

February 9, 2016

TO: Members of the Transportation Policy Committee

FROM: Mayor Jerry Weiers, Glendale, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 12:00 noon
Wednesday, February 17, 2016
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
February 17, 2016**

COMMITTEE ACTION REQUESTED

<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>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>3. Information.</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 December 9, 2015, Meeting Minutes</u></p>	<p>4A. Review and approval of the December 9, 2015, meeting minutes.</p>
<p>*4B. <u>Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as Appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget</u></p>	<p>4B. Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.</p>

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at the January 27, 2016, Regional Council meeting. Since then, additional project changes and additions are needed. Project listing changes and additions included are not contingent on a new finding of conformity. The member agency requested project additions and changes include general highway and transit project changes. Funding types include Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP); FY 2015 TIGER award announcement; and locally funded project changes (See Table A). MAG is developing a new FY 2017-2021 Transportation Improvement Program (TIP). The MAG Regional Transportation Plan (RTP) allocates MAG Federal CMAQ and Transportation Alternatives (TAP-MAG) Infrastructure Program funds for certain program areas. A Call for Projects was held and an evaluation of projects submitted for Bicycle and Pedestrian projects has been completed. Those new projects and project work phases that fall within the current FY 2014-2018 TIP window and that are proposed for CMAQ and TAP funding are included in Table B. The Federal Highway Administration (FHWA) sub-allocated funding includes the CMAQ, HSIP, Surface Transportation Program (STP-MAG), and TAP. An evaluation of FHWA funding determined that the MAG region has federal funding that is available for the Closeout programming priorities as described in the Federal Fund Programming Guidelines and Procedures that were approved by Regional Council in June 2015. A request for closeout projects was conducted and evaluated, and the results are included in Table C. If approved, items in Table C will supersede duplicate listings in Table B. These project changes will be considered by the MAG Management Committee on February 10, 2016. An update will be provided on action taken by the committee. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

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

In August 2014, the MAG Regional Council approved a three-year pilot program with an evaluation component to co-locate Department of Public Safety (DPS) troopers at the Arizona Department of Transportation (ADOT) Traffic Operations Center, for improving coordination necessary for faster response and clearance of major traffic incidents on the freeway system. MAG and ADOT are jointly funding the project at nearly \$450,000 per year, with much support from DPS and the Federal Highway Administration. Although the program began in October 2014 it was fully operational in January 2015. The effectiveness of this operation was evaluated in a comparison between 2014 and 2015, based on incident clearance data gathered by DPS. This information was also fed into a MAG traffic simulation model to estimate the overall economic benefit due to potential traffic delays eliminated by this program. The evaluation has shown that, despite an increase in the number of crashes, the average time taken to clear a crash site on freeways was reduced by nearly an hour over the past year, helping traffic move more quickly, preventing secondary collisions, and potentially saving lives. The results from the MAG traffic simulation analysis estimates that the region has saved \$165 million in lost productivity over the first year of the pilot project. Staff will provide a report on the evaluation of the first year of the pilot program. Please refer to the enclosed material.

6. Planning for Autonomous Vehicles

Technology advances in the transportation industry are being made rapidly as both automotive companies and other technology firms, such as Apple and Google, are investing billions of dollars annually to develop safer and easier to drive vehicles. Technology in current high-end models allows vehicles to operate autonomously from the

5. Information and discussion.

6. Information and discussion.

driver with the vehicle sensing speed, lanes and traffic. Not only will these advances make driving safer and less stressful, they also have significant implications on how we plan and provide transportation infrastructure. For example, the impact of technology is likely to result in more effective capacity on the system thus reducing the need for expansion. A three-part presentation will be given to the Transportation Policy Committee about planning for autonomous vehicles focusing on (a) current technologies entering the vehicle fleet, (b) where experts in this field see the evolution of autonomous vehicles, and (c) implication for transportation planning and infrastructure investments.

7. Legislative Update

An update will be provided on legislative issues of interest.

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 will be requested.

9. 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

7. Information, discussion, and possible action.

8. Information.

9. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

December 9, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|---|
| Mayor Jerry Weiers, Glendale, Chair | # Mayor Georgia Lord, Goodyear |
| Mayor John Giles, Mesa, Vice Chair | * Mayor Mark Mitchell, Tempe |
| # Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee | Mayor Lana Mook, El Mirage |
| * Mr. Dave Berry, Swift Transportation | * Mr. Garrett Newland, Macerich |
| Mayor Cathy Carlat, Peoria | * Mayor Tom Rankin, Florence |
| # Councilmember Jenn Daniels, Gilbert | Mr. Mark Reardon, Vulcan Materials Company |
| * Supervisor Clint Hickman, Maricopa County | Councilmember Jack Sellers, Chandler |
| # Mr. Charles Huellmantel, Huellmantel and Affiliates | Vice Mayor David N. Smith, Scottsdale |
| Mr. Joseph La Rue, State Transportation Board | Mayor Greg Stanton, Phoenix |
| * Lt. Governor Stephen Roe Lewis, Gila River Indian Community | * Ms. Karrin Kunasek Taylor, DMB Properties |
| | # Mayor Kenneth Weise, Avondale |
| | Mayor Sharon Wolcott, Surprise |
- * Not present
Participated by telephone conference call + Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jerry Weiers at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Weiers noted that Mr. Roc Arnett, Councilmember Jenn Daniels, Mr. Charles Huellmantel, Mayor Georgia Lord, Mayor Mark Mitchell, and Mayor Kenneth Weise were participating by teleconference.

Chair Weiers introduced a new member of the TPC, Mr. Mark Reardon, from Vulcan Materials Company. Mr. Reardon was appointed by President Andy Biggs. Chair Weiers welcomed Mr. Reardon to the TPC.

3. Call to the Audience

Chair Weiers noted that no public comment cards had been received.

4. Approval of the September 16, 2015, Meeting Minutes

Chair Weiers asked members if they had changes to the September 16, 2015, meeting minutes. No changes were noted.

Vice Chair John Giles moved to approve the minutes of the September 16, 2015, meeting. Mayor Cathy Carlat seconded, and the motion passed unanimously.

5. FY 2016 Early Phase Input Opportunity Report

Mr. Jason Stephens, MAG staff, provided a report on the FY 2016 Early Phase Input Opportunity. Mr. Stephens noted that any time the MAG Transportation Improvement Program is developed, MAG conducts a public input process. He stated that input was received on the draft listing of projects for the new FY 2017-2021 MAG Transportation Improvement Program. During the early phase, MAG received public comment at its policy committees, as well as at small and large group presentations, and via a direct mailing. Approximately 4,000 postcards were distributed to solicit input.

Mr. Stephens stated that MAG received several responses for project suggestions related to bicycles, air quality, and transit. He stated that these suggestions were forwarded to member agency staff of relevant agencies for consideration and are included in the report.

Chair Weiers thanked Mr. Stephens for his report. No questions from the Committee were noted.

Mr. Dennis Smith, MAG Executive Director, stated that Mr. Stephens had received a promotion to manage the MAG Bicycle and Pedestrian Program after staffing the MAG public involvement program after 16 years.

6. 2015 Annual Report on the Status of the Implementation of Proposition 400

Mr. Roger Herzog, MAG staff, stated that Arizona Statute requires that MAG issue an annual report on projects included in Proposition 400. He noted that the 2015 Annual Report covers the status of the life cycle programs for freeways/highways, arterial streets, and public transit. Mr. Herzog stated that statute also requires a public hearing, which MAG conducted on November 19, 2015.

Mr. Herzog reported that revenue collected from Proposition 400 from Fiscal Years 2007-2015 showed a decrease due to the Great Recession. However, projections show that the revenue collections are returning to 2007 levels. Mr. Herzog stated that Fiscal Year 2015 receipts from the Proposition 400 half-cent sales tax were 4.5 percent higher than receipts in FY 2014. Mr. Herzog noted that a 4.5 percent growth rate per year will produce approximately \$5.3 million through the end of the tax in December 2025.

Mr. Herzog stated that a cash flow analysis indicates that there is a positive balance of approximately \$30 million for the Regional Freeway/Highway Life Cycle Program through FY 2026. He added that last year, the balance was negative \$162 million.

Mr. Herzog stated that a number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2015, including projects on Loop 101, Loop 202, Loop 303, and US-60. Mr. Herzog stated that the final Environmental Impact Statement for the South Mountain Freeway Corridor was released to the public and a Record of Decision by the Federal Highway Administration was published in March 2015, selecting a build alternative. He said that an additional \$688 million is programmed for Fiscal Year 2016, which includes a significant amount of funds to the South Mountain Freeway.

Mr. Herzog stated that for FY 2015, the Arterial Street Life Cycle Program ending balance for Fiscal Year 2015 was a negative \$36 million. He said that this is 3.5 percent of Projected Arterial Life Cycle Program reimbursements from 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. Mr. Herzog noted that during FY 2015, a total of \$63 million in ALCP project expenses was reimbursed to implementing agencies and since the beginning of the program, a total of \$582 million has been disbursed. He added that \$78 million is programmed for FY 2016.

Mr. Herzog stated that the Transit Life Cycle Program had an ending balance of \$6 million. He noted that 35 bus routes have been funded since the beginning of the program, three additional bus routes will be funded during the next five years and bus operations and capital needs will continue to be funded. Mr. Herzog stated that the light rail extension to Mesa Drive in the East Valley opened in the summer of 2015. One segment of the Northwest extension is under construction and its completion is anticipated in 2016. Mr. Herzog stated that the South Central light rail segment to Baseline Road in Phoenix was added to the Regional Transportation Plan as a major amendment.

Mr. Herzog reported that one of the ongoing issues is the changing nature of revenue sources, for example, new energy sources and the higher fuel efficiency of vehicles have impacted the amount of tax per gallon of fuel that funds the federal highway transportation fund. Mr. Herzog added that a lessening commitment to user pays for transportation will create a challenge to transportation funding in the future.

Mr. Herzog stated that a five year transportation funding bill, Fixing America's Surface Transportation Act (FAST Act) was signed by the President last week. He remarked that having

a five year funding program will provide greater certainty of revenue. However, Mr. Herzog noted that some of the funding sources are from non-transportation sources whose sustainability is unknown. He stated that adjustments to projects and the life cycle programs will be made as needed. Mr. Herzog noted that this item was on the agenda for information and discussion. Chair Weiers thanked Mr. Herzog for his report. No questions from the Committee were noted.

7. Update on the Auditor General's Report and Arizona Transportation Funding Options

Mr. Eric Anderson, MAG Transportation Director, provided an overview of the Auditor General's report titled "A Performance Audit of the Arizona Department of Transportation - Transportation Revenues," which was released in September 2015. Mr. Anderson stated that the audit showed that the Arizona Department of Transportation (ADOT) had a projected shortfall of almost \$63 billion as a result of approximately \$90 billion of statewide transportation needs and \$26.2 billion of revenue.

Mr. Anderson noted that the transportation needs across the state were identified in the most recent ADOT long range plan for Arizona, which was completed in May 2011. He said that ADOT began an update of this plan this month, which includes the state highway system, airports, urban transit, and freight.

Mr. Anderson stated that the ADOT long range plan determined there are \$88.9 billion of transportation needs statewide, from 2010 to 2035. He reviewed each program area's needs: the state highway system (approximately \$43 billion), commuter rail (approximately \$400 million), passenger rail (approximately \$4.2 billion), and airports (approximately \$10 billion, which might not include the improvements required for Sky Harbor or Tucson International airports), and metro transit needs (approximately \$23 million, which is outside of ADOT's responsibility).

Mr. Anderson noted that some of the programs are not under ADOT's responsibility. He stated that ADOT is responsible for the state highway system, which means that the funding shortfall for the department is \$24 billion, not \$63 billion. Mr. Anderson stated that this amount includes operations, maintenance and some new corridors.

Mr. Anderson stated that sufficient revenue is important for a viable transportation system. He stated that transportation impacts the economy and job markets, and the ability to move goods and people is important from an economic development perspective. Mr. Anderson remarked that traffic congestion and poor roads cost users billions of dollars each year. He stated that fuel tax revenues lack long-term sustainability, due to increased fuel economy and a fixed amount of 18 cents per gallon gas tax.

Mr. Anderson noted that the audit discussed some potential revenue options such as fuel tax changes, increasing the rate, or indexing the tax to inflation. Mr. Anderson stated that if the Arizona gas tax had been indexed to inflation in 1991, the fuel tax would now be in the 32-33 cents per gallon range. Mr. Anderson stated that additional potential revenue options include a vehicle mileage tax (Oregon has implemented a vehicle mileage tax), increasing fees (such as the \$8

vehicle registration fee), tolling and sales tax. He displayed a chart of potential sources of transportation revenue.

Mr. Anderson stated that the audit recommended the Legislature consider forming a task force to study and propose options for addressing ADOT's transportation needs to ensure a safe, efficient, and economically viable state transportation system. He noted that there was a bill that died in the Senate Transportation Committee, which was likely defeated due to a concern that they might raise taxes. Mr. Anderson stated that there is no shortage of options, however, there needs to be political will to move forward.

Mr. Anderson stated that Maricopa County continues to invest in regional and local dollars in transportation. Last year, the dedicated local and regional transportation taxes contributed \$576 million of additional dollars. Mr. Anderson stated that next year, the higher Phoenix sales tax for transportation is estimated to bring in an additional \$100 million. He reported that Phoenix has been ranked by the WAZE traffic app, which has 50 million users, as the best city for drivers in the world.

Chair Weiers thanked Mr. Anderson for his report and asked members if they had questions.

Mr. Roc Arnett referenced the chart of potential revenue. He asked if the increased vehicle registration fee being discussed in the Governor's Office could result in an additional \$30 million in revenue. Mr. Anderson replied that he drafted the potential revenue chart a couple of years ago. He noted that calculations of the vehicle registration fee become complicated because people can pay either a one-year registration or a two-year registration. Mr. Anderson stated that he presented the chart to show the order of magnitude and further detailed analysis would be needed.

Chair Weiers noted that this item was on the agenda for possible action, however, staff had informed him that no action was needed.

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

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

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

rail with operational improvements; identify other high capacity transit options with US-60 enhancements.

Mr. Hazlett stated that during the study, they analyzed traffic patterns of where residents work and where workers reside, and carried out traffic demand modeling. He noted on two maps select link results. Mr. Hazlett noted that many drivers in the area use Loop 101 and Interstate 10.

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

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

Mr. Hazlett stated that the recommendations are only concepts at this point, and design and environmental clearances are the next steps with required local, state and federal agency approvals. Mr. Hazlett stated that 230 access points could be consolidated from the 429 driveways along the corridor. He stated that cities along the corridor could form a zoning overlay district to allow them to enforce access management along the corridor. Mr. Hazlett stated that mostly good feedback has been received after presentations on the COMPASS study were made to most of the member agencies. He added that Burgess & Niple, the consultant firm that worked on the study, had received an award for the GIS mapping in the project.

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

Mayor Sharon Wolcott expressed her appreciation to Mr. Hazlett for the tremendous job on the COMPASS study. She stated that having 429 driveways along the corridor is frustrating. Mayor Wolcott expressed appreciation for the efforts to identify the best ways to optimize the value and function of this very important corridor. She stated that Mr. Hazlett mentioned zoning overlay districts as a local tool, however, she would recommend a path forward defined by all agencies along Grand Avenue in order to implement the COMPASS study. Mayor Wolcott also suggested looking for funding opportunities and implementing commuter rail. She indicated that rapid transit is critical due to the Northwest Valley having the fourth largest density of senior citizens in the United States. She noted that many older people no longer wish to drive and alternatives to driving are needed in the Northwest Valley. Mayor Wolcott remarked that a solution is needed as

a Valley. She stated that the corridor's angled geometrics are the source of the problems, and this could also be a challenge in the Southeast Valley someday. Mayor Wolcott encouraged member agencies to work together to implement the COMPASS study.

Mayor Greg Stanton complimented the efforts and thanked Mayor Wolcott for being the champion of this study. He said that each city could schedule meetings with its planning and zoning officials and elected officials to look at the zoning overlay recommendations to formulate a plan of action. Mayor Stanton commented that MAG or the City could host further discussion.

Mr. Dennis Smith suggested that an annual status report could be provided at MAG. He noted that accountability is needed in removing access points.

Mayor Wolcott expressed her agreement.

Chair Weiers noted that this item was on the agenda for possible action, however, no action was needed.

9. US-60/Grand Avenue at Bell Road Traffic Interchange Construction Project Update

Mr. Bob Hazlett updated the TPC on the US-60/Grand Avenue at Bell Road traffic interchange construction project. He noted that Mr. Eric Anderson had provided a report on the project to the Surprise City Council approximately one month ago. Mr. Hazlett stated that this intersection was identified in the Regional Transportation Plan for a grade separation improvement, and it is the only at-grade major intersection on Grand Avenue. He added that the MAG Regional Transportation Plan identifies improving up to three locations along US-60/Grand Avenue between Loop 101/Agua Fria and Loop 303 Freeways. Mr. Hazlett remarked that the traffic at this intersection will only increase in the future.

Mr. Hazlett stated that the Surprise City Council raised the question of the need for the interchange. He stated that MAG used its micro simulation tool to demonstrate traffic movements in 2035. The demonstration was for traffic during the afternoon peak period of what traffic would look like without the improvements to the traffic interchange and how traffic would back up on Grand Avenue, Bell Road, and Dysart Road. Mr. Hazlett pointed out that a side-by-side comparison shows the need for improvements at the intersection. He added that the Surprise City Council voted to proceed with construction of the US-60/Grand Avenue at Bell Road interchange project.

Mr. Hazlett stated that ADOT is proceeding with a design build. The bids are under review and perhaps will be opened next week. He displayed a simulation of the direct high occupancy vehicle interchange, where the ramps come up from the median, Bell Road overpasses, and Grand Avenue underpasses while maintaining private property access.

Mr. Hazlett stated that construction is anticipated to begin in summer 2016 with completion in 2017. He noted efforts by ADOT and the City of Surprise to not impact spring training and shopping, while minimizing closures and completing the project as soon as possible.

Chair Weiers thanked Mr. Hazlett for his update and asked members if they had questions.

Mayor Sharon Wolcott expressed her appreciation to Mr. Eric Anderson, Mr. Bob Hazlett, Mr. Dennis Smith, and the MAG organization for working with the Surprise City Council to demonstrate the need for this interchange. She noted that it is critical, not only for the optimization of the corridor, but also for the City of Surprise. Mayor Wolcott stated that MAG was able to calm those who fear change and help them see the interchange will radically benefit the City. She added that the City of Surprise has been waiting for this for a very long time.

Mr. Smith noted that a visualization can more effectively demonstrate a situation than a report. He noted that the simulation is at MAG and suggested that members contact MAG if they need assistance with an intersection. Mr. Smith added that Ms. Amy St. Peter accompanied Mr. Eric Anderson to the Surprise City Council presentation. He commented that Mr. Anderson did an outstanding job on the presentation.

10. Regional Freeway and Highway Program Construction Project Update

Mr. Bob Hazlett then presented an update on Regional Freeway and Highway Program construction projects. He displayed a list of remaining projects to 2026 and noted those under construction. Mr. Hazlett then spoke of 2015 and 2016 projects on a map, many of which are on Loops 101, 202, and 303. He pointed out projects that include widening on Interstate 10, addition of the Freeway Management System, and landscaping. Mr. Hazlett stated that the Bell Road interchange project and the Thunderbird Road/Thompson Ranch Road project in El Mirage. He remarked that ADOT is doing a remarkable job.

Mr. Hazlett stated that the design build project on the Loop 202/Red Mountain Freeway to add a general purpose lane from Loop 101 to Gilbert Road and an HOV lane is almost complete. He stated that the improvements on SR-101L/Pima Freeway are anticipated to be finished in early 2016 before Spring Training. Mr. Hazlett stated that construction on Loop 303 comprises three projects. Mr. Hazlett stated that the interchange project on Loop 303 and Grand Avenue removes the last traffic signal on Loop 303. He stated that work is underway on the El Mirage Road traffic interchange. He said that this is the last at-grade intersection and will be converted to a traffic interchange in 2016.

Mr. Hazlett stated that the design-build-maintain public/private partnership (P3) procurement process for the South Mountain Freeway is underway. He said that ADOT received statements of qualifications last year from five potential builders, and have shortlisted them to three firms. Mr. Hazlett stated that the bids were due in November 2015, and they are under technical and fiscal review. He added that the announcement of the selected developer is anticipated for February or March 2016. Mr. Hazlett stated that this is the first time there will be a fixed price for constructing a freeway corridor in the MAG region. He noted that there is a court challenge on this project and court activity is anticipated in May 2016 and hopefully, there will be resolution in the summer.

Mr. Dennis Smith asked Mr. Hazlett to explain the alternative technical concept work by ADOT. Mr. Hazlett stated that in a typical design-build project, the builder finds ways to save money while improving the performance of the project. Alternative technical concepts provide opportunities for ideas and alternatives to be suggested to ADOT that could provide cost or time savings. Mr. Hazlett stated that a design-build developer is allowed a stipend, which is not usually paid until the alternative technical concepts have been reviewed, however, in this case, ADOT decided to purchase all of the alternative technical concepts so that the most promising options can be combined into the project for the best possible price. Mr. Hazlett stated that the P3 statute enables this.

Mr. Hazlett stated that the SR-24/Gateway Freeway project from the Santan Freeway to Meridian Road is still in the planning stage. He indicated that ADOT is looking at a potential interim facility and if funding becomes available, this project might be brought back into the program.

Mr. Hazlett stated that work continues on the environmental clearance for SR-30, which runs between the South Mountain Freeway and Loop 303. He said they are hoping to see a Finding of No Significant Impact for this project within the next ten months. Mr. Hazlett stated that SR-30 is a significant project to help relieve Interstate 10.

Mr. Hazlett stated that a lot of activity is going on, which could not be done without ADOT and Federal Highway Administration.

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

Mayor Lana Mook asked if there were toll roads currently in or scheduled in Arizona. Mr. Hazlett replied that there were no toll roads in Arizona and he did not know of any plans to implement them in the state.

11. Legislative Update

Mr. Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He stated that President Obama signed the five-year Fixing America's Surface Transportation Act (FAST Act) on December 4, 2015. Mr. Pryor explained that the FAST Act represents an 11 percent increase in funding.

Mr. Pryor stated that there is increased emphasis on streamlining and expediting project delivery, a return of a bus discretionary grant program, a new multimodal freight program with funding that appears to be beneficial to Arizona. However, there does not appear to be an update to formula allocations because old data (like 2000 US Census) is being used to determine funding allocations. Mr. Pryor remarked that this hurts high growth states like Arizona. He indicated that Congress seems reluctant to open formulas. Mr. Pryor stated that MAG and others have called attention to this issue and hopefully, it will be addressed in 2020 when a new decennial Census occurs.

Mr. Pryor stated that Arizona will see an increase of funding by nearly 13 percent (2015 vs 2020) in highway funding: almost a 4.5 percent increase in FFY 2016 and the roughly three percent year over year thereafter.

Mr. Pryor then addressed Surface Transportation Program funding, which is the most flexible type of funding that can be used for a variety of projects. He reported that under MAP 21, the MAG region received approximately \$51.56 million in FFY 2015. Under the proposed DRIVE Act, the MAG region would have received approximately \$48.5 million; Mr. Pryor noted that this amount was affected by 15 percent off the top for bridges. Mr. Pryor stated that the proposed Wicker/Booker and Davis/Titus amendments would have provided approximately \$61.1 million to the MAG region. He said that the FAST Act represents a 3.5 percent increase to \$53.4 million in FFY 2016.

Mr. Pryor stated that some important designations in the FAST Act include the Sonoran Corridor, which is a bypass from Interstate 19 to Interstate 10 south of Tucson. This corridor could save time and it could open technology and defense industry areas for development. Mr. Pryor stated that another designation is Interstate 11 from Las Vegas to Reno (Interstate 80) and south of Phoenix to Tucson and Nogales. He reported that there was a late effort by stakeholders to create a pilot program to allow projects like Interstate 11 to move forward with environmental studies with exemption to fiscal constraint issues, but it did not take place. Mr. Pryor expressed appreciation to Chair Weiers for his letter of support that went to the Conference Committee.

Mr. Pryor stated that the Arizona Legislature will be back in session in January 2016. He noted that one of MAG's concerns is the Highway User Revenue Fund (HURF). He noted that there have been discussions with the Governor's Office regarding limiting HURF sweeps, however, ADOT is being conservative and is showing five more years of sweeps at \$120 million per year, or a total of \$600 million over five years. Mr. Pryor stated that keeping HURF funding to the \$20 million per year allowed in state statute means an additional \$500 million for state transportation projects. Mr. Pryor indicated he will continue to monitor this.

Chair Weiers noted that this item was on the agenda for possible action. No action was requested. He asked if there were questions.

Mr. Dennis Smith reported that he and Mr. Eric Anderson attended the Resource Allocation and Advisory Committee meeting. He indicated that last year he voted no on the sweeps, but this year he voted yes with the caveat that ADOT present two scenarios: with sweeps and without sweeps. Mr. Smith stated that MAG awaits those numbers. He remarked that a way to fund DPS needs to be determined, especially with the number of freeway miles being added to the system. Mr. Smith said that Mr. John Halikowski's idea was to increase the vehicle registration fee in order to fund DPS.

Mayor Sharon Wolcott asked the projected amount of increase in registration fees that would be needed to fund DPS. Mr. Anderson replied that fees would need to be two or two-and-one-half

times the \$8 fee, which has been the same fee since at least 1990. He noted that the registration fee in California is \$27 or \$28.

Mayor Wolcott remarked that other states are facing the same situation and need to find ways to fund their departments of public safety and increasing registration fees seems like the simplest solution.

12. 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.

No requests were noted.

13. 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.

Chair Weiers noted that the next TPC meeting is January 13, 2016.

Adjournment

There being no further business, the meeting adjourned at 1:05 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 9, 2016

SUBJECT:

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

SUMMARY:

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

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

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

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

PUBLIC INPUT:

None.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

These project changes will be considered by the MAG Management Committee on February 10, 2016. An update will be provided on action taken by the committee.

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

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

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

CONTACT PERSON:

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

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

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

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

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

Notes

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

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

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), the draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Apache Junction	Highway	2016	APJ16-440	NEW	Winchester Road: Southern Avenue to 16th Avenue	Design Bicycle Lanes and Sidewalks	0.5	2	2	-----	None	-----	Bike/Ped	Local	2016	-	-	255,000	255,000	Amend: Add new Bicycle and Pedestrian project. Application ID: APJ-18-BPB-001
Apache Junction	Highway	2018	APJ18-440	NEW	Winchester Road: Southern Avenue to 16th Avenue	Construct Bicycle Lanes and Sidewalks	0.5	2	2	-----	None	-----	Bike/Ped	CMAQ	2018	1,289,994	-	77,974	1,367,968	Amend: Add new Bicycle and Pedestrian project. Application ID: APJ-18-BPB-001
Chandler	Highway	2018	CHN18-440	NEW	Chandler Boulevard: I-10 to 54th Street	Design bike lanes	0.37	6	6	-----	None	-----	Bike/Ped	Local	2018	-	-	86,500	86,500	Amend: Add new Bicycle and Pedestrian project. Application ID: CHN-20-BPB-001
Chandler	Highway	2019	CHN19-740	NEW	Chandler Boulevard: I-10 to 54th Street	Right of way for bike lanes	0.37	6	6	-----	None	-----	Bike/Ped	Local	2019	-	-	50,000	50,000	Amend: Add new Bicycle and Pedestrian project. Application ID: CHN-20-BPB-001
Chandler	Highway	2020	CHN20-740	NEW	Chandler Boulevard: I-10 to 54th Street	Construct bike lanes	0.37	6	6	-----	None	-----	Bike/Ped	CMAQ	2020	454,597	-	27,478	482,075	Amend: Add new Bicycle and Pedestrian project. Application ID: CHN-20-BPB-001
Gilbert	Highway	2018	GLB18-440	NEW	Western Powerline Trail over Union Pacific Railroad	Design grade separated bike/ped bridge	0	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	248,500	248,500	Amend: Add new Bicycle and Pedestrian project. Application ID: GLB-19-BPB-001
Gilbert	Highway	2018	GLB18-441	NEW	Western Powerline Trail over Union Pacific Railroad	Right of way for grade separated bike/ped bridge	0	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	85,000	85,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLB-19-BPB-001
Gilbert	Highway	2019	GLB19-740	NEW	Western Powerline Trail over Union Pacific Railroad	Construct grade separated bike/ped bridge	0	0	0	-----	None	-----	Bike/Ped	CMAQ	2019	2,829,943	-	171,057	3,001,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLB-19-BPB-001
Glendale	Highway	2018	GLN18-440	NEW	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Design Half Street Improvements and Sidewalk	1	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	195,000	195,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-20-BPB-001
Glendale	Highway	2019	GLN19-740	NEW	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Acquire Right of Way (NWC or Myrtle & 67th Ave)	1	0	0	-----	None	-----	Bike/Ped	Local	2019	-	-	6,000	6,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-20-BPB-001

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), the draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

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TIP Amendment #17																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Glendale	Highway	2020	GLN20-740	NEW	67th Avenue, Glendale Avenue to Orangewood Ave and Orangewood Avenue, 67th Avenue to US 60 (Grand Ave)	Construct Half Street Improvements and Sidewalk	1	0	0	-----	None	-----	Bike/Ped	CMAQ	2020	1,097,275	-	147,025	1,244,300	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-20-BPB-001
Glendale	Highway	2017	GLN17-440	NEW	Camelback Road, 79th Avenue to 83rd Avenue	Design Sidewalk Improvements	0.5	4	4	-----	None	-----	Bike/Ped	Local	2017	-	-	89,000	89,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-18-BPB-005
Glendale	Highway	2018	GLN18-442	NEW	Camelback Road, 79th Avenue to 83rd Avenue	Construct Sidewalk Improvements	0.5	4	4	-----	None	-----	Bike/Ped	CMAQ	2018	257,156	-	42,844	300,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-18-BPB-005
Glendale	Highway	2018	GLN18-441	NEW	Paradise Lane, 55th Avenue to 59th Avenue	Design Sidewalk Improvements	0.5	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	58,000	58,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-19-BPB-002
Glendale	Highway	2019	GLN19-741	NEW	Paradise Lane, 55th Avenue to 59th Avenue	Construct Sidewalk Improvements	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2019	223,402	-	46,698	264,100	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-19-BPB-002
Mesa	Highway	2017	MES17-440	NEW	South Canal Shared Use Path: Consolidated Canal Shared Use Path to McDowell Road	Design Multiuse Path	3.5	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	153,915	153,915	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-003
Mesa	Highway	2019	MES19-740	NEW	South Canal Shared Use Path: Consolidated Canal Shared Use Path to McDowell Road	Construct Multiuse Path	3.5	0	0	-----	None	-----	Bike/Ped	TAP-MAG	2019	2,003,013	-	138,051	2,141,064	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-003
Mesa	Highway	2017	MES17-441	NEW	South Canal: Consolidated Canal Shared Use Path to McDowell Road (Phase 2)	Design Multiuse Path	3.5	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	150,915	150,915	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-001
Mesa	Highway	2019	MES19-741	NEW	South Canal: Consolidated Canal Shared Use Path to McDowell Road (Phase 2)	Construction of Multiuse Path	3.5	0	0	-----	None	-----	Bike/Ped	TAP-MAG	2019	2,032,624	-	139,840	2,172,464	Amend: Add new Bicycle and Pedestrian project. Application ID: MES-19-BPB-001
Paradise Valley	Highway	2016	PVY16-440	NEW	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Design 6' colored concrete sidewalk	2	4	4	-----	None	-----	Bike/Ped	Local	2016	-	-	260,000	260,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), the draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Paradise Valley	Highway	2017	PVY17-440	NEW	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Right of Way for 6' colored concrete sidewalk	2	4	4	-----	None	-----	Bike/Ped	Local	2017	-	-	350,000	350,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001
Paradise Valley	Highway	2019	PVY19-740	NEW	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Construct 6' colored concrete sidewalk	2	4	4	-----	None	-----	Bike/Ped	CMAQ	2019	1,958,977	-	118,411	2,077,388	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001
Peoria	Highway	2017	PEO17-440	NEW	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening and sidewalk construction	1.2	2	2	-----	None	-----	Bike/Ped	Local	2017	-	-	120,500	120,500	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-18-BPB-001
Peoria	Highway	2018	PEO18-440	NEW	83rd Avenue: Happy Valley Road to Jomax Road	Widen roadway and construct sidewalk	1.2	2	2	-----	None	-----	Bike/Ped	CMAQ	2018	614,836	-	59,164	674,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-18-BPB-001
Peoria	Highway	2018	PEO18-441	NEW	New River Multi-use Path, Happy Valley Road to Pinnacle Peak Road	Design Multi-use Path	1	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	260,000	260,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-20-BPB-002
Peoria	Highway	2019	PEO19-440	NEW	New River Multi-use Path, Happy Valley Road to Pinnacle Peak Road	Acquisition of right-of-way / easements for Multi-use Path	1	0	0	-----	None	-----	Bike/Ped	Local	2019	-	-	131,000	131,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-20-BPB-002
Peoria	Highway	2020	PEO19-740	NEW	New River Multi-use Path, Happy Valley Road to Pinnacle Peak Road	Construction of Multi-use Path	1	0	0	-----	None	-----	Bike/Ped	CMAQ	2020	539,622	-	44,618	584,240	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-20-BPB-002
Phoenix	Highway	2017	PHX17-447	NEW	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Design sidewalk, curb and gutter, ADA ramps and lighting	0	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	337,295	337,295	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-008
Phoenix	Highway	2020	PHX20-740	NEW	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Construct sidewalk, curb and gutter, ADA ramps and lighting	0	0	0	-----	None	-----	Bike/Ped	CMAQ	2020	1,428,494	-	86,346	1,514,840	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-008

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

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), the draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

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

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), the draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Phoenix	Highway	2019	PHX19-743	NEW	Roeser Road: 32nd Street to 550 Ft. East of 36th Street (@ the San Francisco Canal)	Construct pedestrian improvements on south side and stripe bicycle lanes on both sides.	0.65	2	2	-----	None	-----	Bike/Ped	CMAQ	2019	888,895	-	53,730	942,625	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-19-BPB-001
Phoenix	Highway	2017	PHX17-452	NEW	Van Buren St: 7th Street to 24th Street	Design Bicycle Lanes and Pedestrian Improvements	2	4	2	-----	None	-----	Bike/Ped	Local	2017	-	-	235,000	235,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-004
Phoenix	Highway	2019	PHX19-744	NEW	Van Buren St: 7th Street to 24th Street	Right of Way for Bicycle Lanes and Pedestrian Improvements	2	4	2	-----	None	-----	Bike/Ped	Local	2018	-	-	200,000	200,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-004
Phoenix	Highway	2020	PHX20-743	NEW	Van Buren St: 7th Street to 24th Street	Utility Relocation for Bicycle Lanes and Pedestrian Improvements	2	4	2	-----	None	-----	Bike/Ped	Local	2020	-	-	189,650	189,650	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-004
Phoenix	Highway	2020	PHX20-744	NEW	Van Buren St: 7th Street to 24th Street	Construct Bicycle Lanes and Pedestrian Improvements	2	4	2	-----	None	-----	Bike/Ped	TAP-MAG	2020	2,310,350	-	139,650	2,450,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PHX-20-BPB-004
Scottsdale	Highway	2018	SCT18-440	NEW	Indian Bend Wash Path at Chaparral Road, east of Hayden Road	Design Underpass and Path Connections	0	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	248,000	248,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-19-BPB-003
Scottsdale	Highway	2018	SCT18-441	NEW	Indian Bend Wash Path at Chaparral Road, east of Hayden Road	Right of Way for Underpass and Path Connections	0	0	0	-----	None	-----	Bike/Ped	Local	2018	-	-	70,000	70,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-19-BPB-003
Scottsdale	Highway	2019	SCT19-740	NEW	Indian Bend Wash Path at Chaparral Road, east of Hayden Road	Construct Underpass and Path Connections	0	0	0	-----	None	-----	Bike/Ped	CMAQ	2019	1,182,569	-	84,481	1,267,050	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-19-BPB-003
Scottsdale	Highway	2017	SCT17-440	NEW	McDowell Road: Pima Road to 64th Street	Design bike lanes, narrow travel & median lanes	3	6	6	-----	None	-----	Bike/Ped	Local	2017	-	-	470,000	470,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-18-BPB-001
Scottsdale	Highway	2018	SCT18-442	NEW	McDowell Road: Pima Road to 64th Street	Construct bike lanes, narrow travel and median lanes.	3	6	6	-----	None	-----	Bike/Ped	CMAQ	2018	3,152,449	-	215,551	3,368,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-18-BPB-001

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Scottsdale	Highway	2020	SCT20-740	NEW	Osborn Road: Hayden Road to Scottsdale Road	Design bike lanes, sidewalk, roundabout, narrow travel & median lanes	1	4	4	-----	None	-----	Bike/Ped	Local	2019	-	-	245,000	245,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-20-BPB-002
Scottsdale	Highway	2020	SCT20-741	NEW	Osborn Road: Hayden Road to Scottsdale Road	Right of way for bike lanes, sidewalk, roundabout, narrow travel & median lanes	1	4	4	-----	None	-----	Bike/Ped	Local	2019	-	-	70,000	70,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-20-BPB-002
Scottsdale	Highway	2020	SCT20-742	NEW	Osborn Road: Hayden Road to Scottsdale Road	Construct bike lanes, sidewalk, roundabout, narrow travel & median lanes	1	4	4	-----	None	-----	Bike/Ped	TAP-MAG	2020	1,214,450	-	83,408	1,297,858	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-20-BPB-002
Surprise	Highway	2018	SUR18-440	NEW	Bullard Avenue: Bell Road to Peoria Avenue	Construct 5-foot cycle track and two HAWK signals	4	2	2	-----	None	-----	Bike/Ped	CMAQ	2018	1,551,235	-	348,765	1,900,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SUR-19-BPB-001
Tempe	Highway	2018	TMP18-440	NEW	Alameda Drive: 48th Street to Rural Road	Design bicycle and pedestrian facility improvements	3	1	1	-----	None	-----	Bike/Ped	Local	2018	-	-	236,500	236,500	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-19-BPB-001
Tempe	Highway	2019	TMP19-740	NEW	Alameda Drive: 48th Street to Rural Road	Construct bicycle and pedestrian facility improvements	3	1	1	-----	None	-----	Bike/Ped	TAP-MAG	2019	1,584,282	-	109,718	1,694,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-19-BPB-001
Tempe	Highway	2017	TMP17-440	NEW	Divot Drive: Kyrene Road to Highline Canal	Design multi-use path	0.5	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	163,000	163,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-004
Tempe	Highway	2018	TMP18-441	NEW	Divot Drive: Kyrene Road to Highline Canal	Construct multi-use path	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2018	793,063	-	62,937	856,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-004
Tempe	Highway	2017	TMP17-441	NEW	Rio Salado South Bank under the McClintock Drive Bridge	Design underpass	0.1	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	168,500	168,500	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-002
Tempe	Highway	2018	TMP18-442	NEW	Rio Salado South Bank under the McClintock Drive Bridge	Construct underpass	0.1	0	0	-----	None	-----	Bike/Ped	CMAQ	2018	1,231,275	-	94,425	1,325,700	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-002

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FY 2014-2018 MAG Transportation Improvement Program (TIP), the draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

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

Notes

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

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

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

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

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

**TABLE C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

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

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FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

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TIP Amendment #17																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Glendale	Highway	2017	GLN19-760D	32449	Camelback Rd: 51st Ave to 91st Ave	Scoping and PE to install fiber, communication, and CCTV	5	4	4	-----	None	-----	ITS	Local	2017	-	-	326,968	326,968	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Glendale	Highway	2016	GLN17-440	NEW	Camelback Road, 79th Avenue to 83rd Avenue	Design Sidewalk Improvements	0.5	4	4	-----	None	-----	Bike/Ped	CMAQ	2016	83,927	-	5,073	89,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-18-BPB-005 Federal funding awarded through closeout.
Glendale	Highway	2016	GLN18-460D	5164	Glendale (Citywide)	Design: EVP system citywide at 48 intersections	0	0	0	-----	None	-----	ITS	CMAQ	2016	117,875	-	7,125	125,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Glendale	Highway	2016	GLN18-441	NEW	Paradise Lane, 55th Avenue to 59th Avenue	Design Sidewalk Improvements	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	54,694	-	3,306	58,000	Amend: Add new Bicycle and Pedestrian project. Application ID: GLN-19-BPB-002 Federal funding awarded through closeout.
Goodyear	Highway	2016	GDY18-460D	26912	Elwood St: Cotton Ln to Estrella Pkwy, Cotton Ln: Estrella Pkwy to Elwood St, Estrella Pkwy: Elliot Rd to Cotton Ln, Elliot Rd: San Gabriel Dr to Estrella Pkwy	Scoping and PE to install fiber along Elwood St, CCTV, connect two signals to TMC	0	0	0	-----	None	-----	ITS	Local	2016	-	-	80,000	80,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
MAG	Highway	2016	MAG16-4PIP	10280	MAG regionwide	Project Initiation Pool for MAG funded CMAQ, STP, TAP, HSIP, and STP projects.	0	0	0	-----	None	-----	Other	STP-MAG	2016	19,803	-	1,197	21,000	Amend: Seven projects to received PIP funding. Reduce from 99,015 federal to \$19,803. Reduce total from \$105,015 to \$21,000.
MAG	Highway	2016	MAG16-431C3	23273	Regionwide	Purchase PM-10 Certified Street Sweepers	0	0	0	-----	None	-----	Air Quality	CMAQ	2016	535,120	-	32,346	567,466	Amend: Add \$535,120 of Federal funding awarded through closeout to fund the balance of FY 2016 street sweeper purchases.
Maricopa City	Highway	2017	MAR19-760D	20950	Maricopa (Citywide)	Scoping and PE to install conduit & fiber, CCTV cameras, & wireless comm. and interconnect 6 signals	0	0	0	-----	None	-----	ITS	Local	2017	-	-	140,000	140,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Maricopa County	Highway	2016	MMA18-460D	9968	MCDOT TMC	Scoping and PE to upgrade TMC workstations, video wall display, network equipment, and system	0	0	0	-----	None	-----	ITS	Local	2016	-	-	90,000	90,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.

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FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

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TIP Amendment #17																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Maricopa County	Highway	2017	MMA19-760D	33915	MCDOT TMC	Scoping to upgrade RADS server and hardware and provide system integration	0	0	0	-----	None	-----	ITS	Local	2017	-	-	30,000	30,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Maricopa County	Highway	2016	MMA17-402	19026	Riggs Rd, Sun Lakes Blvd to Arizona Ave and Alma School Rd, Chandler Heights Blvd to Riggs Rd.	Riggs Road Fiber: Install Fiber Optic Communications and Infrastructure	0	0	0	MMA-0(256)D	None	SZ168 01C/01D	ITS	CMAQ	2016	882,259	-	53,328	935,587	Amend: Advance project from 2017 to 2016. Add \$147,964 of Federal funds awarded through closeout.
Maricopa County	Highway	2016	MMA17-401	43587	Various	Fiber Installation and ITS Software Upgrade	0	0	0	MMA-0(255)D	None	SZ167 01C/01D	ITS	CMAQ	2016	429,988	-	105,132	535,120	Amend: Advance project from 2017 to 2016.
Maricopa County	Highway	2016	MMA14-103	269	Various Low Volume Roads	Construct/Pave Dirt Roads	2.5	2	2	CM-MMA-0(243)D	None	SZ066 01C	Air Quality	CMAQ	2016	1,167,446	-	70,567	1,238,013	Amend: Change total project length from 4 to 2.5 miles to reflect updated project. Add \$49,991 of Federal funding awarded through closeout.
Mesa	Highway	2016	MES16-402	28925	Citywide	Integrate 911 Data in RADS to Support Incident Management	0	0	0	MES-0(233)D	None	SZ186 01C/01D	ITS	CMAQ	2016	103,471	-	6,254	109,725	Amend: Increase total cost by \$49,725. Additional Federal funding awarded through closeout.
Mesa	Highway	2016	MES18-460D	8337	Mesa (Citywide)	Scoping and PE to install cabinets & controllers at 50 locations and establish communications	0	0	0	-----	None	-----	ITS	Local	2016	-	-	140,000	140,000	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Paradise Valley	Highway	2016	PVY16-440	NEW	Lincoln Drive: 660 feet west of Scottsdale Road to 32nd Street	Design 6' colored concrete sidewalk	2	4	4	-----	None	-----	Bike/Ped	CMAQ	2016	245,180	-	14,820	260,000	Amend: Add new Bicycle and Pedestrian project. Application ID: PVY-19-BPB-001. Federal funding awarded through closeout.
Peoria	Highway	2016	PEO17-440	NEW	83rd Avenue: Happy Valley Road to Jomax Road	Design roadway widening, bike lanes, and sidewalk construction	1.2	2	2	-----	None	-----	Bike/Ped	CMAQ	2016	113,632	-	6,869	120,500	Amend: Add new Bicycle and Pedestrian project. Application ID: PEO-18-BPB-001 Federal funding awarded through closeout.
Phoenix	Highway	2017	PHX19-760D	29846	Phoenix (Citywide)	Scoping and PE for Central Core ARID - Phases 1 & 2	0	0	0	-----	None	-----	ITS	Local	2017	-	-	258,995	258,995	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Pinal County	Highway	2016	PNL17-404D	42788	Barnes Rd, Fuqua Rd to Stanfield Rd	PE and final design for roadway paving	1	2	2	-----	None	-----	Air Quality	CMAQ	2016	122,590	-	7,410	130,000	Amend: Add \$122,590 of Federal funding awarded through closeout. No change in total cost. Advance project from 2017 to 2016.

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Pinal County	Highway	2016	PNL15-409	49438	Barnes Rd: White & Parker Rd to Fuqua Rd: Fuqua Rd: Barnes Rd to Lealand Rd	Pave Unpaved Roadway.	2.5	2	2	PPN-0(210T)	None	SZ146 01C/01D	Air Quality	CMAQ-2.5	2016	1,568,714	-	94,822	1,663,536	Amend: Advance project from 2017 to 2016. Increase total project cost by \$285,299 to reflect updated engineering estimate. Additional Federal funds awarded through closeout.
Pinal County	Highway	2016	PNL17-403	46602	Germann Road: Meridian Road to Ironwood Drive	Design Roadway Widening and Improvements	1.2	0	4	-----	None	-----	Street	STP-MAG	2016	230,258	-	13,918	244,176	Amend: Advance project from 2017 to 2016.
Pinal County	Highway	2015	PNL14-410D2	44178	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Design Roadway Paving.	1.5	2	2	PPN-0(211T)	None	SZ147 01C/01D	Air Quality	CMAQ	2016	46,735	-	2,825	49,560	Amend: Design engineering cost estimate increased. Increase federal funding by \$46,735 and local by \$2,825 on design work phase, decrease funding on construction work phase. Total Design is \$183,470 federal, \$11,090 local. Design authorized late in FFY2015.
Salt River Pima-Maricopa Indian Community	Highway	2016	SRP16-401D	38989	Longmore Road, Osborn Rd to McDowell Rd	Design sidewalk with trees and benches at school bus stops and other locations as needed	1.55	0	0	CMAQ-SRI-0(202T)	None	SZ155 01D/01C	Bike/Ped	CMAQ	2016	161,792	-	39,869	201,661	Amend: Add \$161,792 of Federal funding awarded through closeout. No change in total cost.
Salt River Pima-Maricopa Indian Community	Highway	2017	SRP17-401D	10372	McDonald Drive Subdivision (bounded by May St, McDonald Rd, Dobson Rd and Montebello Av) and Palm In, Harris Dr to Gilbert Rd	PE and final design for roadway paving	2.13	2	2	-----	None	-----	Air Quality	CMAQ	2017	122,590	-	7,410	130,000	Amend: Add \$122,590 of Federal funding awarded through closeout. No change in total cost.
Scottsdale	Highway	2016	SCT17-440	NEW	McDowell Road: Pima Road to 64th Street	Design bike lanes, narrow travel & median lanes	3	6	6	-----	None	-----	Bike/Ped	CMAQ	2016	443,210	-	26,790	470,000	Amend: Add new Bicycle and Pedestrian project. Application ID: SCT-18-BPB-001 Federal funding awarded through closeout.
Scottsdale	Highway	2016	SCT18-460	NEW	Thomas Rd: 60th Street to Pima Road	Install 17 video detection cameras and TMC software	3.5	5	5	-----	None	-----	ITS	CMAQ	2016	368,713	-	22,287	391,000	Amend: Advance project from 2017 to 2016.
Surprise	Highway	2016	SUR18-460	NEW	Surprise (Citywide)	Develop ITS strategic plan and implementation plan	0	0	0	-----	None	-----	ITS	CMAQ	2016	141,450	-	8,550	150,000	Amend: Advance project from 2017 to 2016.
Tempe	Highway	2016	TMP17-440	NEW	Divot Drive: Kyrene Road to Highline Canal (Western Canal)	Design multi-use path	0.5	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	153,709	-	9,291	163,000	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-004 Federal funding awarded through closeout.
Tempe	Highway	2016	TMP17-441	NEW	Rio Salado South Bank under the McClintock Drive Bridge	Design shared-use path underpass	0.1	0	0	-----	None	-----	Bike/Ped	CMAQ	2016	158,896	-	9,605	168,500	Amend: Add new Bicycle and Pedestrian project. Application ID: TMP-18-BPB-002 Federal funding awarded through closeout.

**TABLE C: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #17**

Sort: Section, Agency, Location, Work Year

TIP Amendment #17																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Tempe	Highway	2016	TMP18-460D	11549	Tempe (Citywide)	Scoping and PE to install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	0	0	0	-----	None	-----	ITS	Local	2016	-	-	62,500	62,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Tempe	Highway	2017	TMP19-760D	2586	Tempe (Citywide)	Scoping and PE for Phase 2 - Install DMS, CCTV cameras, wireless link, bicycle detection, & EVP networking	0	0	0	-----	None	-----	ITS	Local	2017	-	-	62,500	62,500	Amend: Add new project. Project awarded funding through the CMAQ ITS call for projects.
Tempe	Highway	2016	TMP15-403	27276	Various locations in Tempe	Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc.	0	0	0	TMP-0(244)D	None	SZ17301D/01C	Bike/Ped	CMAQ	2016	1,118,893	-	67,632	1,186,525	Amend: Add \$482,368 of Federal funding awarded through closeout. No change in total project cost.

Notes

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

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 9, 2016

SUBJECT:

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

SUMMARY:

In August 2014, the MAG Regional Council approved a three-year pilot program with an evaluation component to co-locate Department of Public Safety (DPS) troopers at the Arizona Department of Transportation (ADOT) Traffic Operations Center, for improving coordination necessary for faster response and clearance of major traffic incidents on the freeway system. The program has received enthusiastic support from DPS and Federal Highway Administration. Both MAG and ADOT are jointly funding the program at \$450,000 for the first year and an annual cost of \$425,000 for the remaining two years. It was required that MAG establish a performance monitoring system and produce an annual report on program performance, in coordination with ADOT and DPS.

The program began in October 2014 with an officer training phase and became fully operational in January 2015. The effectiveness of this operation was evaluated in a comparison between 2014 and 2015, based on incident clearance data gathered by DPS. This information was also fed into a MAG traffic simulation model to estimate the overall economic benefit due to potential traffic delays eliminated by this program.

The evaluation has shown that, despite an increase in the number of crashes, the average time taken to clear a crash site on freeways was reduced by nearly an hour over the past year, helping traffic move more quickly, preventing secondary collisions, and potentially saving lives. The results from the MAG traffic simulation analysis estimate that the region has saved \$165 million in lost productivity over the first year of the pilot project.

A media event was held at the ADOT Traffic Operations Center on January 18, 2016, to present these evaluation results from the first year of the program.

PUBLIC INPUT:

A number of presentations were made on the DPS officer co-location program during the MAG approval process. A media event was also held on October 29, 2014, to announce the pilot program and its anticipated benefits.

PROS & CONS:

PROS: The co-location of DPS officers in the ADOT Traffic Operations Center has provided distinct advantages. The most significant advantage is an improvement in response times: time for quicker response, time for identifying the proper response to an incident, and time for shortening the potential for freeway closures. Reducing the overall duration of major freeway incidents helps avoid secondary crashes with consequences that are sometimes more severe than the primary crash. In addition, the implications of this program are not only improve responsiveness to incidents along the Interstate 10

and Interstate 17 Spine, but the remaining MAG Regional Freeway and Highway Program network as well.

CONS: Funding for the DPS officer co-location program has been approved as a three-year pilot program. An assessment will be needed during 2017, the third year of the program, to identify an available funding stream.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: In coordination with the Arizona Department of Public Safety, MAG has established a performance monitoring process for this program that will continue to produce future reports on the outcome of this program. This program has also helped increase the participation and valuable contributions by DPS officers to many regional freeway planning discussions.

POLICY: The DPS officer co-location program is an early action of the Near-Term Improvements Strategy for Interstate 10 and Interstate 17, and contributes to the mobility goals identified for both corridors.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item will be presented to the MAG Management Committee on February 10, 2016.

On January 27, 2016, the MAG Regional Council heard a presentation on the results of the first year of the project.

On August 27, 2014, the MAG Regional Council approved to fund a three-year pilot project, with an evaluation component, to co-locate three Department of Public Safety (DPS) officers and one DPS supervisor in the Arizona Department of Transportation (ADOT) Traffic Operations Center, to equally share the first year cost of \$450,000 and subsequent annual cost of \$425,000 with ADOT, and to redirect the MAG share from the MAG Regional Freeway and Highway Program Management Consultant funds of \$225,000 for the first year and \$212,000 annually for the second and third years.

CONTACT PERSON:

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