
| Mr. F. Rockne Arnett, Citizens Transportation<br>Oversight Committee | * Lt. Governor Stephen Roe Lewis, Gila River<br>Indian Community |
| * Mr. Dave Berry, Swift Transportation                               | * Mayor Georgia Lord, Goodyear                                   |
| * Mr. Jed Billings, FNF Construction                                 | # Mayor Mark Mitchell, Tempe                                     |
| # Mayor Bob Barrett, Peoria  | Mayor Lana Mook, El Mirage                                       |
| # Councilmember Ben Cooper, Gilbert                                  | Mr. Garrett Newland, Macerich                                    |
| * Mayor Alex Finter, Mesa  | Mayor Tom Rankin, Florence                                       |
| Mr. Charles Huellmantel, Huellmantel and<br>Affiliates               | Mayor Greg Stanton, Phoenix                                      |
| Supervisor Clint Hickman, Maricopa County                            | Ms. Karrin Kunasek Taylor, DMB Properties                        |
| * Mr. Mark Killian, The Killian<br>Company/Sunny Mesa, Inc.          | * Mayor Kenneth Weise, Avondale                                  |
|  | 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 Jack Sellers, at 12:07 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Sellers noted that Mayor Bob Barrett, Councilmember Ben Cooper, and Mayor Mark Mitchell were participating by teleconference.

Chair Sellers 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 Sellers 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 Sellers recognized public comment from Dr. Marvin Rochelle, who spoke in support of building Interstate 11. He stated that Interstate 11 will bring a lot of money into the Valley because it will be a natural stopping point for travelers on that corridor. Dr. Rochelle also spoke in support of extending light rail into the West Valley. He said he has been told this will not happen until 2023, but the West Valley is growing at the fastest rate of any section in the region. Dr. Rochelle stated that it seems that light rail projects in other parts of the Valley seem to be moving ahead of the West Valley project. Chair Sellers thanked Dr. Rochelle for his comments.

4. Approval of the August 13, 2014, Meeting Minutes

Chair Sellers asked members if they had changes to the minutes of the August 13, 2014, TPC meeting. No changes were noted.

Ms. Karrin Kunasek Taylor moved to recommend approval of the minutes of the August 13, 2014, TPC meeting. Mayor Jim Lane seconded, and the motion carried unanimously.

5. FY 2015 Regional Freeway and Highway Program Update

Mr. Bob Hazlett, MAG staff, provided an update on the Regional Freeway and Highway Program. He noted that the last update to the program was in May 2012, when the program was rebalanced. Mr. Hazlett reviewed the timeline of the Regional Freeway and Highway Program, beginning in 2003, when the Regional Transportation Plan was adopted, followed by passage of Proposition 400 by the voters in 2004. He stated that the Program began in January 2006, when collection of the half cent sales tax started.

Mr. Hazlett stated that the Regional Freeway and Highway Program was an \$8.1 billion program, but by 2007-2008, the Program cost inflated to approximately \$15.9 billion. He explained that this resulted in the first rebalancing in 2009, when the program was reduced approximately \$6.6 billion, to a fiscally balanced plan of \$9.4 billion, and the revenues matched the expenditures. Mr. Hazlett stated that this rebalancing included projects being delayed to a new Phase V. He noted that a second rebalancing was required in 2012 due to lower revenue projections. He added that the

program was reduced about \$300 million to \$9.1 billion. Mr. Hazlett noted that one project, part of Loop 303 in Goodyear, which had been moved to Phase V, was brought back into the program due to development in the area. He stated that the Regional Freeway and Highway Program in 2014 is approximately 50 percent complete and total cost is approximately \$8.9 billion.

Mr. Hazlett reported on Regional Freeway and Highway Program projects that have been completed since 2006, which include SR-24 in April 2014 and the traffic interchange at Loop 303 and Interstate 10 in August 2014. He added that 13 new miles were added to the Loop 303 corridor. Mr. Hazlett pointed out the addition of high occupancy vehicle (HOV) lane miles, which makes the Regional Freeway and Highway Program HOV network the fourth largest in the United States. He also noted that the Regional Freeway and Highway Program includes the largest direct high occupancy vehicle (DHOV) network in the nation.

Mr. Hazlett reported that 375 general purpose lane miles (52 percent) out of a planned 720 miles have been completed. He said that 215 HOV lane miles (60 percent) out of a planned 360 miles have been completed. Mr. Hazlett stated that the total of new miles is 590, or 54 percent of 1,080 miles planned.

Mr. Hazlett then reported on the remaining Regional Freeway and Highway Program projects to 2026. He noted that projects under construction include the Loop 303 between US-60/Grand Avenue and Happy Valley Road and adding lanes to Loop 101 in Scottsdale and Loop 202 (between Loop 101 and Broadway Road) in Mesa. Mr. Hazlett stated that additional general purpose lanes are planned for Loop 101 between Interstate 17 and Shea Boulevard, and for US-60 to Loop 202/Santan.

Mr. Hazlett stated that planned improvements on US-60/Grand Avenue include intersection improvements at Bell Road, Thunderbird Road, and a grade separation in the City of Surprise. Mr. Hazlett stated that the project likely to be the largest in regional or ADOT history is the South Mountain Freeway. He noted that the final environmental impact statement for the Loop 202/South Mountain Freeway is anticipated the end of September 2014, with the record of decision the end of 2014.

Mr. Hazlett indicated that planning work is underway for extending Loop 303 south of Interstate 10 to MC-85. He indicated that work continues with the City of Goodyear and ADOT to get the project moving as quickly as possible. Mr. Hazlett stated that a near-term improvement strategy on Interstate 10 and Interstate 17 (the Spine) has been identified to make improvements sooner than later. Mr. Hazlett stated that the Master Plan is underway and they anticipate approximately \$800 million in improvements will be identified by the end of 2016. He pointed an Interstate 10 widening project from the Pecos Stack to Riggs Road and a Loop 202 project adding HOV lanes, which will complete the HOV system on Loop 202. Mr. Hazlett stated that HOV lanes are included in the South Mountain Freeway plan.

Mr. Hazlett then addressed the status of the Program. Since 2006, a total of approximately \$3.6 billion of the \$8.9 billion program has been spent, but does not include approximately \$500-600

million from the Loop 303 project. Mr. Hazlett stated that the FY 2015 to 2019 MAG Transportation Improvement Plan possibly represents the most concentration of costs in the Program, due to the South Mountain Freeway and some near term improvements to Interstates 10 and 17.

Mr. Hazlett noted that program expenditures appear in line with the ADOT cost opinions and cash flow is working well. He said that the next five years represent the highest activity for the program, including the South Mountain Freeway and the near term improvements to Interstates 10 and 17, and likely will push the Program to the \$2.5-3 billion range.

Mr. Hazlett noted that a significant amount of jobs will be associated with construction. Mr. Hazlett stated that a re-evaluation of the Program with ADOT is underway, with an October workshop for identifying additional cost savings and unspent revenue. He gave as an example, approximately \$60 million was returned to the corridor from unspent funds for rights-of-way on the Loop 303 project. Mr. Hazlett stated that MAG and ADOT identified opportunities for saving costs of approximately \$10 million on right-of-way. He expressed that he looked forward to the significant accomplishments that will take place over the next ten years. Mr. Hazlett noted that the next report to the TPC is anticipated for January or February 2015.

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

Mayor Sharon Wolcott expressed her congratulations to MAG and ADOT for their collaboration for creating these efficiencies. She mentioned working with the agencies on the Bell and Grand intersection project and it was gratifying to see the agencies working together to identify cost savings and efficiencies. Mayor Wolcott added that their collaboration saved her business community at this intersection.

Supervisor Clint Hickman asked the reason the Program increased from an \$8.1 billion program to approximately \$15.9 billion and then decreased to \$9.4 billion in a two-year period. Mr. Hazlett replied that numerous factors that affected the cost at that time. He noted that there were cost increases attributed to the rising costs of construction materials, such as cement, due to an increase in demand. As an example, he explained that a lot of the demand for cement was associated with the Beijing Olympics, resulting in higher costs in 2007. Mr. Hazlett stated that another factor was over-design and whether the design speed chosen was really needed, and for this they examined the standards being used by ADOT compared to the AASHTO green book standards. He stated that they also worked with the Flood Control District, so as not to pay the entire cost for flood control. Mr. Hazlett noted that they rallied together to keep the program in line with the revenue.

#### 6. Outcome of the Central Phoenix Transportation Framework Study

Mr. Bob Hazlett stated that the Central Phoenix Transportation Framework Study is a multi-year project that looks at everything inside of Loop 101. He attributed the idea for the study was brought forward by Mr. Frank Fairbanks, former Phoenix City Manager. Mr. Hazlett stated that a presentation on the interim work products was given to the TPC in May 2013. Now the project is

complete and this update was to provide the TPC a report on the final outcomes and recommendations.

Mr. Hazlett stated that MAG conducted a number of framework studies that informed the planning process and determine what is truly needed for the transportation system. He said that the information provides data for the MAG Regional Transportation Plan and member agencies in their planning.

Mr. Hazlett stated that the foundation of the Central Phoenix Transportation Framework Study started with a network of more than 200 bicycle, pedestrian, arterial, freeway interchange, and transit projects. He said that they used an eight million population scenario to identify where there might be transportation issues. Mr. Hazlett stated that these projects were identified through numerous meetings of almost 1,000 people and two charette workshops. Mr. Hazlett stated that all projects were catalogued and categorized using the six Housing and Urban Development /Environmental Protection Agency/Department of Transportation criteria.

Mr. Hazlett stated that further study was conducted in 12 subject areas. These subject areas were wrapped up into planning papers that represented the Central Phoenix Framework Study recommendations for informing member agency planning and the next generation Regional Transportation Plan. Mr. Hazlett then presented highlights of major recommendations.

Mr. Hazlett stated that one of the recommendations of the Central Phoenix Transportation Framework Study was to study an extension of State Route 30. He said that SR-30 originally was planned as the Interstate 10 Reliever Freeway in the West Valley through Avondale, Goodyear, and Buckeye, and extends for 12 miles from Loop 202/South Mountain to SR-85. Mr. Hazlett reported that during the planning process, it was identified that the parallel segment of Interstate 10/Papago Freeway between Loop 202 and the I-17 Stack would reach very unacceptable levels of congestion as early as the current outer year planning in the Regional Transportation Plan. Through the charette process, and in meetings with the City of Phoenix, it was determined to test an extension of SR-30 for about five miles from Loop 202 to Interstate 17 at the Durango Curve, which relieved Interstate 10 considerably. Mr. Hazlett added that it also helps out Southwest Phoenix with economic growth by providing a better route between Downtown Phoenix and Sky Harbor International Airport.

Mr. Hazlett stated that the study explored 35 locations for Direct High Occupancy Vehicle (DHOV) ramps and interchanges to determine where there might be improved connections for transit and rideshare travelers to integrate with the freeway system. He said that 12 locations rose to the surface, including a potential location at Mountain View Road and Interstate 17, which is nearby MetroCenter and the light rail extension.

Mr. Hazlett stated that the study explored park-and-rides. He said that case studies of Best Practices were conducted for San Diego, Denver, and Seattle to define integration with freeway system and establish background for development and character of future DHOV ramps on the freeway system, including physical features, operational conditions, and benefits.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study looked at operations and maintenance on a regional basis and found we are behind. Mr. Hazlett described how Mr. Jack Letierre, the former New Jersey DOT Director, helped identify how catching things early can mean a lower bill later. He said that Mr. Letierre's observation was based upon his experience in New Jersey with a much older system and a considerable bill to pay to keep their transportation system in good order. Mr. Hazlett stated that the average cost for municipal street operations and maintenance is \$15,000 per lane-mile per year, and many times the maintenance cost exceeds the amount budgeted. He questioned if there should be a distinction to identify surface street improvements and maintenance that are of regional significance.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study also looked at arterial improvement strategies for just about all roadways on the mile grid to improve mobility on surface streets. He said that 66 railroad crossings were examined and nine locations were determined feasible for grade separation. Mr. Hazlett stated that the US-60/Grand Avenue COMPASS Study is addressing this corridor.

Mr. Hazlett displayed the Central Phoenix Transportation Framework Study brochure that was included in the agenda packet and said they are considering printing it in a larger format. He stated that the Central Phoenix Transportation Framework Study helped with a number of other projects: US-60/Grand Avenue COMPASS, 99th Avenue COMPASS, the MAG Managed Lanes Network Development Strategy, the I-10/I-17 Near Term Improvement Strategy, the I-10/I-17 Corridor Master Plan, and the Phoenix Inner Loop Microsimulation Model.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study shared data with the Sustainable Transportation and Land Use Integration Study, and launched a joint study between the City of Phoenix and MAG for examining connections in downtown Phoenix, which is the location of major events and venues, is the transit hub, and home to residents. Mr. Hazlett stated that an analysis identified a 20-year process to incorporate many of the Study's recommendations. He said that these recommendations include changing one-way traffic patterns and expanding bicycle and pedestrian facilities, modifications to 7<sup>th</sup> Avenue and 7<sup>th</sup> Street gateways, and converting Central Avenue to a transit/bicycle/pedestrian mall. Mr. Hazlett stated that the recommendations have been presented to the City Transportation and Infrastructure Committee, and have been through three rounds of public and stakeholder meetings.

Chair Sellers thanked Mr. Hazlett for his report. He asked if there is an estimate of how much traffic flow is improved with the addition of DHOVs. Mr. Hazlett replied that there is an estimate that is included in the report, but he did not have that figure at hand. He noted that DHOVs main contribution to improved traffic flow is they help eliminate the weaving across general purpose lanes when a vehicle wants to exit a freeway. Mr. Hazlett noted that the travel time savings for both HOV lanes and general purpose lanes appear to be significant with the addition of DHOVs, however, they are expensive.

Mr. Dennis Smith, MAG Executive Director, acknowledged that the beginnings of this study began with a request by former Phoenix City Manager Frank Fairbanks.

Mr. Smith referenced the maintenance funds slide, and he noted that freeway maintenance funds come from the Highway User Revenue Fund (HURF). He said that the cities, towns, and counties cannot afford any more loss of HURF funds, and neither can the state. Mr. Smith stated that HURF will be a topic of discussion when the State Legislature convenes in a few months. He referenced Mr. Jack Letierre's findings that delaying maintenance is exponential. Mr. Hazlett noted that the slide showed a deficit beginning already. Mr. Smith noted that the City of Tucson streets have deteriorated to an undesirable point we would never want ours to be.

7. Legislative Update

No report was needed.

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.

Mayor Wolcott stated that the City of Surprise needed to rebalance its staff due to the economic downturn. She remarked that this had long-term, serious impact. Mayor Wolcott expressed her appreciation to Mr. Smith for helping her staff as they rebuild. She acknowledged the assistance of MAG staff Dennis Smith, Bob Hazlett, Alana Chavez Langdon, Nathan Pryor, Anubhav Bagley, Amy St. Peter, Dave Moody, and Valerie Day. Mayor Wolcott added that the City has many new employees and would not have been able to rebuild their inner workings of the City without the assistance of MAG staff. She added that is one of the benefits of being a member of an organization such as MAG. Mayor Wolcott expressed appreciation for the reintroduction to Randy Overmeier, a former City of Surprise staff member, who will be coming out to help them.

Mr. Smith thanked Mayor Wolcott for the kind words. He noted that the members are MAG and are willing to help. Mr. Smith noted that MAG staff, Monique de los Rios Urban, who is an architect, has been assisting the City of Litchfield Park, which has a very small staff. He added that MAG staff also assisted the Town of Guadalupe, the Town of Wickenburg, and the Town of Gila Bend, and are willing to assist no matter what size the city.

Adjournment

There being no further business, the meeting adjourned at 12:55 p.m.

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Chair

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Secretary

November 4, 2014

TO: Transportation Policy Committee

FROM: Jason Stephens, MAG Public Involvement Planner III

SUBJECT: MAG PUBLIC INVOLVEMENT PROGRESS REPORT

In April 2014, the Maricopa Association of Governments (MAG) adopted an updated Public Participation Plan. The Plan is designed to provide complete information on transportation plans, timely public notice, full access to key decisions, and opportunities for early and continuing involvement in the transportation planning process, as well as other MAG activities, for all segments of the region's population, including Title VI and Environmental Justice communities.

MAG believes that public participation is a critical and necessary part of the planning process. The involvement of the public helps MAG make better transportation decisions that meet the needs of all people, and to plan transportation facilities that fit more harmoniously into communities. As part of its adopted public involvement process, MAG provides quarterly Public Involvement Progress Reports to policy committees for information and consideration. Please see the attached report for an update on recent MAG public involvement activities.

# MAG Public Involvement Progress Report

The MAG public involvement process adheres to all federal requirements under current federal transportation planning legislation. MAG is dedicated to providing the region's residents with an open and inclusive process designed to obtain input from all interested parties as defined in Section 5303 of Title 49, United States Code. All input received was addressed during the activity/group presentation or responded to within 48 hours. For more information, please contact Jason Stephens at (602) 452-5004 or Leila Gamiz at (602) 452-5076.

DATE	ACTIVITY/GROUP PRESENTATION	SUMMARY OF INPUT	APPROX. NUMBER REACHED
7/10/14	Stay Together and Recover (STAR Central)	Attendees asked about the reduced fare card and how it covers light rail and Dial-a-Ride. Attendees also asked about future light rail alignments and fare changes.	15
8/12/14	East Valley Lifewell	Attendees asked about light rail extensions, weekend transit service and the RideChoice program.	10
9/4/14	Northwest Brain Injury Survivors and Caregivers Group	Attendees commented on Dial-a-Ride not being on time and asked how much time they have to cross the street (via the walk signal). They also asked about the use of wheelchairs on light rail and buses.	20
9/9/14	MAG Transportation Ambassador Program- Mesa Public Library	Participants commented on the need for an inventory on human services transportation driver training opportunities. Inquiries included when the next FTA Section 5310 grant cycle will begin for the MAG region and a schedule of other MAG events.	45
9/12/14 and 9/13/14	National Federation of the Blind of Arizona Statewide Conference	Attendees asked about MAG's role as the MPO and how it affects the lives of people in the region. They also commented on the need for more light rail, a regional Dial-a-Ride system and better regional transit service.	100
9/26/14	Valley Metro RideShare Month Kickoff Event	Attendees filled out the MAG Awareness Survey on transportation priorities and asked what role MAG has in transit planning.	100
10/5/14	Tempe Tardeada	Attendees filled out the MAG Awareness Survey on transportation priorities, commented on the need for more light rail service and asked about future freeway corridors, transit service, and MAG's role in the region.	200

DATE	ACTIVITY/GROUP PRESENTATION	SUMMARY OF INPUT	APPROX. NUMBER REACHED
10/22/14	Scottsdale Age-Friendly Community Forum	Attendees inquired about public and alternative transportation services available in Scottsdale. Other comments included better marketing of the services available and the need for expanded services on weekends and evenings, particularly for older adults.	50
10/25/14	Arizona State Fair Governor's Office of Highway Safety Days	Attendees filled out the MAG's Awareness Survey on transportation priorities and commented on the need for light rail extensions throughout the Valley, and street improvements to include sidewalks in the far West Valley.	500

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

November 4, 2014

**SUBJECT:**

Acceptance of the Central Phoenix Transportation Framework Study

**SUMMARY:**

The recently completed Central Phoenix Transportation Framework Study was an effort to identify long-range transportation needs for the center of the MAG region in an area bounded by SR-101L on the north, east, west and the Gila River Indian Community on the south. Since beginning this study in late 2010, the study team has reached out to numerous representatives from the general public, MAG member agencies, the Arizona Department of Transportation, Valley Metro and through stakeholder meetings, geographic dialogues, two planning charettes, and twelve Planning Partner events, identified transportation options to inform development of the NextGen Regional Transportation Plan. The MAG Management Committee, the Transportation Policy Committee, and the MAG Regional Council were provided an update on the work products from this study addressing the regional freeway system, including the study's suggestions for the Interstate 10/Interstate 17 Corridor Master Plan.

In addition, information from the Downtown Phoenix Transportation Study, an initiative of the Central Phoenix Transportation Framework Study jointly funded by MAG and the City of Phoenix, was also presented to illustrate and implement the framework's planning principles.

The study team has identified fifteen different work products as the outcome to the Central Phoenix Transportation Framework Study. These work products are primarily technical in nature and discuss various transportation construction and operational improvement items that could be incorporated into the NextGen Regional Transportation Plan program. A summary brochure of the project's work products is attached to this summary transmittal. Information on the Central Phoenix Transportation Study's final work products is also available at [www.bqaz.org](http://www.bqaz.org).

**PUBLIC INPUT:**

Public input to inform the Central Phoenix Transportation Framework Study was received in the Summer and Fall of 2011 during the project's data discovery phase. More than 500 individuals representing the general public and commercial interests participated in five focus groups and six geographic dialogues as part of the outreach effort. The common themes of study, policy, and mobility recommendations were identified as benchmarks in both planning charettes and the subsequent work products that have been developed.

The public also provided input on the Downtown Phoenix Transportation Study in three different opportunities through the study development process. This study was an outreach to more than 150 Downtown Phoenix business and residents.

**PROS & CONS:**

PROS: The study developed an environmentally sustainable multimodal transportation framework that includes operational and safety improvements, and a framework for regional connectors and roadways within the study area. The project’s recommendations will provide guidance to MAG and member agencies for establishing a transportation framework and an implementation strategy to meet the long-term travel demand.

CONS: Most recommendations identified in the Central Phoenix Transportation Framework Study work products are unfunded beyond the scope of the current Regional Transportation Plan. As with all MAG Framework Studies, this effort was intended to identify the need, develop recommendation, and assess feasibility and constructability to inform the MAG Regional Council in future decisions about the Valley’s transportation system.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Recommendations proposed in these work products are designed to inform future generations of the Regional Transportation Plan and have been identified with implementation and constructability as primary criteria. It is anticipated that this early detailed look at technical concepts will provide the planning process with the best technical data to improve upon the quality of projects that may be identified for eventual construction and operation in the Central Phoenix Transportation Framework Study area.

POLICY: This Transportation Framework Study represents the fourth of sixth such efforts to identify transportation needs at future years beyond the present planning horizon for the Regional Transportation Plan. These efforts have led to decisions about long-range planning for transit, freight, freeway, and arterial corridors throughout the Valley. The Central Phoenix Transportation Framework Study is the first look at the core of the metropolitan area and the needs for meeting future travel demand. As with previous framework study recommendations, key and strategic improvements will be advanced into future generations of the Regional Transportation Plan, as recommended by the MAG Regional Council.

**ACTION NEEDED:**

Recommend acceptance of the findings from the Central Phoenix Transportation Framework Study and the companion Downtown Phoenix Core Connections and Operations Study to inform development of the next generation of the Regional Transportation Plan; and to recommend the affected MAG member agencies within the Central Phoenix Transportation Framework Study area consider incorporating these findings into future updates of their general plans.

**PRIOR COMMITTEE ACTIONS:**

This item is on the November 5, 2014, MAG Management Committee agenda. An update will be provided on action taken by the committee.

On October 23, 2014, the MAG Transportation Review Committee recommended acceptance.

**MEMBERS ATTENDING**

- |  |   |
|--|---|
| Avondale: David Fitzhugh, Chair        | Gila Bend: Ernie Rubi                     |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | * Gila River Indian Community: Tim Oliver |
| Buckeye: Scott Lowe                    | Gilbert: Kristin Myers for Leah Hubbard   |
| * Cave Creek: Ian Cordwell             | Glendale: Debbie Albert                   |
| Chandler: Dan Cook                     | Goodyear: Cato Esquivel                   |
| El Mirage: Chris Hauser for            | Litchfield Park: Woody Scoutten           |
| Jorge Gastelum                         | * Maricopa (City): Paul Jepson            |
| Fountain Hills: Randy Harrel           |   |

Maricopa County: Lynne Hilliard for  
John Hauskins  
Mesa: Jeff Martin for Scott Butler  
\* Paradise Valley: Jim Shano  
Peoria: Andrew Granger  
Phoenix: Ray Dovalina for Rick Naimark  
Queen Creek: Mohamed Youssef

Scottsdale: Todd Taylor for Paul Basha  
Surprise: Mike Gent  
Tempe: Shelly Seyler  
Valley Metro: John Farry  
# Wickenburg: Vince Lorefice  
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

\* Street Committee: Maria Deeb, Mesa  
\* ITS Committee: Catherine Hollow, Tempe  
FHWA: 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

**CONTACT PERSON:**

Bob Hazlett, Senior Engineer, 602 254-6300

**Attachment is posted  
as separate file.**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

November 4, 2014

**SUBJECT:**

Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road

**SUMMARY:**

This agenda item is the second of three MAG Committee steps in approving a Major Amendment to the MAG Regional Transportation Plan (RTP). The first MAG Committee request was to initiate the RTP Major Amendment Process and request outside consultation as required by state statute. The second MAG Committee request (addressed under this agenda item) is to approve the amendment to the RTP for air quality conformity analysis. The third and final MAG Committee step will be in the Spring of 2015 for final approval when the air quality conformity analysis is complete.

On August 27, 2014, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road. Formal comment on the proposed major amendment is required by state statute, A.R.S. 28-6353, from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments.

On September 12, 2014, the State Transportation Board recommended approval, on September 18, 2014, the Regional Public Transportation Authority recommended approval, and on September 25, 2014, the Maricopa County Board of Supervisors recommended approval of the proposed major amendment. With this recommended approval, the air quality conformity analysis process and technical modifications to the RTP can move forward. Once the air quality analysis is complete, the results will move through the MAG Committee process in Spring 2015 for approval.

The changes to the RTP for the proposed major amendment are documented in the attachment as noted with highlighted text and an updated map. For more information, please 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](http://www.valleymetro.org/projects_and_planning/project_detail/south_central)

**PUBLIC INPUT:**

None.

**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 the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

**PRIOR COMMITTEE ACTIONS:**

This item is on the November 5, 2014, MAG Management Committee agenda. An update will be provided on action taken by the committee.

On October 23, 2014, the Transportation Review Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- Buckeye: Scott Lowe
- \* Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Chris Hauser for Jorge Gastelum
- Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- \* Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
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- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina for Rick Naimark
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- # Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Maria Deeb, Mesa
- \* ITS Committee: Catherine Hollow, Tempe
- FHWA: 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 August 27, 2014, the MAG Regional Council unanimously approved (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) 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, 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

- |   |  |
|---|--|
| Mayor Michael LeVault, Youngtown, Chair                     | Mayor Rebecca Jimenez, Guadalupe                                     |
| Mayor W. J. "Jim" Lane, Scottsdale,<br>Vice Chair           | Mayor Thomas Schoaf, Litchfield Park                                 |
| Vice Mayor Robin Barker, Apache Junction                    | Mayor Christian Price, City of Maricopa                              |
| Mayor Kenneth Weise, Avondale                               | * Supervisor Steve Chucuri, Maricopa County                          |
| Mayor Jackie Meck, Buckeye                                  | * Mayor Alex Finter, Mesa  |
| Councilmember Mike Farrar, Carefree                         | * Mayor Scott LeMarr, Paradise Valley                                |
| Councilmember Reginald Monachino,<br>Cave Creek             | * Mayor Bob Barrett, Peoria  |
| # Mayor Jay Tibshraeny, Chandler                            | Mayor Greg Stanton, Phoenix  |
| Mayor Lana Mook, El Mirage                                  | Supervisor Todd House, Pinal County                                  |
| * Mayor Tom Rankin, Florence                                | Mayor Gail Barney, Queen Creek                                       |
| * President Ruben Balderas, Fort<br>McDowell Yavapai Nation | * President Diane Enos, Salt River<br>Pima-Maricopa Indian Community |
| Mayor Linda Kavanagh, Fountain Hills                        | Mayor Sharon Wolcott, Surprise                                       |
| Mayor Steven Holt, Gila Bend                                | Mayor Mark Mitchell, Tempe   |
| * Governor Gregory Mendoza, Gila River<br>Indian Community  | * Mayor Adolfo Gamez, Tolleson                                       |
| Mayor John Lewis, Gilbert                                   | * Mayor John Cook, Wickenburg  |
| Mayor Jerry Weiers, Glendale                                | Mr. Roc Arnett, Citizens Transportation<br>Oversight Committee       |
| Mayor Georgia Lord, Goodyear                                | Mr. Joseph La Rue, State Transportation Board                        |
|   | Mr. Jack Sellers, State Transportation Board                         |

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

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

MEMBERS ATTENDING

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

- \* Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc.  
Mayor W. J. "Jim" Lane, Scottsdale  
Mr. Joseph La Rue, State Transportation Board
- \* Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- \* Mayor Georgia Lord, Goodyear  
Mayor Mark Mitchell, Tempe

- Mayor Lana Mook, El Mirage
- \* Mr. Garrett Newland, Macerich
- \* Mayor Tom Rankin, Florence  
Mayor Greg Stanton, Phoenix  
Ms. Karin Kunasek Taylor, DMB Properties
- # Mayor Kenneth Weise, Avondale
- \* Mayor Sharon Wolcott, Surprise

\* Not present

# Participated by telephone conference call

+ Participated by videoconference call

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

#### MEMBERS ATTENDING

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

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

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

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

LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- ADOT: Brent Cain for Floyd 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 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.

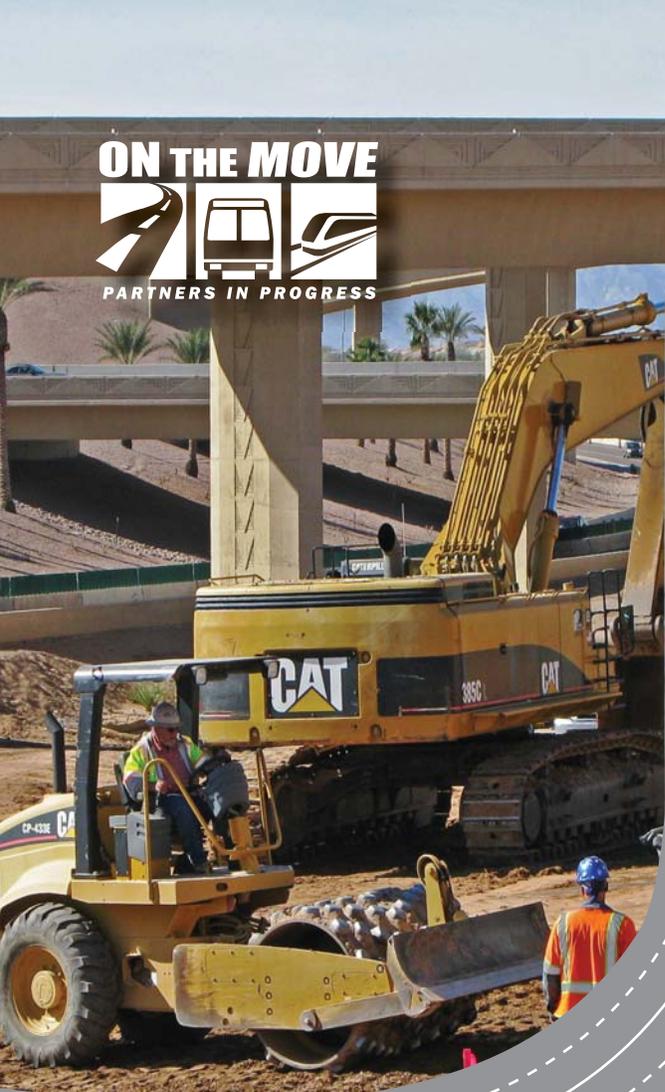
MEMBERS ATTENDING

- 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



# 2035 REGIONAL TRANSPORTATION PLAN (RTP)

JANUARY 2014



throughout the RTP planning period. Figure 10-8 indicates how services will be phased in over the planning period.

- LINK Service - In addition to the two current LINK routes, there is one additional route planned to open on Scottsdale/Rural Road by FY 2015, which will be funded using regional funds. Figure 10-8 includes this route.

### Planned Paratransit Services

Paratransit service includes various types of passenger transportation that offers a shared-ride origin to destination service that provides transportation for passengers unable to access fixed route local bus service. It can also allow groups of employees to self-organize and operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service. Paratransit includes dial-a-ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling.

- Dial-A-Ride - It is anticipated that dial-a-ride (DAR) service covered by the Americans with Disabilities Act (ADA) will grow commensurate to the number of fixed route bus miles expanded on per year.
- Vanpools - The future of the regional vanpool program is expected to grow due to its level of convenience and ease of customization to meet user's needs. Regional sources fund the purchase of the van only, while the operations support for this program comes from local funds, including passenger fares.

### Planned High Capacity Transit

High Capacity Transit (HCT) falls into two categories, HCT/All Day and HCT/Peak Period. HCT/All Day typically operates two-way service, seven days a week, and operates in an exclusive guideway. HCT/Peak Period provides higher speed, high volume commuter or regional access. This service typically operates Monday through Friday during the morning and evening time periods. A detailed listing of the timing and cost of planned high capacity service and capital improvements is provided in Appendix D.

- HCT/All Day –Fixed route bus or rail vehicles (e.g., light rail, streetcar) are used for this service, operating solely in an exclusive guideway. Passenger access is available at stations located approximately every half-mile to one mile.
  - *Light Rail Transit/High Capacity Transit:* The RTP includes a ~~59.7~~ **64.7**-mile HCT system, which incorporates the Minimum Operating Segment (MOS) and ~~eight~~ **nine** future extensions. The amount identified in the RTP from all funding sources for LRT/HCT expenditures during the planning period totals ~~\$6.4~~ **7** billion (YOE \$'s). Of this total,

\$3.3 billion will be regionally funded and \$3.18 billion will be funded from local sources. Proposition 400 half-cent sales tax funding will not be used for operating expenses on any part of the LRT/HCT system. Operating funds, which include farebox receipts, will come from participating jurisdictions.

It should also be noted that local sources will provide a significant share of the funding for the extension to downtown Glendale and the Northwest Extension. For these segments, regional funding in the form of federal transit funds may provide approximately one-half of the funding, with local sources providing the remaining half. An exception is Phase I of the Northwest Extension, which will not be covered by any federal funding. It is anticipated that a small amount of half-cent funds will be applied to these two segments for certain support infrastructure elements.

In addition, provisions are made to fund regional LRT/HCT support infrastructure. Table 10-2 lists the HCT extensions and attributes. Figure 10-9 indicates how services will be phased in over the 22-year planning period.

**TABLE 10-2  
HIGH CAPACITY TRANSIT/LIGHT RAIL - EXTENSIONS**

Extension Route Name, Location	Technology	Length	Year Open
Central Mesa (to Mesa Dr.), Mesa	LRT	3.1	2016
Northwest Phase I, Phoenix	LRT	3.2	2016
Northwest Phase II, Phoenix	LRT	TBD	2026
Tempe Streetcar, Tempe	Street Car	2.6	2016
West Phoenix / Central Glendale, Phoenix and Glendale	TBD*	5.0	2026
Capitol / I-10 West, Phoenix	LRT	11.0	2023
Northeast, Phoenix	TBD*	12.0	2032
Central Mesa (to Gilbert Rd.), Mesa	LRT	1.9	2017
<b>South Central, Phoenix</b>	<b>LRT</b>	<b>5</b>	<b>2035</b>

\*TBD – To be determined

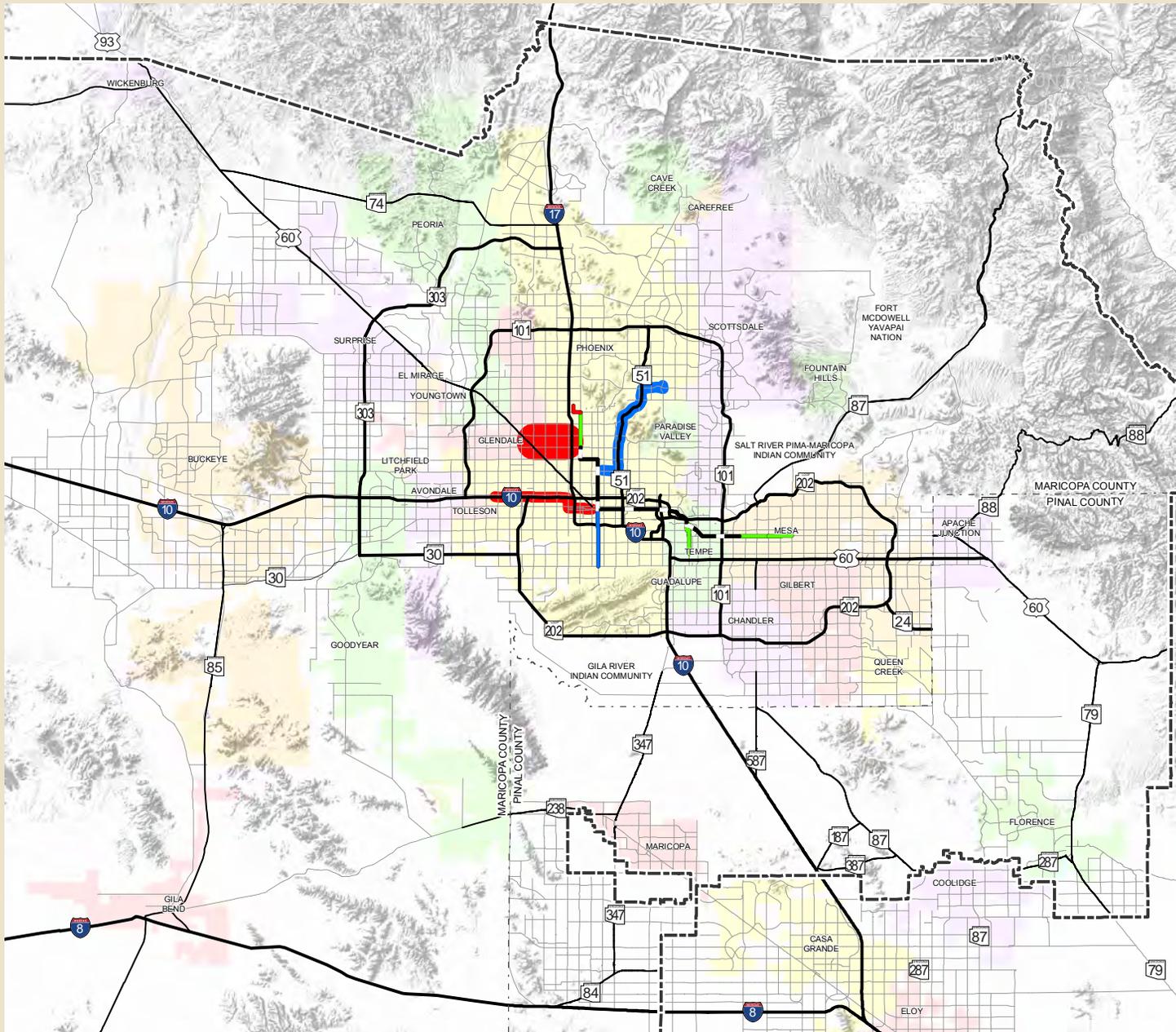
- *SkyTrain (Stage One-A):* The SkyTrain (Stage One) 1.7 mile segment from the LRT station at 44<sup>th</sup> St. to Airport Terminal 4 opened in April 2013. Stage One-A, which continues from Terminal 4 to Terminal 3 for 0.7 miles with a short walkway to Terminal 2, will open in early 2015. In the future, SkyTrain (Stage Two) will extend the SkyTrain an additional 1.8 miles to the Rental Car Center. On April 22, 2009, the MAG Regional Council approved inclusion of Stage Two as an illustrative project in

# 2035 Regional Transportation Plan

Fig. 10-9



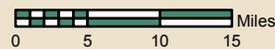
## Regional Light Rail Transit (LRT)/ High Capacity Transit Extensions (FY 2014 - FY 2035)



- Group 1 (FY 2014 - FY 2018)
- Group 2 (FY 2019 - FY 2026)
- Group 3 (FY 2027 - FY 2035)
- Completed Minimum Operating Segment
- Freeways
- Highways
- Other Roads
- Metropolitan Planning Area Boundary
- County Boundary



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.



Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

**TABLE 10-3: TRANSIT FUNDING PLAN: FY 2014 through FY 2035**

<b>FUNDING (Year of Expenditure \$'s in Millions)</b>		
		<b>Totals</b>
<b>Regional Funds</b>		
MAG Half-Cent Sales Tax	4,515.5	
MAG Federal Transit Funds	2,937.8	
MAG Federal CMAQ	415.7	
Beginning Balance (Regional Funds)	68.1	
Bond Proceeds	225.0	
Allowance for Debt Service and Other Expenses	(381.4)	
<b>Total Regional Funds</b>		<b>7,780.7</b>
<b>Local / Other</b>		
	4675.4	
Fixed Route Bus Fares	1691.4	
Light Rail Transit/High Capacity Transit Fares	498.1	
Paratransit Vehicle Fares	130.6	
Vanpool Fares	68.1	
LTAF	299.1	
	6602.4	
<b>Local Funds</b>	<b>7282.4</b>	
		9273.7
<b>Total Local/Other Funds</b>		<b>9969.7</b>
		17054.4
<b>Total Funding</b>		<b>17750.4</b>
<b>EXPENDITURES (Year of Expenditure \$'s in Millions)</b>		
		<b>Totals</b>
<b>Regionally Funded Projects</b>		
<i>Capital</i>		
Regional Bus Fleet	1,084.7	
Bus Maintenance and Passenger Facilities	357.4	
Light Rail Transit/High Capacity Transit Regional Infrastructure	350.2	
Light Rail Transit/High Capacity Transit Extensions	3,063.1	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	79.9	
Vanpool	42.0	
Rural/Non-Fixed Route Transit	2.2	
<b>Total Capital</b>		<b>4,979.5</b>
<i>Operating</i>		
Supergrid	1,457.3	
Freeway Rapid Bus and Express Bus	269.2	
LINK Service	148.8	
Regional Passenger Support Services	203.3	
Paratransit (ADA-compliant)	768.5	
Light Rail Transit/High Capacity Transit	0.0	
Rural/Non-Fixed Route Transit	10.5	
Vanpool	68.1	
Planning and Programming	97.5	
<b>Total Operating</b>		<b>3,023.2</b>
		(222.0)
FTA Funds Forecast Contingency		
<b>Total Regionally Funded Projects</b>		<b>7,780.7</b>
<b>Locally / Other Funded Projects</b>		
<i>Capital</i>		
Local Fixed Route Service	964.2	
Paratransit	52.5	
	841.6	
Light Rail Transit/High Capacity Transit	1521.6	
		1858.3
<b>Total Capital</b>		<b>2538.3</b>
<i>Operating Costs</i>		
Local Fixed Route Bus Service	4,485.8	
Paratransit	694.6	
	1836.2	
Light Rail Transit/High Capacity Transit	1852.2	
Planning, Programming and Other Support	176.8	
<b>Total Operating</b>		<b>7193.4</b>
		7209.4
FTA Funds Forecast Contingency		222.0
<b>Total Locally/Other Funded Projects</b>		<b>9969.7</b>
		17054.4
<b>Total Expenditures</b>		<b>17750.4</b>

**Appendix D**  
**Regional Transit Projects**

**TABLE D-3**  
**2035 REGIONAL TRANSPORTATION PLAN**  
**REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - OPERATING**

ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP *
<u>LRT/HCT Segments</u>			
	CP/EV	810,885	Group 1
	Northwest Phase I	67,743	Group 1
	Northwest Phase II	13,620	Group 3
	Central Mesa	65,626	Group 1
	Tempe Streetcar	52,963	Group 1
	Capitol / I-10 West	143,087	Group 2
	Northeast Phoenix	37,011	Group 3
	Gilbert Road Extension	40,808	Group 1
	West Phoenix / Central Glendale	48,645	Group 3
	<b>South Central</b>	<b>16,000</b>	<b>Group 3</b>
		<b>1,280,386</b>	
<b>Total</b>		<b>1,296,386</b>	

**TABLE D-4**  
**2035 REGIONAL TRANSPORTATION PLAN**  
**REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - CAPITAL**

ROUTE		CAPITAL COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP
<u>LRT/HCT Segments</u>			
	Northwest Phase I	174,369	Group 1
	Central Mesa	111,438	Group 1
	Tempe Streetcar	105,908	Group 1
	West Phoenix / Central Glendale	411,692	Group 2,3
	Northwest Phase II	115,651	Group 2,3
	Capitol / I-10 West	895,920	Group 1,2
	Northeast Phoenix	961,216	Group 2,3
	Gilbert Road Extension	122,814	Group 1
	<b>South Central Extension</b>	<b>680,000</b>	<b>Group 3</b>
		<b>2,899,008</b>	
Sub-total		<b>3,579,009</b>	
<u>LRT Systemwide Support</u>			
	Systemwide Support Infrastructure	91,238	Group 1,2
	Capital Project Development	36,301	Group 1,2,3
	System Planning and Design	2,939	Group 1
	Utility Reimbursements	142,924	Group 1,2,3
Sub-total		<b>273,402</b>	Group 1,2,3
<b>TOTAL</b>		<b>3,172,410</b>	
		<b>3,852,411</b>	

\* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

For transit capital expenditures, the group designation indicates the period when equipment or other capital items are acquired, or when construction of facilities is funded. For light rail transit/high capacity transit (LRT/HCT) operations, the group designation indicates the period when service is initiated. Funding continues during subsequent periods, and service improvements on certain routes may also be initiated in a later period. Operating costs reflect total costs and are not offset by farebox receipts. No regional funding is provided for LRT/HCT operating expenses.

September 15, 2014

Dennis Smith  
Executive Director  
Maricopa Association of Governments  
302 N. 1st Avenue, Suite 300  
Phoenix, AZ 85003

Dear Mr. Smith:

As set forth in Arizona Revised Statute (A.R.S.) 28-6353, the State Transportation Board by majority vote at its September 12, 2014 Board meeting, recommends approval of the proposed major amendment to the MAG 2035 Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix, near the existing light rail transit line as it turns at Washington and Jefferson streets, terminating at Baseline Road. The State Transportation Board has no further comments on the proposed major amendment.

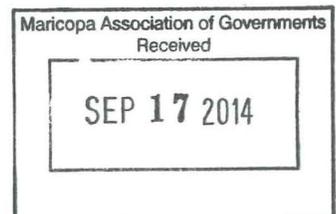
If you require any additional information or have questions, please contact me at (602) 712-7550 or email at [froehrichjr@azdot.gov](mailto:froehrichjr@azdot.gov).

Sincerely,



Floyd P. Roehrich, Jr., PE  
Deputy Director for Policy

c: Joseph La Rue, Board Member, State Transportation Board  
Jack Sellers, Board Member, State Transportation Board  
Scott Omer, Multimodal Division Director, Arizona Department of Transportation





# Maricopa County

County Manager's Office

301 West Jefferson Street  
10th Floor  
Phoenix, AZ 85003-2143  
Phone: 602-506-3098  
Fax: 602-506-3328  
www.maricopa.gov

September 25, 2014

The Honorable Jack Sellers  
Chair, Transportation Policy Committee  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue, Suite 300  
Phoenix, AZ 85003

RE: Maricopa Association of Governments Regional Transportation Plan:  
Light Rail Transit Extension

Dear Chairman Sellers:

The Maricopa County Board of Supervisors appreciated the opportunity to comment on the proposed amendment to the Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP), as described in Dennis Smith's August 28, 2014 letter.

Pursuant to Arizona Revised Statute (A.R.S) 28-6353, this memo shall serve to provide written notice that the Maricopa County Board of Supervisors approved on September 25, 2014 the proposed Major Amendment to the Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) which will add to the 2035 MAG RTP the Light Rail Extension on Central Avenue from Washington Street/Jefferson Street to Baseline Road. The Board of Supervisors notes that the proposed changes fall wholly within the jurisdiction of the City of Phoenix and the project will be entirely funded through City of Phoenix sales tax funds and possible federal funding.

The Board looks forward to future consultation on issues affecting the MAG Regional Transportation Plan. We compliment MAG on its attention to the RTP amendment and review processes outlined in state law.

Respectfully,

A handwritten signature in black ink, appearing to read "Tom Manos".

Tom Manos  
County Manager



Valley Metro.org | 101 N. First Avenue | Suite 1300 | Phoenix, AZ 85003  
T 602.262.7433 F 602.262.2682 TTY 602.251.2039

September 29, 2014

SCCE-00008

Dennis Smith, Executive Director  
Maricopa Association of Governments  
302 N. 1<sup>st</sup> Avenue, Suite 300  
Phoenix, AZ 85004

RE: Major Amendment to the Regional Transportation Plan – Light Rail Transit Extension from Downtown Phoenix to Baseline Road along Central Avenue in Phoenix, AZ

Dear Mr. Smith:

Please find attached Resolution 2014-01 passed by the Valley Metro Regional Public Transportation Authority (RPTA) Board of Directors on September 18, 2014 recommending that the Maricopa Association of Governments (MAG) Regional Council approve the major amendment to the Regional Transportation Plan (RTP) to extend light rail transit (LRT) from Downtown Phoenix to Baseline Road along Central Avenue. We request that you forward this action to the MAG Transportation Policy Committee to consider as part of its recommendation to the Regional Council.

Valley Metro looks forward to a positive recommendation to amend the RTP, begin the project development process, and initiate the environmental and conceptual engineering documents. As stated in the attached Resolution, advancing public transportation is critical to the future of economic vitality of the region, and this project is an essential component of the transportation network in the valley.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Banta'.

Stephen R. Banta  
Chief Executive Officer

Attachment: Valley Metro RPTA Resolution 2014-01



**RESOLUTION 2014-01  
A RESOLUTION OF THE  
VALLEY METRO REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
REGARDING THE MAJOR AMENDMENT TO THE REGIONAL TRANSPORTATION PLAN  
EXTENDING THE LIGHT RAIL CORRIDOR  
SOUTH ON SOUTH CENTRAL AVENUE TO BASELINE ROAD**

**WHEREAS**, Valley Metro Rail, Inc. completed an Alternatives Analysis of a high capacity corridor along South Central Avenue in Phoenix that recommended light rail as the preferred technology extending from downtown Phoenix to Baseline Road; and

**WHEREAS**, Maricopa Association of Governments has adopted the Locally Preferred Alternative for the corridor to be included in the Regional Transportation Plan; and

**WHEREAS**, the City of Phoenix has developed a financial plan to fund the design, construction and operation of the extension from downtown Phoenix to Baseline Road, and

**WHEREAS**, the extension to Baseline Road requires a major amendment to the Regional Transportation Plan pursuant to A.R.S. 28-6301.7(b); and

**WHEREAS**, Maricopa Association of Governments Transportation Policy Committee has recommended approval of the major amendment and beginning a thirty day review period pursuant to A.R.S. 28-6353.E.2; and

**WHEREAS**, A.R.S. 28-6353.E.2 requires the Board of Directors of the Regional Public Transportation Authority, by a majority vote of the members, to submit a written recommendation to the Transportation Policy Committee that the proposed amendment be approved, modified or disapproved; and

**WHEREAS**, the development and expansion of public transportation is critical to the future economic vitality of the region and is an essential component of the transportation network in the valley;

**NOW THEREFORE BE IT RESOLVED**, that the Valley Metro Regional Public Transportation Authority's Board of Directors recommends that the Maricopa Association of Governments Transportation Policy Committee approve the major amendment to the Regional Transportation Plan extending light rail in Phoenix south on South Central Avenue to Baseline Road.

Passed and Adopted by the Valley Metro Regional Public Transportation Authority Board of Directors this 18<sup>th</sup> day of September, 2014.

  
\_\_\_\_\_  
Trinity Donovan, Chair  
Board of Directors  
Valley Metro Regional Public Transportation Authority

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

**DATE:**

November 4, 2014

**SUBJECT:**

Draft 2014 Annual Report on the Status of the Implementation of Proposition 400

**SUMMARY:**

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2014 Annual Report is the tenth report in this series, covering progress through the fiscal year ending June 30, 2014, and reviewing the program outlook through June 30, 2026. State law also requires that MAG hold a public hearing on the report after it is issued. It is anticipated that a public hearing on the Draft 2014 Annual Report will be conducted on November 18, 2014.

The Draft 2014 Annual Report on the Status of the Implementation of Proposition 400 addresses project status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The annual report process draws heavily on data from the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs.

A Summary of Findings and Issues from the 2014 Annual Report has been enclosed and the full document is available on the MAG website. The Draft 2014 Annual Report was included on the October 23, 2014, MAG Transportation Review Committee agenda and the November 5, 2014, MAG Management Committee agenda for information and discussion.

**PUBLIC INPUT:**

It is anticipated that a public hearing on the Draft 2014 Annual Report will be held on November 18, 2014 at the MAG office.

**PROS & CONS:**

**PROS:** Preparation of the Annual Report on the Status of the Implementation of Proposition 400 is required by state law.

**CONS:** None.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The information in the Annual Report represents a “snapshot” of the status of the Proposition 400 program. As new information becomes available, it will be incorporated into subsequent annual updates of the report.

POLICY: The annual report process represents a valuable tool to monitor the MAG Regional Transportation Plan and identify changing conditions that may require plan and program adjustments.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

MAG Management Committee: The Draft 2014 Annual Report is on the November 5, 2014, MAG Management Committee agenda for information and discussion.

MAG Transportation Review Committee: The Draft 2014 Annual Report was included on the October 23, 2014, MAG Transportation Review Committee agenda for for information and discussion.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrlich
- Buckeye: Scott Lowe
- \* Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Chris Hauser for Jorge Gastelum
- Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- \* Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- \* Maricopa (City): Paul Jepson
- Maricopa County: Lynne Hilliard for John Hauskins
- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina for Rick Naimark
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- # Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Maria Deeb, Mesa
- \* ITS Committee: Catherine Hollow, Tempe
- FHWA: Ed Stillings
- \* Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- \* Transportation Safety Committee: Renate Ehm, City of Mesa

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

**CONTACT PERSON:**

Roger Herzog, MAG, (602) 254-6300, [Rherzog@azmag.gov](mailto:Rherzog@azmag.gov)

# **DRAFT 2014 ANNUAL REPORT ON THE STATUS OF THE IMPLEMENTATION OF PROPOSITION 400**

## **Summary of Findings and Issues**

The *2014 Annual Report on the Status of the Implementation of Proposition 400* has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (ARS) 28-6354. ARS 28-6354 requires that MAG annually issue a report on the status of projects funded through Proposition 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from the 2014 Annual Report are summarized below.

### **MAG REGIONAL TRANSPORTATION PLAN**

The MAG Regional Transportation Plan (RTP) provides the blueprint for the implementation of Proposition 400. By Arizona State law, the revenues from the half-cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identifies specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets, and public transportation systems.

- The 2035 MAG Regional Transportation Plan was approved.

On January 29, 2014, the MAG Regional Council approved the 2035 MAG Regional Transportation Plan (RTP). This was the first update of the RTP since July 2010 and extends the horizon year of the plan from FY 2031 to FY 2035. It is important to note that the 2035 RTP largely continues the policies, priorities, and projects contained in previous plans. A technical air quality conformity analysis was performed on the RTP and demonstrated that the Plan meets all air quality conformity requirements. The finding of conformity was approved by the U.S Department of Transportation on February 12, 2014. The 2035 RTP encompasses the expanded MAG metropolitan planning area (MPA), which was designated by the Governor on May 9, 2013, and extends significantly into Pinal County.

- Development of the next Regional Transportation Plan Update was initiated.

The development of technical data for the next update of the RTP was initiated during the latter half of FY 2014. One of major goals of the next update will be to incorporate the new Federal metropolitan transportation planning regulations from MAP-21 (Moving Ahead for Progress in the 21st Century Act) into the planning process. A key requirement in the new regulations is the inclusion of performance measures and performance targets in the RTP. Also, it is anticipated that the planning horizon year of the RTP will be extended to 2040. Currently, the target for MAG approval of the next update is July 2017.

## HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is a key funding source for the MAG Regional Transportation Plan (RTP), representing nearly half the regional revenues for the Plan. In addition to the half-cent sales tax, there are a number of other RTP funding sources, which are primarily from State and Federal agencies.

- Fiscal Year 2014 receipts from the Proposition 400 half-cent sales tax were 7.0 percent higher than receipts in FY 2013.

The receipts from the Proposition 400 half-cent sales tax in FY 2014 totaled approximately \$366 million, corresponding to a 7.0 percent increase over the total of \$342 million in FY 2013. This represents the fourth consecutive year of higher revenues. However, the collections for FY 2014 remain 6.5 percent lower than those in FY 2007.

- Forecasts of Proposition 400 half-cent revenues are 0.4 percent higher for the period FY 2015 through FY 2026, compared to the 2013 Annual Report estimate.

Future half-cent revenues for the period FY 2015 through FY 2026 are currently forecasted to total \$5.8 billion. This amount is \$22 million, or 0.4 percent, higher than the forecast for the same period presented in the 2013 Annual Report. The Proposition 400 half-cent revenue forecasts will be updated again in the fall of 2014.

- Forecasts of total ADOT Funds dedicated to the MAG area for FY 2015 through FY 2026 are 5.7 percent lower than the 2013 Annual Report estimate.

The forecast for ADOT Funds for FY 2015 through FY 2026 totals \$2.8 billion, which is 5.7 percent lower than the 2013 Annual Report forecast of \$3.0 billion for the same period. This decrease reflects somewhat lower levels of both Federal aid and Highway User Revenue Fund (HURF) revenues forecasted to be available in the later years of the program.

- Forecasts of total MAG Federal Transportation Funds for FY 2015 through FY 2026 are 0.6 percent lower than the 2013 Annual Report estimate.

Total MAG Federal funding for the period FY 2015 through FY 2026 is forecasted to total \$2.5 billion. This is about a 0.6 percent decrease from the slightly higher amount forecasted for the same period in the 2013 Annual Report. These forecasts are only for those MAG Federal fund sources that are utilized in the Life Cycle Programs. Additional Federal funds are received in the MAG region and applied to other transportation program areas, which are not covered by this report.

- Federal transportation funding levels over the long-term remain uncertain.

On July 6, 2012, President Obama signed legislation known as the 'Moving Ahead for Progress in the 21st Century Act', or 'MAP-21'. Total annual funding provided by MAP-21 was generally comparable to that in the previous Federal legislation (SAFETEA-LU). MAP-21 was a two-year transportation reauthorization and was set to expire on September

30, 2014. On August 8, 2014, President Obama signed into law H.R. 5021, the Highway and Transportation Funding Act of 2014, which transfers an additional \$10.8 billion into the Highway Trust Fund and extends the surface transportation funding authorizations and policies of the 2012 MAP-21 law from October 1, 2014 to May 31, 2015.

In the past, Federal funding for transportation was generally reauthorized every six years. However, since MAP-21 originally covered only a two-year period, and will be subject to interim extensions, future Federal funding levels may change within a relatively short time. This makes long range forecasting of Federal aid to transportation a highly uncertain process.

## **FREEWAY/HIGHWAY LIFE CYCLE PROGRAM**

The Freeway/Highway Life Cycle Program (FLCP) extends through FY 2026 and is maintained by the Arizona Department of Transportation (ADOT) to implement freeway/highway projects listed in the MAG Regional Transportation Plan (RTP). The program utilizes funding from the Proposition 400 half-cent sales tax, as well as funding from state and Federal revenue sources.

- A number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2014.

Projects completed during FY 2014:

- SR 24 (Loop 202/Santan to Ellsworth Rd.): Construct interim freeway.
- Loop 101/Maryland Ave.: Construct Direct HOV ramps.
- Loop 303 (Thomas Rd. to Camelback Rd.): Construct new freeway.
- Loop 303 (Camelback Rd. to Glendale Ave.): Construct new freeway.
- Loop 303 (Peoria Ave. to Mountain View Blvd.): Construct new freeway.

Projects advertised for bids or under construction during FY 2014:

- I-10/Perryville Rd.: Construct new interchange.
- US 60 (71st Avenue to McDowell Road): Roadway improvements.
- Loop 101 (Shea to 202 Red Mountain): Add GP lanes.
- Loop 202 (Loop 101 to Broadway Road): Add GP and HOV lanes design build (DB).
- Loop 303/I-10: Construct new system interchange (Phase I).
- Loop 303 (Glendale Ave. to Peoria Ave.): Construct new freeway.
- Loop 303 (US 60 to Happy Valley Road): Construct new freeway (DB).
- Loop 303 El Mirage Road Traffic Interchange: Construct new interchange.

- Cash flow analysis indicates that there is a deficit of approximately \$162 million for the Regional Freeway/Highway Life Cycle Program through FY 2026.

During FY 2014, cash flow modeling based on new revenue forecasts was conducted. The analysis indicated that program totals show positive ending balances for FY 2015 to FY 2023, but there is a deficit of approximately \$162 million for the Regional Freeway and Highway Program through FY 2026. This deficit represents approximately 3.1 percent of the

future estimated costs for the program during FY 2015 to FY 2026. This is an improvement compared to the ending balance of \$444 million reported in the FY 2013 Annual Report and is due largely to reduced expectations for the level of inflation in future construction and other program implementation costs.

As in the past, the Freeway/Highway Life Cycle Program will be subjected to continuing analysis, addressing future revenue forecasts and project cost trends. Revised long-range revenue forecasts will be prepared and updated cash flow assessments will be conducted. Based on this analysis, the need for additional program adjustments will be considered during FY 2015. Key factors in this review effort will include:

- The current program deficit of 3.1 percent should not be overlooked, but is within the range of accuracy of cost and revenue forecasts.
- Revenue forecasts assume that \$120 million will be allocated by the State Legislature annually from the HURF to the Department of Public Safety for FY 2018 through FY 2026. While this diversion is consistent with recent legislative actions, it exceeds statutory levels and may not continue through the end of the program period.
- As the construction of Loop 303 comes to its conclusion, funding previously programmed for this facility may become available for other projects due to lower right-of-way and construction costs than originally estimated.
- Clarification of the cash flow requirements of the South Mountain Freeway project will be an important consideration. Completion and approval of a final Environmental Impact Statement and Design Concept Report, as well as a U.S. Department of Transportation "Record-of-Decision" on the recommended alternative for the South Mountain Freeway corridor are anticipated in late 2014 or early in 2015.

## **ARTERIAL STREET LIFE CYCLE PROGRAM**

The Arterial Street Life Cycle Program (ALCP) extends through FY 2026 and is maintained by MAG to implement arterial street projects in the MAG RTP. The Program receives significant funding both from the Proposition 400 half-cent sales tax and Federal highway programs, as well as a local match component. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies. MAG distributes the regional share of the funding on a reimbursement basis.

- During FY 2014, \$69 million in ALCP project expenses were reimbursed to the implementing agencies.

During FY 2014, \$69 million in ALCP project expenses were reimbursed to implementing agencies. This included reimbursements to seven individual agencies, as well as funding for projects in the MAG Intelligent Transportation Systems program. Since the beginning of the program, a total of \$479 million has been disbursed and 48 projects have been completed.

- Continuing progress on projects in the ALCP has been maintained.

During FY 2014, project overview reports were prepared by the lead agencies for five projects in the ALCP. Since the inception of the program, 80 project overviews have been submitted to MAG. Eleven project agreements were executed in FY 2014. In all, 78 project agreements have been executed to date. Lead agencies deferred approximately \$14 million in Federal and regional reimbursements from FY 2014 to later years due to project implementation and local funding issues. This is a major improvement over previous levels, which peaked at \$47 million in FY 2009.

- Projected ALCP reimbursements are slightly above estimated future revenues for the period FY 2015 - FY 2026.

Projected Arterial Life Cycle Program reimbursements (\$31 million or 2.8 percent) are slightly above estimated future revenues. This difference is considered to be within the variance of revenue projections and cost estimates, and specific remedial action is not anticipated at this time. On June 25, 2014, the MAG Regional Council approved the FY 2015 ALCP. The temporary elimination of the program bonding and project inflation remained in place. These two actions, combined with adjustments to project schedules, meant that no involuntary funding deferrals were needed for the second straight year.

## **TRANSIT LIFE CYCLE PROGRAM**

The Transit Life Cycle Program (TLCP) is maintained by the Regional Public Transportation Authority (RPTA)/Valley Metro and implements transit projects identified in the MAG Regional Transportation Plan. The RPTA maintains responsibility for administering half-cent sales tax revenues deposited in the Public Transportation Fund for use on transit projects, including light rail transit (LRT) projects. Although RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

- Two bus routes were implemented in FY 2014 and additional routes will be funded during the next five years.

Routes implemented during FY 2014:

- Elliot Road (T53)
- Thomas Road (T68)

Routes planned for implementation during FY 2015 through FY 2019:

- Waddell/Thunderbird (T71); Service start: FY 2015.
- Van Buren Street (T70); Service start: FY 2016.
- Alma School Road (T43); Service start: FY 2018.

- Estimated future costs for the Transit Life Cycle Program are in balance with project future funds for the period of FY 2015 through FY 2026.

Estimated future costs for the period of FY 2015 through FY 2026 are in balance with project future funds available with a remainder of approximately \$4 million (2014 \$'s). Over the past several years, TLCP balance has been achieved by delaying the implementation of numerous projects and reducing the scope of many other projects, particularly bus routing and frequency adjustments. Additionally, operating efficiencies were achieved by consolidating contracts. The life cycle process continually requires a balance to be maintained through effective financing and cash flow management, value engineering of projects, and Plan and Program adjustments as necessary.

- Federal discretionary funding for transit continues to be an important issue.

A significant portion of the funding for the light rail transit/high capacity transit (LRT/HCT) system is awarded by the U. S. Department of Transportation through the discretionary "New Starts Program." The MAG area is subject to a highly competitive process with other regions for this Federal funding, resulting in uncertain timing and amounts of New Starts monies over the long term. Therefore, prospective New Starts awards require careful monitoring. Beyond the "New Starts Program" for the LRT/HCT system, other revenues from the Federal Transit Administration are a key source of funding for the bus capital program. At the Federal level, continued pressure to reduce spending could result in decreased Federal revenues for the TLCP. As a result, this could put additional projects in jeopardy.

## **PERFORMANCE MONITORING PROGRAM**

The MAG Transportation System Performance Monitoring and Assessment Program has been established to provide a framework for reporting performance at the system and project levels, and serve as a repository of historical, simulated and observed data for the transportation system in the MAG region.

- Freeway vehicle miles of travel (VMT) has remained relatively steady during the last several years.

Freeway Vehicle Miles of Travel (VMT) per day in the Phoenix-Mesa urbanized area tracks overall vehicle travel trends for the region. For the period 2010-2013, there has been a generally stable level of VMT, with total VMT increasing by only 1.1 percent between 2010 and 2013. During this same period, per capita VMT actually declined by 0.7 percent.

- Boardings on the light rail transit (LRT) system have continued to increase.

Boardings on the light rail transit system have increased significantly during the last several years, climbing by 11.7 percent from 12.9 million in 2011 to 14.3 million in 2013.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

November 4, 2014

**SUBJECT:**

Arterial Life Cycle Program Status Report - May 2014 through September 2014

**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 May 28, 2014. The ALCP Policies and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. The ALCP Status Report has traditionally been published on a semiannual basis.

The May 2014 through September 2014 Status Report is the first for FY 2015. The report provides information on the 46 projects scheduled for work and/or reimbursement this fiscal year. Of these 46 projects, 12 are in the design phase, five are in the right-of-way-acquisition phase, 27 are in the construction phase, and two are scheduled for reimbursement only. It is anticipated that 15 of these projects are or will be completed and open to traffic by July 1, 2015.

Scheduled ALCP project reimbursements in FY 2015 total \$78.2 million. Federal funds comprise \$25.0 million of the total programmed reimbursements while the remaining balance of \$53.2 million is programmed with the half-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). Through August, actual RARF revenue collections in FY 2015 have totaled \$6.1 million, which is two percent higher than what had been projected in the October 2013 Arizona Department of Transportation revenue forecast. A list of ALCP Project Requirements received to date can be found on pages 4 and 5 of the attached ALCP Status Report. The report also provides additional detail on the status of projects, revenues, and other relevant program information.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

PROS: The ALCP Status Report represents a valuable tool to monitor the ALCP and the arterial component of the MAG Regional Transportation Plan.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The information in the ALCP Status Report provides an update on all project requirements and financial information.

POLICY: The ALCP Status Report is required by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on May 28, 2014.

**ACTION NEEDED:**

Information and discussion.

## **PRIOR COMMITTEE ACTIONS:**

The Arterial Life Cycle Program Status Report was included on the November 5, 2014, MAG Management Committee agenda for information and discussion.

This item was presented to the Transportation Review Committee on October 23, 2014, for information and discussion.

### MEMBERS ATTENDING

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

### EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Maria Deeb, Mesa
- \* ITS Committee: Catherine Hollow, Tempe
- FHWA: 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

This item was presented to the MAG Street Committee on October 14, 2014, for information and discussion.

### MEMBERS ATTENDING

- Maria Deeb, Mesa, Chair
- Susan Anderson, ADOT
- # Emile Schmid, Apache Junction
- Charles Andrews, Avondale
- Jose Heredia, Buckeye
- Dan Cook, Chandler
- Chris Hauser, El Mirage
- @ Aryan Lirange, FHWA
- \* Wayne Costa, Florence
- Tim Oliver, Gila River Indian Community
- Tom Condit, Gilbert
- Purab Adabala for Bob Darr, Glendale
- Luke Albert for Hugh Bigalk, Goodyear
- David Gue for Litchfield Park
- @ Catherine Hollow, Tempe (Chair, ITS Committee)
- \* Bill Fay, City of Maricopa
- Laurie Santana for Jack M. Lorbeer, Maricopa County
- \* James Shano, Paradise Valley
- Chris Turner-Noteware for Phoenix
- \* Scott Bender, Pinal County
- Dan Nissen for Ben Wilson, Peoria
- Janet Martin, Queen Creek
- # Jennifer Jack, Salt River Pima-Maricopa Indian Community
- # Todd Taylor for Phil Kercher, Scottsdale
- Dana Owsiany, Surprise
- \* Isaac Chivera, Tempe
- \* Jason Earp, Tolleson
- # Grant Anderson, Youngtown

\* Members neither present nor represented by proxy

# Members attending by phone

@Ex-officio member, non voting member

## **CONTACT PERSON:**

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

# Arterial Life Cycle Program



## Status Report

May 2014 - September 2014



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## ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The portion of the tax extension allocated to arterial streets is managed through the Arterial Life Cycle Program (ALCP). Table 1 provides a breakdown of Proposition 400 revenues collected in fiscal year (FY) 2014 by mode.

TABLE 1. FY 2014 PROPOSITION 400 COLLECTIONS (July 2013 - June 2014)				
	Freeways	Arterial Streets	Transit	TOTAL
July	\$16,770,890	\$3,133,351	\$9,937,200	\$29,841,441
August	\$16,192,021	\$3,025,200	\$9,594,205	\$28,811,425
September	\$16,336,945	\$3,052,276	\$9,680,076	\$29,069,298
October	\$16,269,696	\$3,039,712	\$9,640,229	\$28,949,637
November	\$16,396,049	\$3,063,319	\$9,715,097	\$29,174,465
December	\$16,784,713	\$3,135,934	\$9,945,390	\$29,866,037
January	\$21,131,969	\$3,948,144	\$12,521,255	\$37,601,368
February	\$15,971,324	\$2,983,966	\$9,463,436	\$28,418,726
March	\$16,718,374	\$3,123,540	\$9,906,083	\$29,747,996
April	\$18,515,468	\$3,459,296	\$10,970,909	\$32,945,673
May	\$17,075,801	\$3,190,319	\$10,117,868	\$30,383,988
June	\$17,353,669	\$3,242,234	\$10,282,512	\$30,878,415
<b>TOTAL</b>	<b>\$205,516,919</b>	<b>\$38,397,289</b>	<b>\$121,774,260</b>	<b>\$365,688,468</b>

*\*Amount excludes debt service from Prop 300*

In addition to the half-cent sales tax, the Regional Transportation Plan (RTP) allocates federal Surface Transportation Program – MAG Funds (STP-MAG) and federal Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ) to fund projects in the ALCP.

Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis. Actual RARF revenue collections in FY 2014 were slightly higher (1.0%) than the October 2013 Arizona Department of Transportation (ADOT) RARF revenue forecast. Table 2 provides a summary of estimated versus actual arterial RARF revenue collections over that period.

Fiscal Year 2015 started on July 1, 2014. Through August, \$6.1 million of additional RARF revenues have been deposited into the arterial account. To date, approximately \$299.0 million Regional Area Road Funds have been collected for arterial improvements in the region, \$5.6 million has been earned through income from investments, and more than \$297.8 million of project expenses have been reimbursed. As of the end of September 2014, the RARF project account balance was \$6.8 million.

**May 2014 – September 2014**

The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the ADOT RARF revenue forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, nearly \$10.7 million in RARF revenues have been deposited into the RARF Studies account.

**TABLE 2. TOTAL ARTERIAL RARF COLLECTIONS  
Estimate v. Actual FY2014 (July 2013 - June 2014)**

	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$3,139,710	\$3,133,351	-0.2%
August	\$2,925,090	\$3,025,200	3.4%
September	\$3,027,255	\$3,052,276	0.8%
October	\$3,069,885	\$3,039,712	-1.0%
November	\$3,002,265	\$3,063,319	2.0%
December	\$3,088,470	\$3,135,934	1.5%
January	\$3,674,475	\$3,948,144	7.4%
February	\$3,036,915	\$2,983,966	-1.7%
March	\$3,105,900	\$3,123,540	0.6%
April	\$3,466,575	\$3,459,296	-0.2%
May	\$3,219,615	\$3,190,319	-0.9%
June	\$3,253,845	\$3,242,234	-0.4%
<b>TOTAL</b>	<b>\$38,010,000</b>	<b>\$38,397,289</b>	<b>1.0%</b>

*\*Amount excludes debt service from Prop 300*

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at:

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

**ALCP PROJECT HIGHLIGHT:  
OCOTILLO ROAD: ARIZONA AVENUE TO MCQUEEN ROAD**

The Ocotillo Road: Arizona Avenue to McQueen Road project will widen the roadway from two travel lanes to four. Improvements will also include new five foot wide bike lanes on both sides of the street, six foot wide sidewalks, a sixteen foot raised median, and widening of the Union Pacific Railroad Crossing with new railroad signals. Construction is scheduled to begin in late 2014 and is planned to open to traffic in summer 2015.



For additional information about the Ocotillo Road: Arizona Avenue to McQueen Road project, please contact the City of Chandler Transportation & Development Department at (480) 782-3400.



## REGIONAL TRANSPORTATION PLAN (RTP) ARTERIAL PROJECT CARDS

MAG, in collaboration with member jurisdictions, has developed a new user-friendly way for members of the public to track projects that are being implemented as part of the Regional Transportation Plan funded by Proposition 400.

A web-based, one-page card has been developed for each Arterial Life Cycle Project Cards project. Each card provides information such as a description of the project, its benefits, cost information, a map, and a timeline. The first phase set of ALCP Cards are available on the MAG website at:

<http://projectcards.azmag.gov/>

**Beardsley Rd Connection**

Loop 101-Aguia Fria to 83rd Avenue/Lake Pleasant Parkway

**Project Card**

RTP ID ACI-BRD-10-03-A

**Project Description**

Widening of the intersection of Beardsley Road and Lake Pleasant Parkway/83rd Avenue, widening of Beardsley Road from 81st Avenue to 83rd Avenue, construction of a roundabout at Beardsley Road and 83rd Avenue, extending Beardsley Avenue to Loop 101-Aguia Fria frontage road, a new bridge on Beardsley Road over New River, new traffic signals, raised medians, landscaping and a multi-use path.

**Project Benefits**

The Beardsley Connection provides additional access from the northern portion of the City of Peoria and the northwest valley to Loop 101. Prior to construction, there was no connection between Beardsley Road and Loop 101; traffic accessing Loop 101 from Beardsley Road had to use either the 75th Avenue or Union Hills Drive interchanges, which were both at or near capacity.



**Improvements Include:**

- Roadway Improvements



## FY 2015 ARTERIAL LIFE CYCLE PROGRAM

On August 27, 2014 the MAG Regional Council approved an update to the FY2015 Arterial Life Cycle Program, the MAG FY 2014-2018 Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan (RTP). An electronic copy of the updated FY 2015 ALCP may be downloaded from the MAG website at:

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

## ALCP PROJECT STATUS

Detailed information about projects underway is provided in Tables 3 and 4. Table 3 lists whether projects are programmed for work and/or reimbursement in FY 2015, the amount programmed for reimbursement in FY 2015, and ALCP project requirements submitted to-date. Table 4 details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2015.

This is the 20th Status Report for the Arterial Life Cycle Program. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at:

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

**TABLE 3. FY 2015 ARTERIAL LIFE CYCLE PROGRAM**  
SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY15

RTP Project	Programmed in the FY15 ALCP	Programmed Reimb. in FY15	Reimb. in FY 2015	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY15
<b>CHANDLER</b>						
Chandler Blvd at Alma School Rd: Intersection Improvements	Work and Reimbursement	\$ 631,992.93	\$ 44,761.050	Completed 3/2008	Completed 7/2008	PRR
Gilbert Rd: Queen Creek Rd to Hunt Hwy	Work and Reimbursement	661,428.48	661,428.48	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	Work and Reimbursement	62,374.50	62,374.50	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Ocotillo Rd to Chandler Heights	Work Only	-	-	Completed 5/2012	Completed 1/2014	None
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Work and Reimbursement	Funds obligated in FFY2013	-	Completed 5/2012	Completed 1/2014	PRR
Chandler Heights Rd: Arizona Ave to McQueen Rd	Work Only	-	-	Completed 9/2014	---	PA
McQueen Rd: Ocotillo Rd to Riggs Rd	Reimbursement Only	1,996,685.03	1,503,378.12	Completed 4/2013	Completed 8/2013	PRR
Ocotillo Rd: Arizona Ave to McQueen Rd	Work and Reimbursement	3,195,012.90	7,158.59	Completed 4/2013	Completed 1/2014	PRR
Old Price Rd at Queen Creek Rd: Intersection Improvements	Work and Reimbursement	517,650.00	-	Completed 9/2014	---	PA/PRR
McQueen Rd: Ocotillo Rd to Chandler Heights	Work and Reimbursement	Funds obligated in FFY2013	-	Completed 4/2013	Completed 4/2014	PRR
McQueen Rd: Chandler Heights to Riggs Rd	Work Only	-	-	Completed 4/2013	Completed 4/2014	None
Ray Rd at Dobson Rd: Intersection Improvements Phase I	Work and Reimbursement	266,000.00	-	Completed 9/2014	---	PA/PRR
Cooper Rd: South of Queen Creek Rd to Chandler Heights	Work and Reimbursement	1,444,450.00	-	---	---	PO/PA/PRR
Cooper Rd: Chandler Heights to Riggs Rd	Work and Reimbursement	181,251.98	-	---	---	PO/PA/PRR
<b>CHANDLER &amp; GILBERT</b>						
Queen Creek Rd: McQueen Rd to Gilbert Rd	Work and Reimbursement	Funds obligated in FFY2013	\$ -	Completed 4/2014	Completed 7/2014	PRR
<b>EL MIRAGE</b>						
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	Work and Reimbursement	\$ 935,068.05	\$ -	Completed 9/2013	Completed 11/2013	PRR
Thunderbird Rd: 127th Ave to Grand Avenue	Work and Reimbursement	2,028,175.64	-	Completed 9/2013	Completed 11/2013	PRR
El Mirage Rd: Peoria Ave to Cactus Rd	Work and Reimbursement	1,500,000.00	-	Completed 10/2013	Completed 1/2014	PRR
El Mirage Rd: Cactus to Grand Avenue	Work Only	-	-	Completed 9/2013	Completed 11/2013	None
<b>FOUNTAIN HILLS</b>						
Shea Blvd: Technology Dr to Cereus Wash	Work and Reimbursement	\$ 2,643,510.29	\$ -	Completed 8/2008	Completed 10/2008	PRR
<b>GILBERT</b>						
Elliot Rd at Cooper Rd: Intersection Improvements	Work Only	\$ -	\$ -	Completed 8/2014	---	PA
Germann Rd: Val Vista Dr to Higley Rd	Work and Reimbursement	5,497,567.00	-	Completed 4/2013	Completed 5/2013	PRR
Guadalupe Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	4,315,033.32	-	Completed 5/2012	Completed 10/2010	PRR
Guadalupe Rd at Gilbert Rd: Intersection Improvements	Work and Reimbursement	2,455,089.30	-	Completed 4/2013	Completed 5/2013	PRR

**SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY15**

RTP Project	Programmed in the FY15 ALCP	Programmed Reimb. in FY15	Reimb. in FY2015	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY15
<b>GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK</b>						
Power Rd: Santan Fwy to Pecos Rd	Reimbursement Only	\$ 7,257,226.00	\$ 7,257,226.00	Completed 4/2012	Completed 11/2012	None
<b>MARICOPA COUNTY</b>						
El Mirage Rd: Northern Ave to Peoria Ave	Work and Reimbursement	\$ 2,442,040.10	\$ 19,009.68	Completed 11/2012	Completed 1/2013	PRR
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	Work and Reimbursement	Funds Obligated in FFY 2013	-	---	Completed 12/2013	PRR
Northern Parkway (Phase I): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 10/11/12	1,985,834.81	Completed 4/2010	Completed 3/2011	PRR
Northern Parkway (Phase II): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 2011	1,531,817.06	Completed 11/2012	Completed 1/2013	PRR
Northern Parkway: Dysart to 111th Ave	Work and Reimbursement	5,532,300.00	2,179,555.29	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway: Reems and Litchfield Overpasses	Work Only	Funds Obligated in FFY 12/13	430,010.26	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway: Northern Ave at Loop 101	Work Only	-	-	Completed 11/2012	Completed 1/2013	None
<b>MESA</b>						
Mesa Dr: US 60 to Southern Ave	Reimbursement Only	\$ 4,230,562.93	\$ 4,230,562.93	Completed 3/2007	Completed 1/2008	None
Mesa Dr: 8th Avenue to Main Street	Work and Reimbursement	653,692.00	13,617.77	Completed 6/2014	Completed 8/2014	PRR
Ray Rd: Ellsworth Rd to Signal Butte	Work Only	-	-	---	---	None
Signal Butte Road: Elliot Rd to Ray Rd	Work Only	-	-	Completed 8/2014	---	PA
<b>PEORIA</b>						
Lake Pleasant Pkwy: Dynamite Blvd to CAP	Work Only	\$ -	\$ -	Completed 5/2006	Completed 10/2011	None
<b>PHOENIX</b>						
Avenida Rio Salado: 51st Ave to 7th Street	Work and Reimbursement	\$ 11,918,197.00	\$ 1,392,683.86	Completed 1/2012	Completed 5/2012	PRR
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	Work and Reimbursement	10,990,117.00	3,608,102.87	Completed 10/2007	Completed 6/2012	PRR
<b>SCOTTSDALE</b>						
Pima Rd: Pinnacle Peak to Happy Valley Rd	Work Only	\$ -	\$ -	---	---	None
Pima Rd: Via Linda to Via De Ventura	Work and Reimbursement	102,189.56	-	Completed 9/2014	---	PA/PRR
Northsight Blvd: Hayden Rd to Frank Lloyd Wright Blvd	Work and Reimbursement	5,378,307.12	859,194.89	Completed 4/2010	Completed 6/2012	PRR
Raintree Drive Extension: 76th Pl to Hayden Rd	Work and Reimbursement	1,056,217.65	-	Completed 8/2014	---	PA/PRR
Southbound Loop 101 Frontage Road Connections	Work and Reimbursement	352,072.55	-	Completed 9/2014	---	PA/PRR
Airpark DCR	Work and Reimbursement	13,713.66	13,713.66	Completed 4/2013	Completed 5/2013	PRR
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase I	Work and Reimbursement	3,372,962.43	740,181.75	Completed 5/2010	Completed 7/2010	PRR

**TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM**  
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015  
Consistent with the Fiscal Year 2015 ALCP approved on August 27, 2014

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY14 (YOE\$)	FY 2015 Est. Reimb. (2014\$)	Est. Reimb FY16-FY26 (2014\$)	Total Reimb FY06-FY26 (2014\$, YOE\$)	Unfunded Due to Deficit (2014\$)	Expend through FY14 (YOE\$)	Estimated Future Expend FY15-FY26 (2014\$)	Total Expend FY06-FY26 (2014\$, YOE\$)			
	FY 2015											
<b>CHANDLER</b>												
Chandler Blvd at Alma School Rd: Intersection Improvements	W/R	0.622	0.632	2.094	3.347	0.942	2.879	7.764	10.642	2017	0.25	
Gilbert Rd: Queen Creek Rd to Hunt Hwy	W/R	2.582	0.661	0.000	3.244	0.000	3.679	0.955	4.634	2015	4.00	Design & ROW only
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	W/R	7.475	0.062	0.000	7.537	0.000	10.705	0.062	10.767	2015	1.00	Construction Only
Gilbert Rd: Ocotillo Rd to Chandler Heights	W	0.000	0.000	6.160	6.160	0.000	7.488	0.849	8.337	2015	1.00	Construction Only
Chandler Heights Rd: Arizona Ave to McQueen Rd	W	0.000	0.000	7.325	7.325	0.000	0.000	21.689	21.689	2020	1.00	
McQueen Rd: Ocotillo Rd to Riggs Rd	R	0.000	1.997	0.000	1.997	0.000	1.997	0.000	1.997	2015	2.00	Design & ROW only
Ocotillo Rd: Arizona Ave to McQueen Rd	W/R	1.161	3.195	0.939	5.295	1.408	2.077	7.946	10.023	2016	1.00	
Old Price Rd at Queen Creek Rd: Intersection Improvements	W/R	0.000	0.518	4.704	5.222	0.000	0.518	2.835	3.352	2015	0.80	
McQueen Rd: Chandler Heights to Riggs Rd	W	0.000	0.000	0.590	0.590	0.000	0.000	10.956	10.956	2015	1.00	Construction Only
Ray Rd at Dobson Rd: Intersection Improvements Phase I	W/R	0.000	0.266	0.000	0.266	0.000	0.080	0.300	0.380	2015	0.30	
Cooper Rd: South of Queen Creek Rd to Chandler Heights	W/R	0.000	1.444	4.202	5.646	0.000	0.000	8.066	8.066	2019	1.60	
Cooper Rd: Chandler Heights to Riggs Rd	W/R	0.000	0.181	3.594	3.775	3.776	0.000	10.068	10.068	2022	1.00	
<b>EL MIRAGE</b>												
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	W/R	0.853	0.935	0.000	1.788	0.000	1.218	1.336	2.554	2015	2.00	Design Only
Thunderbird Rd: 127th Ave to Grand Avenue	W/R	0.000	2.028	1.965	3.993	0.000	0.000	11.739	11.739	2016	0.50	ROW & Construction Only

Reimb. Reimbursement(s)  
FY Fiscal Year

YOE Year of Expenditure  
Expend Expended/Expenditures

\$ Dollars  
Est Estimated

\* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015  
Consistent with the Fiscal Year 2015 ALCP approved on August 27, 2014

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY14 (YOES)	FY 2015 Est. Reimb. (2014\$)	Est. Reimb FY16-FY26 (2014\$)	Total Reimb FY06-FY26 (2014\$, YOES)	Unfunded Due to Deficit (2014\$)	Expend through FY14 (YOES)	Estimated Future Expend FY15-FY26 (2014\$)	Total Expend FY06-FY26 (2014\$, YOES)			
	FY 2015											
<b>EL MIRAGE (Cont'd)</b>												
El Mirage Rd: Peoria Ave to Cactus Rd	W/R	0.000	1.500	4.936	6.436	0.000	0.000	6.487	6.487	2016	1.00	ROW & Construction Only
El Mirage Rd: Cactus to Grand Avenue	W	0.000	0.000	13.553	13.553	0.000	0.000	19.361	19.361	2016	1.50	ROW & Construction Only
<b>FOUNTAIN HILLS</b>												
Shea Blvd: Technology Dr to Cereus Wash	W/R	0.288	2.644	0.194	3.125	0.000	0.411	4.006	4.417	2016	0.80	
<b>GILBERT</b>												
Elliot Rd at Cooper Rd: Intersection Improvements	W	0.000	0.000	4.140	4.140	0.000	0.000	7.615	7.615	2017	0.50	
Germann Rd: Val Vista Dr to Higley Rd	W/R	0.000	5.498	12.318	17.816	0.000	6.743	7.480	14.223	2015	2.00	
Guadalupe Rd at Cooper Rd: Intersection Improvements	W/R	0.873	4.315	0.000	5.188	0.000	1.247	10.198	11.444	2016	0.50	
Guadalupe Rd at Gilbert Rd: Intersection Improvements	W/R	1.320	2.455	0.000	3.775	0.000	1.885	8.454	10.339	2015	0.50	
<b>GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK</b>												
Pow er Rd: Santan Fwy to Pecos Rd	R	8.191	7.257	0.000	15.448	0.000	29.418	0.000	29.418	2014	1.50	
<b>MARICOPA COUNTY</b>												
El Mirage Rd: Northern Ave to Peoria Ave	W/R	0.096	2.442	7.789	10.327	0.000	0.013	10.983	10.997	2016	2.00	
<b>MESA</b>												
Mesa Dr: US 60 to Southern Ave	R	10.849	4.231	0.000	15.080	0.000	20.483	0.000	20.483	2014	1.00	
Mesa Dr: 8th Avenue to Main Street	W/R	0.056	0.654	7.563	8.272	0.000	0.000	16.769	16.769	2017	1.00	
Ray Rd: Ellsworth Rd to Signal Butte	W	0.000	0.000	7.420	7.420	0.000	5.393	2.667	8.061	2016	2.00	
Signal Butte Road: Elliot Rd to Ray Rd	W	0.000	0.000	3.912	3.912	0.000	13.480	0.000	13.480	2015	2.00	

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

\* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015  
Consistent with the Fiscal Year 2015 ALCP approved on August 27, 2014

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY14 (YOE\$)	FY 2015 Est. Reimb. (2014\$)	Est. Reimb FY16-FY26 (2014\$)	Total Reimb FY06-FY26 (2014\$, YOE\$)	Unfunded Due to Deficit (2014\$)	Expend through FY14 (YOE\$)	Estimated Future Expend FY15-FY26 (2014\$)	Total Expend FY06-FY26 (2014\$, YOE\$)			
	FY 2015											
<b>PEORIA</b>												
Lake Pleasant Pkwy: Dynamite Blvd to CAP	W	2.645	0.000	13.867	16.512	11.114	21.632	3.222	24.854	2015	2.50	
<b>SCOTTSDALE</b>												
Pima Rd: Pinnacle Peak to Happy Valley Rd	W	0.000	0.000	15.991	15.991	0.000	0.000	22.844	22.844	2019	1.00	
Southbound Loop 101 Frontage Road Connections	W/R	0.000	0.352	2.700	3.052	0.000	0.000	4.600	4.600	2017	0.75	
Airpark DCR	W/R	0.690	0.014	0.000	0.704	0.000	0.986	0.072	1.058	2015	0.00	Design Only
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase I	W/R	8.212	3.373	0.000	11.585	0.000	11.732	1.057	12.789	2015	2.00	
Pima Rd: Via Linda to Via De Ventura	W/R	0.000	0.102	1.236	1.339	0.000	0.000	2.354	2.354	2016	1.30	
Northsight Blvd: Hayden Rd to Frank Lloyd Wright Blvd	W/R	8.495	5.378	0.000	13.873	0.000	12.850	0.513	13.363	2015	0.40	
Raintree Drive Extension: 76th Pl to Hayden Rd	W/R	0.000	1.056	12.466	13.523	0.000	0.000	15.893	15.893	2017	1.00	

Reimb. Reimbursement(s)  
FY Fiscal Year

YOE Year of Expenditure  
Expend Expended/Expenditures

\$ Dollars  
Est Estimated

\* Measured in centerline miles

**TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM**  
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015  
Consistent with the Fiscal Year 2015 ALCP approved on August 27, 2014

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	OBLIGATIONS (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Obligated through FFY14	Est. Obligations FFY15	Est. Obligations FFY16-FFY26	Total Federal Funding FFY2006-FFY2026	Unfunded Due to Deficit (2014\$)	Expend through FY14 (YOE\$)	Estimated Future Expend FY15-FY26 (2014\$)	Total Expend FY06-FY26 (2014\$,YOE\$)			
	FY 2014											
<b>CHANDLER</b>												
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	W/R	2.048	0.000	1.480	3.528	1.770	0.026	8.398	8.424	2014	1.00	Construction Only
McQueen Rd: Ocotillo Rd to Chandler Heights	W/R	3.896	0.000	0.000	3.896	0.000	0.006	4.125	4.131	2014	1.00	Construction Only
<b>CHANDLER &amp; GILBERT</b>												
Queen Creek Rd: McQueen Rd to Gilbert Rd	W/R	1.515	0.000	5.933	7.448	5.112	0.003	19.014	19.016	2021	2.00	
<b>MARICOPA COUNTY</b>												
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	W/R	0.581	0.000	0.000	0.581	14.567	0.001	24.533	24.534	2019	2.00	
Northern Parkway (Phase I): Sarival to Dysart	W/R	60.713	0.000	0.000	60.713	0.000	84.882	4.120	89.001	2014	4.10	
Northern Parkway (Phase II): Sarival to Dysart	W/R	2.400	0.000	0.000	2.400	0.000	0.917	3.234	4.151	2014	4.10	
Northern Parkway (Phase II): Dysart to 111th	W/R	8.918	5.063	12.768	26.749	0.000	8.176	30.034	38.210	2015	2.50	
Northern Parkway (Phase II): Reems and Litchfield Overpasses	W/R	7.214	0.000	0.000	7.214	0.000	0.926	10.227	11.152	2014	0.20	
Northern Parkway (Phase II): Northern Ave at Loop 101	W	0.000	0.000	8.448	8.448	0.000	0.000	12.069	12.069	2016	0.50	
Northern Parkway (Phase II): Dysart Overpass	W	0.000	0.000	23.357	23.357	0.000	0.000	33.366	33.366	2016	0.10	
Northern Parkway (Phase II) : ROW Protection	W	0.000	0.000	1.400	1.400	0.000	0.000	2.000	2.000	2016	12.50	ROW Only
<b>PHOENIX</b>												
Avendia Rio Salado: 51st Avenue to 7th Street	W/R	35.454	9.240	0.000	44.693	0.000	13.898	58.011	71.909	2015	6.00	
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	W/R	11.790	10.740	0.000	22.530	0.000	3.271	29.234	32.505	2015	2.00	

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

\* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated



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

October 2, 2014

TO: Members of the MAG Regional Council  
FROM: Mayor Michael LeVault, Youngtown, Chair  
SUBJECT: SOLICITATION OF NOMINATIONS FOR BUSINESS REPRESENTATIVES  
ON THE TRANSPORTATION POLICY COMMITTEE

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members to the Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On December 31, 2014, the terms of two of the TPC business members will expire. **We are requesting that possible names for consideration be submitted to MAG by October 31, 2014.**

Mr. Jed Billings, President and CEO of FNF Construction, is the representative holding the construction interest seat that will be expiring. This is defined in state law as "a company whose primary function consists of building freeways, highways or major arterial streets."

Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc., is the representative holding the regionwide business seat that will be expiring. The law defines regionwide business as "a company that provides goods or services throughout the county."

State law provides that members serve six-year terms of office. The members are eligible for reappointment.

It is anticipated that input on these names will be provided at the November 12, 2014, TPC meeting and a recommendation made at the December 3, 2014, Regional Council meeting. The list of TPC members is attached for your information. If you have any questions regarding this process for submitting names for consideration, please contact Dennis Smith at the MAG office.

cc: Transportation Policy Committee  
MAG Management Committee  
Intergovernmental Representatives

## Transportation Policy Committee - September 2014

Mr. Roc Arnett  
Chair, Citizens Transportation Oversight  
Committee

Mayor Bob Barrett  
City of Peoria

Mr. Dave Berry  
Vice President  
Swift Transportation  
(Freight Interest)

Mr. Jed S. Billings  
President & CEO  
FNF Construction  
(Construction Interest)

Councilmember Ben Cooper  
Town of Gilbert

Mayor John Giles  
City of Mesa

Supervisor Clint Hickman  
Maricopa County

Mr. Charles Huellmantel  
Huellmantel and Affiliates  
(Transit Interest)

Mr. Mark Killian  
The Killian Company/Sunny Mesa Inc.  
(Regionwide Business)

Mayor Jim Lane  
City of Scottsdale

Mr. Joe La Rue  
Member, State Transportation Board

Lt. Governor Stephen Roe Lewis  
Gila River Indian Community

Mayor Georgia Lord  
City of Goodyear

Mayor Mark Mitchell  
City of Tempe

Mayor Lana Mook  
City of El Mirage

Garrett Newland  
Vice President, Development  
Macerich  
(Regionwide Business)

Mayor Tom Rankin  
Town of Florence

Councilmember Jack Sellers, Chair  
City of Chandler

Mayor Greg Stanton  
City of Phoenix

Ms. Karrin Kunasek Taylor  
Executive Vice President  
DMB Associates, Inc.  
(Regionwide Business)

Mayor Jerry Weiers, Vice Chair  
City of Glendale

Mayor Kenneth Weise  
City of Avondale

Mayor Sharon Wolcott  
City of Surprise

**Terms of Appointments of Business Representatives to the Transportation Policy Committee**

Years are calendar years - January 1 through December 31

		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
S	<b>Billings</b> (Construction)	<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>YEAR 6</b>				
S	<b>Killian</b> (Regionwide business)	<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>YEAR 6</b>				
H	<b>Huellmantel</b> (Transit)			<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>YEAR 6</b>		
Huellmantel appointed to fulfill the term vacated by Ron Barnes											
S	<b>Newland</b> (Regionwide business)			<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>YEAR 6</b>		
H	<b>Berry</b> (Freight)					<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>YEAR 6</b>
H	<b>Taylor</b> (Regionwide business)					<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>YEAR 6</b>

**Criteria for Appointments of Business Representatives to the Transportation Policy Committee:**

Six business members of the TPC represent regionwide business interests. The law defines regionwide business as “a company that provides goods or services throughout the county.”

- Three of the six business members represent regionwide business interests (“Regionwide business” indicates regionwide business representatives)
- One of the six business members must represent transit interests (“Transit” indicates transit representative)
- One of the six business members must represent freight interests (“Freight” indicates freight representative)
- One of the six business members must represent construction interests (“Construction” indicates construction representative)

The President of the Senate and the Speaker of the House of Representatives shall each appoint three members to the committee.

- “S” indicates appointees of the President of the Senate
- “H” indicates appointees of the Speaker of the House of Representatives

Appointments are for six year terms, with the exception of the initial 2005 appointments, when the appointees drew lots of two, four, and six years.

The Chairman of the Regional Planning Agency may submit names to the President of the Senate and Speaker of the House of Representatives for consideration for appointment to the Transportation Policy Committee.



October 31, 2014

Mayor Michael LeVault, Chair  
MAG Regional Council  
302 N. 1<sup>st</sup> Avenue, Suite 300  
Phoenix, AZ 85003

RE: Transportation Policy Committee Region-wide business representative

Dear Mayor LeVault,

I would like to recommend Mr. Steve Gervais for the vacant region-wide business position on MAG's Transportation Policy Committee (TPC).

Mr. Gervais currently holds the position of Government Solutions/Public Private Partnerships with Land Advisors Organization. Steve served as a key contributor to the creation of SunCor Development Company (a subsidiary of Pinnacle West Capital Corp) in 1987. Steve served as Vice President/General Counsel of SunCor until January 2005, when he advanced to Pinnacle West to focus on government relations and public affairs for both Arizona Public Service Company and SunCor.

Steve has been involved with regional transportation issues for many years. He has advocated on behalf of the development industry to authorize the sales tax funding for freeway construction, multimodal transit and right-of-way acquisition.

He was part of a team of landowners that led the effort to contribute the land necessary for the 303 freeway thereby accelerating construction at a lower cost. He has also participated in promoting enabling legislation for use of public private partnerships.

He continues to advocate on behalf of the industry for regional transportation projects to improve our economy and facilitate interstate commerce.

I believe that Mr. Gervais has the knowledge, skills, and experience to effectively serve on MAG TPC and I enthusiastically recommend him for this position.

Sincerely,

Georgia Lord  
Mayor



Drawing upon 30 years of experience in land development, Steve specializes in re-positioning corporate real estate assets, master planned communities and connecting government-owned real estate with private investment in the formation of public-private partnerships. In addition, Steve has built relationships in the sand and gravel industry in an effort to promote redevelopment of aggregate sites in Arizona.

As a key contributor to the creation of SunCor Development Company (a subsidiary of Pinnacle West Capital Corp.) in January 1987, Steve served as Vice President/General Counsel until January 2005, when he advanced to Pinnacle West to focus on government relations and public affairs for both Arizona Public Service Company and SunCor.

At SunCor, Steve assisted in the acquisition and development of Palm Valley, a 12,000-acre golf course community, and more than half a dozen other master planned communities in Arizona, Utah, New Mexico and Idaho. Steve was integrally involved in the creation of Community Facilities Districts in Arizona, enabling SunCor to utilize tax exempt bonds to finance public infrastructure. Steve also assisted with developing a number of commercial retail and office projects in around the Phoenix metro area including Hayden Ferry Lakeside, a 40-acre mixed use urban project on the Tempe Town Lake.

Steve is a graduate of Arizona State University's W.P. Carey School of Business (Accounting 1978) and College of Law (1982). Steve is a 28-year member of Urban Land Institute and serves as Co-Chair of the Community Initiatives Committee of the Arizona District Council. Steve is a member of the Arizona State Bar Association, the Maricopa County Bar Association, and serves on the LDRC Human Services Campus Board and the Downtown Phoenix Partnership Community Development Corporation Board.

Office of the Mayor

October 30, 2014

The Honorable Michael LeVault  
Town of Youngtown  
12030 Clubhouse Square  
Youngtown AZ 85363

Re: Nomination of Todd F. Kinney for Transportation Policy Committee

Dear Mayor Michael LeVault,

Please be advised that I submitted a letter to MAG today nominating Todd F. Kinney for the construction interest seat on the Transportation Policy Committee. Mr. Kinney is a Project Executive with Okland Construction in Tempe, Arizona and lives in Litchfield Park. As Project Executive, he is engaged in business development, company operations and management throughout Maricopa County. I have enclosed his resume for your reference.

I have known Mr. Kinney for 10 years and I believe that Mr. Kinney will be an active and engaged member of the Committee. He will offer talents which will enhance the efforts to oversee the development of the 20-year Regional Transportation Plan and to guide transportation planning in the region.

Thank you for your consideration in this regard. If you have any questions, please contact me.

Sincerely,

Thomas L. Schoaf

Cc: Members of Regional Council  
Government Relations Director

# Todd F. Kinney

1090 N. Oro Vista, Litchfield Park, Arizona, 85340

Cell: (602) 684-7502

Email: pga1ab1@gmail.com

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## Profile Summary

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- Proven performer with a successful career in sales, business development and commercial real estate development and investments.
- Director on the board of several organizations.
- An effective leader with the skills necessary to direct, train, and motivate staff to its fullest potential.
- Developed over \$56M (over 588k SF) ground-up development and entitlement projects.

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## Employment

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**OKLAND CONSTRUCTION**, Tempe, AZ

*January, 2013 – Present*

### ***Project Executive***

- Engaging in business development, company operations and management for a Top 50 National General Contractor, Top 25 Regional CMAR.
- Client relations with a focus on private developers and owners/investors.
- Operations support position handling various facets of the construction process including negotiating contracts, preconstruction, pricing, and project execution through closeout.

**DBP DEVELOPMENT & INVESTMENTS**, Litchfield Park, AZ

*September, 2004 – December 2012*

### ***Partner, Managing Director***

- Management position accountable for sourcing opportunities and developing strategic alliances with clientele.
- Oversee 10 brokers and a staff of 3 real estate assistants and a bookkeeper.
- Analyze financial statements and pertinent information to determine creditworthiness of prospective tenants.
- Oversee all phases of real estate development, tenant improvements and lease negotiations.
- Lead acquisition and disposition efforts and property management.
- Source key real estate investment opportunities, conduct project feasibility, leasing oversight, and secure capital stack.
- Negotiate loan terms and agreements from lender.
- Create cash flow financial models using Argus and Excel.
- Counsel high net-worth individuals with regard to CRE investment opportunities, risk analysis, and monetary returns.
- Develop tactics to increase profitability within a portfolio consisting of retail, industrial and office asset classes.
- Devise and implement innovative marketing principles and promotional sales events for commercial projects to further support balance sheet growth.
- Cross-sell real estate services to clientele.

### ***Highlights:***

- Authored private offering memorandums and helped successfully secure debt and equity for over \$28M in CRE investments within a 1-year period.
- Negotiated complex \$7.2M PPP for a mixed-use development.
- Generated more than \$500k in fee development income within a 4-month period.
- Fashioned a win-win solution for a tenant resulting in increased profitability to assets bottom line.

**CLEAR CHANNEL COMMUNICATIONS**, Phoenix, AZ

*2002 - 2004*

### ***Account Manager***

- Managed advertising agencies and major accounts daily for station sales, business development, customer service, and monthly budgets.
- Created results-generated on-air programs for existing and prospective clients.
- Responsible for collections and budget discrepancies for all accounts.

### ***Highlights:***

- Developed cause-marketing on-air program valued at over \$460k, first ever for the company.
- Increased margins for station 17% year-to-year while market competition was expanding.
- Produced cross platform promotion from local direct customers resulting in over \$120k of new business over a 2-month period.
- Consistently performed highest direct business biller and most new accounts for station.

**INFINITY BROADCASTING**, San Francisco, CA

1999 - 2002

**Account Manager – KCBS**

- Maximized utilization of stations assets by targeting strategic accounts.
- Proactively solicited new and existing client base to increase revenue and market share.
- Effectively developed relationships within the organization as well as strategic external alliances.
- Responsible for knowledge of industry trends to communicate in writing of proposals and marketing plans.

**Highlights:**

- 3rd year achieved 140% of direct budget.
- 2nd year of radio sales generated 132% of direct budget.
- 1st year of radio sales 107% of annual budget.
- Won Non-Traditional Revenue of “100K” Sales Award - Class of 2000 & 2001.

**TELETRAC, INC.**, San Francisco, CA/ Rolling Meadows, IL

1997- 1999

**Account Executive**

Sold and marketed cutting-edge proprietary tracking software to business owners and C-level executives.

**Highlights:**

- Spin Selling certified.
- Top Sales of the Month: June '97, Oct '97, Nov '97, Feb '98, Mar '98, Aug '98, Dec'98, Jan'99
- Accomplished most units sold company wide -June '97
- Selected by company to rollout and develop new market platform in San Francisco, CA.

**CANON BUSINESS SOLUTIONS**, Schaumburg, IL

1995 - 1997

**Sales Representative / Senior Sales Representative**

Responsible for sales of entire product line of facsimiles and copiers.

**Highlights:**

- Promoted within 7-months from start date.
- Extensive computer-based sales training with Canon, USA.
- Consistently exceeded aggressive monthly revenue figures and sales budgets.

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**Education**

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**Bachelor of Science 1994**

*Loyola University of Chicago*, Chicago, IL

*University of Kansas*, Lawrence, KS

- **NCAA Division I Men's Basketball**, Loyola University of Chicago
- **NCAA Division I Men's Golf**, Loyola University of Chicago
- Volunteer, **Christian Appalachian Project** through Loyola University of Chicago
- **NCAA Division I Men's JV Basketball**, University of Kansas

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**Personal Achievements and Affiliations**

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- **Sun Health Investment Committee**, Surprise, AZ(current)
- Vice President, **Industrial Development Authority Board**, Litchfield Park, AZ (current)
- Ambassador, Greater Phoenix Economic Council (current)
- Vice President, **Wigwam Country Club**, Litchfield Park, AZ (2011-2014)
- Head Boys JV Basketball Coach, **Millennium High School**, Goodyear, AZ (2011-2012)
- Director, **Habitat for Humanity VOS**, Phoenix, AZ (2004 - 2011)
- Sr. Retail Development Manager, Review Panelist, **City of Goodyear**, AZ (2007)
- Director, **Pathway Bible Church** (current)
- Real Estate Broker's License, State of Arizona