

June 8, 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, June 15, 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
June 15, 2016**

| | | <u>COMMITTEE ACTION REQUESTED</u> |
|----|--|--|
| 1. | <u>Call to Order</u> | |
| 2. | <u>Pledge of Allegiance</u> | |
| 3. | <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. | 3. Information. |
| 4. | <u>Approval of Consent Agenda</u> Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*). | 4. Recommend approval of the Consent Agenda. |

ITEMS PROPOSED FOR CONSENT*

| | | |
|------|---|---|
| *4A. | <u>Approval of the April 20, 2016, Meeting Minutes</u> | 4A. Review and approval of the April 20, 2016, meeting minutes. |
| *4B. | <u>Arterial Life Cycle Program Status Report: December 2015 - April 2016</u> The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between December 2015 and April | 4B. Information and discussion. |

2016. This is the program's twenty-third status report and the second published in Fiscal Year 2016. Please refer to the enclosed material.

*4C. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and as Necessary, to the Draft FY 2017-2021 MAG Transportation Improvement Program and FY 2017 Arterial Life Cycle Program

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014, with the last modification approved on May 25, 2016. Additional project changes and additions to the TIP have been requested by member agencies. Project changes also include the priority listing of projects for the Fiscal Year (FY) 2016 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix-Mesa Urbanized Area. Several changes in order to make the current year obligation have been requested to FY 2016 projects that affect the FY 2014-2018 TIP and FY 2016 Arterial Life Cycle Program. Additionally, an errata sheet for the Draft FY 2017-2021 TIP has been generated to incorporate requested changes since it was published for comment and review on May 6, 2016. The requested project changes were recommended for approval by the MAG Transportation Review Committee on May 26, 2016, and on June 8, 2016, by the MAG Management Committee. Please refer to the enclosed material.

*4D. Draft FY 2017-2021 MAG Transportation Improvement Program Transit Listings and FY 2016 Program of Projects

The Program of Projects (POP) is required by Federal Transit Administration (FTA) to provide an annual listing of transit projects funded by the Section 5307 program. By federal legislation, it is required to be developed in consultation with

4C. Recommend approval of amendments and administrative modifications to the Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, 2035 Regional Transportation Plan, and as necessary, to the Draft FY 2017-2021 MAG Transportation Improvement Program and FY 2017 Arterial Life Cycle Program.

4D. Recommend approval of the Fiscal Year (FY) 2016 Draft Program of Projects and amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2017-2021 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan.

interested parties, in coordination with public transportation services providers and is subject to public participation requirements. As stated in the MAG Public Participation Plan, MAG's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the POP that is required in U.S.C. Section 5307. The FY 2016 Draft POP was recommended for approval by the MAG Transit Committee on May 17, 2016, the MAG Transportation Review Committee on May 26, 2016, and the MAG Management Committee on June 8, 2016. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

5. FY 2016 MAG Final Phase Public Input Opportunity

MAG has conducted a public involvement process on transportation plans and programs for the Final Phase Input Opportunity. Included in this process were small group presentations, a public hearing, e-mail, telephone and website correspondence. As part of MAG's adopted four phase public involvement process, the Final Phase allows for input on draft programs and plans prior to action. A compilation of input to date is included in the Draft Final Phase Input Opportunity Report. The Final Phase Input Opportunity culminated in a public hearing on June 7, 2016. MAG staff will provide an update on public input received during the phase, including comments and responses received during the public hearing. In addition, a summary of the input collected during the FY 2016 Mid-Phase Public Input Opportunity also is provided in the agenda packet. On June 8, 2016, the MAG Management Committee recommended acceptance. Please refer to the enclosed material.

6. Draft Fiscal Year 2017 Arterial Life Cycle Program

The Regional Transportation Plan (RTP) identified 94 arterial street projects to receive funding from the regional sales tax extension and MAG federal funds. The Arterial Life Cycle Program (ALCP)

5. Recommend acceptance of the MAG 2016 Final Phase Input Opportunity Report.

6. Recommend approval of the Draft FY 2017 Arterial Life Cycle Program, amendments and modifications to the 2035 Regional Transportation Plan, and inclusion into the Draft FY 2017-2021 Transportation Improvement Program.

serves as the financial management tool to implement these projects. Information contained in the ALCP includes project location, regional funding, fiscal year for work, type of work, status of project, and identification of the Lead Agency. As part of the ALCP process, Lead Agencies update project information annually. MAG staff has programmed the Draft Fiscal Year (FY) 2017 ALCP based on updated revenue streams, information provided by Lead Agencies, and the principles defined in the ALCP Policies and Procedures. On May 26, 2016, the MAG Transportation Review Committee recommended approval of the FY 2017 ALCP. On June 8, 2016, the MAG Management Committee recommended approval. Please refer to the enclosed material.

7. Approval of the Draft FY 2017-2021 MAG Transportation Improvement Program

The Draft Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP) has been under development since August 2015. All federally funded projects and regionally significant transportation projects (including local and privately funded projects) are required by federal law to be included in the interim listing of projects under development for the purpose of meeting the air quality conformity analysis requirements. The Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects was approved by the MAG Regional Council on April 27, 2016, to undergo this analysis, which is now complete. A mid-phase public hearing on the Draft TIP interim listings was conducted on April 27, 2016, and the Final Phase public hearing is scheduled for June 7, 2016, on the Draft FY 2017-2021 MAG TIP. Additional chapters have been incorporated incrementally. The Draft FY 2017-2021 MAG TIP may be viewed on the MAG website at: www.azmag.gov/TIP. The Draft FY 2017-2021 MAG TIP was recommended for approval on May 26, 2016, by the MAG Transportation Review Committee and on June 8, 2016, by the MAG Management Committee. Please refer to the enclosed material.

7. Recommend approval of the Draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and amendment to the 2035 Regional Transportation Plan (RTP), contingent on a finding of conformity.

8. Regional Freeway and Highway Program Update – 2016 Rebalancing

On April 20, 2016, the Transportation Policy Committee received an update on the Regional Freeway and Highway Program that identified a projected \$640 million surplus in the program cash flow balance by 2026. The committee also received a MAG staff recommendation to reprogram \$500 million of these funds for constructing potentially deferred Proposition 400 projects from the 2009 and 2012 rebalancing efforts or on other freeway and highway needs throughout the Phoenix Metropolitan area. During the April 20 meeting, the Transportation Policy Committee discussed various criteria to consider as the 'walls of a corral' for identifying a set of projects to use the surplus funds. Based upon this discussion, as well as comments received at briefings of the Regional Council, Management Committee, and Transportation Review Committee, potential scenarios are being developed for the Transportation Policy Committee to consider in a recommendation for reprogramming the surplus Regional Freeway and Highway Program funds. At the meeting, the criteria, weighting of the criteria, and potential project scenarios will be discussed. Please refer to the enclosed material.

9. Resolution of Appreciation

A Resolution of Appreciation has been prepared to recognize the Honorable Jerry Weiers, City of Glendale, for his service to the MAG region as Chair of the Transportation Policy Committee.

10. 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.

8. Information and discussion.

9. Adopt the Resolution of Appreciation for Transportation Policy Committee Chair Jerry Weiers in recognition of his service to the MAG region.

10. Information.

II. 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

II. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

April 20, 2016
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 |
| Vice Mayor Bridget Binsbacher, Peoria | * Mayor Tom Rankin, Florence |
| Councilmember Jenn Daniels, Gilbert | Mr. Mark Reardon, Vulcan Materials Company |
| Mr. Doug DeClusin, Sunland Asphalt | * Vice Mayor Jack Sellers, Chandler |
| * Supervisor Clint Hickman, Maricopa County | Vice Mayor David N. Smith, Scottsdale |
| # Mr. Charles Huellmantel, Huellmantel and Affiliates | * Mayor Greg Stanton, Phoenix |
| Mr. Joseph La Rue, State Transportation Board | Ms. Karrin Kunasek Taylor, Arizona Strategies, LLC |
| * Lt. Governor Stephen Roe Lewis, Gila River Indian Community | # 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 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Weiers noted that Mr. Roc Arnett, Mr. Charles Huellmantel, and Mayor Ken Weise were participating by teleconference.

Chair Weiers introduced Mr. Doug DeClusin, President and CEO of Sunland Asphalt. Mr. DeClusin was appointed to the construction interest seat by President Andy Biggs.

Chair Weiers introduced Vice Mayor Bridget Binsbacher, who will be representing the City of Peoria on the TPC. Vice Mayor Binsbacher's appointment is on the April 27 Regional Council agenda.

Chair Weiers noted that on April 13, 2016, the MAG Management Committee recommended approval of agenda items #4B, #4C, and #4D, which were on the TPC's Consent Agenda.

3. Call to the Audience

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

4. Approval of Consent Agenda

Chair Weiers stated that agenda items #4A, #4B, #4C, #4D were on the Consent Agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Weiers asked members if they would like to remove any of the consent agenda items or have a presentation.

Mayor Sharon Wolcott asked for clarification if the changes being proposed for light rail transit projects listed in agenda item #4C reflected the recent action by the City of Scottsdale to not move forward on light rail.

Mr. Eric Anderson, MAG staff, replied that the changes to the light rail schedules were not due to the Scottsdale action. He explained that the Scottsdale council action was taken to not include light rail as the city develops its long range transportation plan. Mr. Anderson stated that the action being requested today was to align completion dates due to the City of Phoenix passing its sales tax election in August.

Mayor Wolcott stated that she wanted to ensure there was discussion of light rail. She noted that the City of Glendale is doing a lot to extend light rail farther into the West Valley. Mayor Wolcott stated that this could be an opportunity for funds not used by Scottsdale for light rail to go to the West Valley light rail and perhaps expand Glendale's program.

Mr. Anderson noted that Proposition 400 funding was programmed for Bus Rapid Transit along Scottsdale Road, but not for light rail.

Mayor Wolcott stated that funding for Bus Rapid Transit is something she wanted to keep open for discussion.

Mr. Anderson noted that an update of the Transit Framework Study will be conducted in FY 2017. He noted that the study is a regionwide look at transit services.

Mayor Georgia Lord moved to recommend approval of Consent Agenda items #4A, #4B, #4C, and #4D. Mayor Lana Mook seconded, and the motion passed unanimously.

4A. Approval of the February 17, 2016, Meeting Minutes

The Transportation Policy Committee, by consent, approved the February 17, 2016, meeting minutes.

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

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at the March 23, 2016, Regional Council meeting. Since then, project additions have been requested by the Arizona Department of Transportation (ADOT) and other general project changes by member agencies. On March 31, 2016, the MAG Transportation Review Committee recommended approval of the requested project changes. On April 13, 2016, the MAG Management Committee recommended approval.

4C. Changes to Regionally Significant Projects Within the Draft FY 2017-2021 Transportation Improvement Program and Amendment to the FY 2014-2018 MAG Transportation Improvement Program and Amendment to the 2035 Regional Transportation Plan

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

4D. Draft FY 2017-2021 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects for an Air Quality Conformity Analysis

The Transportation Policy Committee, by consent, recommended approval of the Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects for an air

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

5. Regional Freeway and Highway Program Update – 2016 Rebalancing

Chair Weiers noted that a letter from Chandler Vice Mayor Jack Sellers regarding agenda item #5 was at each place.

Mr. Bob Hazlett, MAG staff, provided an update on the Regional Freeway and Highway Program and a report on rebalancing efforts. He noted that the TPC was last updated on the Regional Freeway and Highway Program in September 2015. Mr. Hazlett began the presentation by stating that a worldwide poll was conducted by Waze, the world's largest community-based traffic and navigation app, which helps people navigate through congested traffic conditions. He noted that the Waze poll found that Phoenix was ranked the Best Driving Experience in the World. Mr. Hazlett noted that thanks to the planning efforts, this favorable voting is not by chance, it is well planned.

Mr. Dennis Smith noted that the Waze poll can be utilized by the economic development department of any jurisdiction in their recruitment efforts.

Mr. Hazlett displayed a map of freeway and highway projects completed since 2006. He noted that the projects on the map represent \$4.1 billion in transportation investments. Mr. Hazlett stated that completed projects include 660 total lane-miles -- 420 of the planned 720 general purpose lane-miles and 240 of the 360 planned HOV lane-miles. Mr. Hazlett stated that 66 lane-miles per year on average were delivered by the Regional Freeway and Highway Program during one of the worst economic situations this region has ever seen, and is more than most states can deliver. Mr. Hazlett stated that the average cost per lane-mile is about \$6.3 million, or, a little over \$50 million per mile for an eight-lane facility. He remarked that the Loop 202/South Mountain Freeway will add approximately 180 lane-miles to the system and bring the program to about 80 percent complete when it opens to traffic in December 2019.

Mr. Hazlett stated that remaining major projects presently funded in the program include Loop 202/South Mountain, Bell/Grand, Thunderbird-Thompson Ranch/Grand, Loop 303, Loop 101/Price and Loop 101/Pima, and recommendations from the I-10/I-17 Corridor Master Plan.

Mr. Hazlett stated that the cash flow balance for the Regional Freeway and Highway Program was presented to the TPC in April 2012. It showed that in 2014, the program would be in trouble. Mr. Hazlett stated that the program was rebalanced to account for what was projected to be a \$390 million shortfall at the end of the program in 2026.

Mr. Hazlett stated that after the rebalancing, MAG, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) took an aggressive approach toward maximizing construction at the lowest cost. He noted that they closed out projects that had been completed, implemented design innovations such as design build, and conducted value engineering sessions, and cost risk analysis workshops. Mr. Hazlett noted that in addition, the South Mountain Freeway is being built as a public-private-partnership (P3), which is providing a construction bid lower than anticipated, delivery of the corridor almost four years ahead of schedule, and maintenance for the next 30 years. He stated that revenues have improved and funding certainty realized through the Federal Fixing America's Surface Transportation Act (FAST Act).

Mr. Hazlett stated that the projected year-end cash flow balance for 2016 is approximately \$640 million, and could go higher. He stated that the cash flow improved by about \$1 billion and the MAG Regional and Highway Program has never been in better health. Mr. Hazlett acknowledged the efforts on the cost risk analysis to the following: From ADOT, Mr. Rob Samour, Mr. Steve Boschen, Mr. Trent Kelso, Mr. Kwi Sung Kang; from Federal Highway Administration, Mr. Tom Dietering, Mr. Aryan Lirange, Mr. Ed Stillings, Ms. Rebecca Yedlin; MAG staff, Chaun Hill, Quinn Castro, Roger Herzog, Teri Kennedy, Audra Koester-Thomas, Sarath Joshua, Nathan Pryor, Kelly Taft, Eric Anderson, and Dennis Smith; the HDR cost risk analysis team; and the ADOT on-call consultants.

Mayor Georgia Lord called for a round of applause.

Mr. Joe La Rue stated that ADOT has been aggressively refinancing debt. He remarked that this is not bringing in hundreds of millions of dollars in interest savings, but it is bringing in something. Mr. La Rue also noted that due to commodities prices, they are also getting good prices for projects that are value engineered. He added that this is an amazing result to a challenging eight-year situation.

Ms. Karrin Kunasek Taylor added her congratulations and she said it is a testament to a lot of people working hard. She expressed her agreement with Mr. Dennis Smith's suggestion to distribute the Waze slide to economic development departments, the Arizona Commerce Authority, the Greater Phoenix Economic Council, Chambers of Commerce etc., because it is a huge selling point when people are looking at our market.

Mr. Hazlett then reviewed the four rebalancing criteria for the \$640 million surplus of project priorities, project readiness, travel demand, and funding realities are similar to the walls of a corral. He requested that the TPC discuss the criteria and if any might be missing.

Mr. Hazlett stated that the first wall of the corral is project priorities. He displayed a map of the projects identified in Proposition 400, but deferred during the 2009 and 2012 rebalancing efforts. At the time, the cost opinions were about \$7 billion; today, staff believe these deferrals are around \$2.8 billion. Mr. Hazlett noted that there are probably new interchanges not included in Proposition 400 that might need consideration today, for example, I-17/Happy Valley Road,

I-17/Pinnacle Peak Road, I-10/Miller Road, I-10/Watson Road, and Loop 202/Lindsay Road. Mr. Hazlett also noted that there are emerging technologies and operational enhancements.

Mr. Hazlett stated that the second wall of the corral is travel demand. He said that travel patterns change over time. Mr. Hazlett stated that one example is freight traffic growing faster than anticipated due to increased California port activities, which could necessitate the widening of I-10 from SR-85 to Verrado Way. He noted a need for new traffic interchanges along I-17 at Happy Valley Road and Pinnacle Peak Road. Mr. Hazlett noted that the Pinnacle Peak Road interchange in particular is a concern as traffic is now backing out onto the I-17 mainline during peak times causing safety issues. He added that they want to make sure that what made sense in 2003 still makes sense today.

Mr. Hazlett stated that the third corral wall is project readiness. He said that it still takes time to get new projects off the ground and other projects can influence new project timing. Mr. Hazlett stated that for a period of time, it was anticipated that Loop 202/South Mountain would command the greater part of the cash flow over the seven to eight years it was under construction, resulting in other large projects occurring after 2021. Mr. Hazlett explained that as a result of the ADOT/Connect 202 Partners P3 project, the Loop 202/South Mountain is anticipated to be done in 2019, instead of 2023, allowing other projects to advance. Mr. Hazlett stated that any new projects need to undergo environmental clearances, design concept reports, procurement, cost risk analysis, and right-of-way acquisition. He added that staffing capabilities at ADOT and FHWA is a consideration for bringing back projects to the program. Mr. Hazlett stated that one question is whether projects would be rated higher depending on project readiness.

Mr. Hazlett stated that the fourth corral wall is funding realities. He stated that revenue streams -- the Regional Area Road Fund (RARF, half-cent sales tax) and Highway Users Revenue Fund (HURF gas tax) -- are tied to the economy. Also, FAST Act legislation is through 2020 and is subject to congressional approval of the federal funding stream. Given these potential uncertainties, Mr. Hazlett stated that MAG staff recommends a phased approach at this time and programming \$500 million of the surplus until future economic conditions are known.

Mr. Hazlett noted questions for discussion: Are there additional criteria that should be considered? Is there greater weight for different criteria? Does the phased approach make sense for reprogramming the cash flow surplus?

Chair Weiers asked members if they had questions on this portion of the presentation.

Mayor Wolcott remarked that the phased approach and programming only \$500 million and leaving a cushion at the end makes sense. She stated that there should be discussion of the expectations of voters regarding Proposition 400. Mayor Wolcott recalled the transfer of highway funds to transit a few years ago. She said that she seemed to recall that transferring transit funding to highway was not allowed.

Mr. Anderson noted that Mayor Wolcott was referencing the Mesa/Gilbert light rail extension, which utilized federal Surface Transportation Program (STP) funds. He explained that STP funds are eligible for transit use and are under MAG's programming responsibility. Mr. Anderson stated that MAG had the flexibility to transfer those STP funds from the Arterial Life Cycle Program to the transit program. He noted that Mayor Wolcott was correct that Federal Transit Administration funds cannot be flexed back to the highway side. Mr. Anderson stated that the funding for this highway rebalancing consists of three sources: 1) Proposition 400 sales tax funds allocated to the highway program, which are protected statutorily for the highway program; 2) the HURF, restricted to roads and streets and can be used only on the State Highway System; 3) federal highway funds that flow to ADOT and are programmed by ADOT, with the exception of approximately \$5 million for the State Highway Program. Mr. Anderson remarked that for the most part, these funds are restricted to the State Highway System. To transfer them for other uses would be extremely difficult, if not impossible.

Mayor Wolcott asked for clarification of the funds used in the Mesa light rail project were primarily federal funds.

Mr. Anderson replied yes, they were federal STP funds suballocated to the MAG region, therefore, MAG had the authority to reprogram those funds. He added that this does not necessarily apply to the funds that flow to ADOT.

Mayor Wolcott asked for clarification that a minimum amount needed to be spent on transit projects in Proposition 400 and that transit money could not be moved to highway projects but highway money could be moved to transit projects.

Mr. Anderson replied that this was not the case. He indicated he would be glad to meet with Mayor Wolcott on this.

Mr. Hazlett outlined next steps. Based on today's conversation, conduct additional technical analyses and identify potential projects for the June 15, 2016, TPC meeting. Revise as needed and provide scenario recommendations in August. Submission to the MAG Regional Council in either September or October for approval. Amend the Regional Transportation Plan and conduct an air quality conformity analysis.

Mr. Anderson stated that staff anticipates bringing back projects to the TPC in June. He said the criteria will undergo a ranking mechanism. He noted that the map of deferred projects shown by Mr. Hazlett are Proposition 400 projects, in addition to five traffic interchanges that were not part of Proposition 400, but should be considered to be added into the program from a safety and capacity perspective. Mr. Anderson noted that projects that were not in the original plans have been added to the Plan, for example, Maryland HOV ramps and the Hawes Road traffic interchange on the Santan Freeway.

Mr. Berry asked for clarification that the TPC will be requested to discuss the criteria for building the "walls of the corral."

Mr. Anderson replied yes, staff wants to ensure that the criteria are reasonable and no criteria were missing.

Mr. Berry expressed he thought the four criteria looked fine, but he mentioned that when Proposition 400 was put together, they looked at firewalls between modes and ensured that return to sender was fair and balanced. He asked if those factors would be considered when the TPC decides what is in the corral. Mr. Hazlett noted that the 2016 rebalancing exercise will look at only the Regional Freeway and Highway Program.

Mr. Anderson noted that on regional balance, the east/west/central piece was done in 2003. He stated that regional balance is important, but they are also trying to build a good regional system and need to consider issues they see on the system.

Mr. Berry stated that maybe the hope is with ten years to go in the plan, there might be more pleasant surprises with revenue growth and an improved economy. He added that other opportunities to take a look at the plan might arise.

Mr. Hazlett remarked that he thought there might be another opportunity in three to four years from now. He indicated that they want to ensure that the needs of the region are met and they are being good stewards of the money of the taxpayers.

Vice Mayor David Smith remarked that the criteria looked fine to him. He asked if the intent was to introduce new projects in addition to previously deferred projects. And, if new projects are introduced, would they push out another project.

Mr. Hazlett replied that the travel demand side of this causes them to take a look at some projects to ensure the right decisions are being made. In terms of pushing out projects, he recommended seeing what the scenarios show. Mr. Hazlett stated that it is a delicate balance with the projects that were promised to the voters in 2003, but a lot has happened since then.

Mr. Dennis Smith stated that Mr. Hazlett has done a good job on the criteria, but safety trumps a lot and warrants another look, even if it was not in the original plan. Mr. Smith also noted that he hoped that another element that would be considered is improving the economy, which is important after the Great Recession. He suggested looking at the direction of travel demand.

Mr. Roc Arnett stated that the voters approved projects, which were later deferred. He indicated that he thought to honor the wishes of the voters, these deferred projects need to be put back in before adding new projects.

Chair Weiers expressed that he thought the focus should be on building the plan, just as Mr. Arnett mentioned. He said that including those projects that were pushed out beyond funding does not preclude looking at critical issues. Chair Weiers added that there is a surplus of funds in this proposal. He questioned why have a plan if the plan is not worked.

Mr. La Rue noted that he would be interested in active traffic management and technology for doing more with less. He remarked that he did not think the economy was yet out of the woods and there are too many unknowns globally. Mr. La Rue stated that he did not know how these projects might be modeled or how they would compare now to how they were evaluated when first entered into the plan.

Mr. Hazlett said that staff was now trying to see what criteria mean the most to the TPC. He remarked that it seems like the project priorities is one of the leading criterion and travel demand has a lesser priority. Mr. Hazlett indicated they are trying to incorporate technology into the projects as best they can. He noted that ADOT has taken an aggressive lead with its Traffic Systems Management and Operations Division to improve the highway system, and he added that the posting of travel times a majority of the day is a big step in the right direction. He indicated that some technology projects, though still in the millions of dollars, are fairly low cost items that could be considered.

Mr. La Rue commented on the benefits of technology creating the greatest capacity for the least amount of dollars in the near term.

Mayor Georgia Lord stated that the priorities identified from the previous rebalancing efforts in 2009 and 2012 were stated as they should be restored as soon as funds are available, specifically SR-30. She stated that SR-30 is a key project that was deferred and they feel it should be restored as part of this rebalancing effort.

Mr. La Rue stated that numerous studies have been in process for SR-30, and this demonstrates project readiness.

Mayor Wolcott asked for clarification of items that need to be met for the expansion of north Loop 303. Mr. Hazlett stated that the fifth and sixth general purpose lanes on Loop 303 between Happy Valley Road and Interstate 17 and a system interchange at Loop 303 and Interstate 17 were deferred. He added that the project also includes some service interchanges.

Mayor Wolcott asked for more detail on the Pinnacle Peak and Interstate 17 area. Mr. Hazlett explained that Pinnacle Peak and Happy Valley Roads need to be looked at from a safety perspective due to the impacts of widening Interstate 17.

Mayor Wolcott stated that it is important to be sensitive to realities on the ground, but we need to stay in good faith of the voters and build the plan. She remarked that it is not just the regional investments, but also the investments made by others because the projects were contained in the Regional Transportation Plan. Mayor Wolcott remarked that she thought it would be difficult to add new projects because we are not out of the woods economically. She suggested that this is bifurcating transportation by only addressing highways when there is a transit component, which does have an impact on travel demand. Mayor Wolcott stated that she did not think there could be two conversations in isolation. She indicated that transit is an important piece in a growing area. Mayor Wolcott stated that an article in Bloomberg said that Surprise is the worst-ranked U.S. city

over 100,000 population for transit accessibility. She questioned how this could happen when it is located next door to the sixth largest city in the U.S. Mayor Wolcott stated that these conversations cannot happen in isolation and connectivity of modes needs to be discussed to ensure relevance to each other.

Mayor Kenneth Weise noted that the voters approved the Plan with the vision it would be done. Mayor Weise stated that the voters had a vision for SR-30. While funding disappeared, in 2009 and 2011, the Regional Council reconfirmed its commitment to the Plan. To add new projects now before the original projects have been built seems like jumping the gun a bit. SR-30 takes a large amount of funds, but will provide economic development opportunities to many jurisdictions. Mayor Weise stated that if funds are available, this project needs to be jump-started.

Councilmember Jenn Daniels expressed support for the project priorities listed. She said that she looks at the Valley as very fluid and she said it has grown in ways that were not predicted when the voters approved Proposition 400. Councilmember Daniels stated that there is a need to plan, but also a need to prepare for the unknown and make shifts and adjustments to accommodate that. She urged that a comprehensive look at this be taken and commitment to the voters maintained to prepare for possibilities and realities, otherwise, we are doing future leaders a disservice if we do not maintain flexibility.

Mayor Lord stated that a number of projects are vital to the region. She expressed her agreement with keeping in mind the advancement of economic development. Mayor Lord stated that a tremendous amount of investment was made by developers and investors due to the Plan in place and it would be a shame to not honor that commitment to the voters.

Chair Weiers summarized from the discussion that the majority of TPC members who spoke expressed that they would like to focus on building the Plan. He indicated priority should be given to restoring the voter approved projects that were originally part of Proposition 400 that were deferred due to project rebalancing during the Great Recession. Chair Weiers directed staff to use that guidance along with the draft project priorities for TPC consideration at a future meeting.

Mr. Dennis Smith remarked that he was present when the Plan was developed in 2003, and it was the best plan at that time. He noted that if there are safety issues, elected officials need to ensure they are addressed. Mr. Smith noted that no action was being requested today and the TPC could have further discussion and provide additional guidance at a future meeting.

6. MAG Managed Lanes Network Development Strategy - Phase II Project Update

Mr. Bob Hazlett reported on the MAG Managed Lanes Network Development Strategy - Phase II project. He noted that the MAG Managed Lanes Network Development Strategy is a four-phase effort that began in 2011. Mr. Hazlett stated that in 2013, Phase I was completed and the Transportation Policy Committee recommended proceeding with the Phase II.

Mr. Hazlett stated that the key recommendations from Phase I included unified branding and active traffic management. He stated that for a pilot project to demonstrate the benefits of integrated managed lanes strategies, the consultant wanted a corridor that would not be subject to construction, which eliminated Interstate 10 because it will be under construction with the South Mountain Freeway.

Mr. Hazlett stated that active traffic management reduces the potential for crashes when speed and conditions change; reduces congestion with variable speed limits, lane control, and hard shoulder running; improves reliability, enhances information to motorists; and provides meaningful traffic-flow benefits at a relatively low cost.

Mr. Hazlett displayed a photograph of Interstate 5 in Seattle, where active traffic management has been implemented. He noted that one of the best examples of active traffic management is the Managed Motorways approach in Melbourne, Australia, which is approximately the same size as the Phoenix metro area. Mr. Hazlett stated that the Melbourne Managed Motorways system uses ramp meters and after implementation, realized a gain of 20 percent in travel speed and a reduction of 15-30 percent in road crashes. Mr. Hazlett described how the ramp meters automatically update every 20 seconds throughout the day.

Mr. Hazlett stated that four Valley freeway system corridors were identified as potential candidates for an active traffic management pilot: SR-51/Piestewa from Interstate 10 to Loop 101; southbound Loop 101 from Princess Drive to Loop 202/Red Mountain; Loop 101/Agua Fria from Interstate 10 to Bell Road; eastbound Loop 202/Red Mountain from Interstate 10 to Loop 101. Mr. Hazlett stated that after screening, the SR-51 corridor could best fit the criteria for a pilot.

Mr. Hazlett stated that staff from Melbourne came to the Valley to examine the corridor and provide a recommendation how the pilot could be established. He said that the Melbourne staff indicated that the Valley had equipment and elements that could be beneficial in an active traffic management system. Mr. Hazlett stated that additional pavement sensors would be needed. He stated that the pilot might also utilize cloud computing. Mr. Hazlett stated that the cost opinion for the pilot project is approximately \$7 million. He noted that Phase II of the MAG Managed Lanes Network Development Strategy is approximately 80 percent complete and additional reports would be presented at future meetings.

Chair Weiers thanked Mr. Hazlett and asked if there were questions.

Mr. Berry asked the anticipated increase in travel speed. Mr. Hazlett replied that Melbourne realized an increase of approximately 20 percent in travel speed. He added that systems in Colorado and Utah are being implemented by their departments of transportation.

Mayor Wolcott remarked that she thinks the metering system in the region works great. She asked if there had been any user feedback.

Mr. Eric Anderson replied not directly, but there is anecdotal evidence that drivers do not like to sit at the light. He added that in the past, ADOT did not have the ability to change the signal timing without going to the physical location. Mr. Anderson noted that in this system, the ramp meters are tied to sensors in the pavement feeding speed and travel demand information. He indicated that they see this as an opportunity to implement this concept at a relatively low cost. Mr. Anderson remarked that people do not understand what ramp metering does, but once demonstrated, ramp metering results in smoother traffic flow. He stated that increasing traffic flow on the freeways will draw traffic from the arterial streets. Mr. Anderson remarked that freeways represent the highest value streets and greater utilization of the investment is a win-win. He remarked that with technology, the capacity of a lane or two could be added without adding any pavement. Mr. Anderson stated that he thought this had great potential.

Mayor Wolcott expressed concern for speed cameras, which became a political issue. She stated that the question is whether to make an investment in a technology and someone goes to the Legislature and says they dislike the technology and to get rid of it. Mayor Wolcott stated that they had a political issue on ramp meters in Minnesota and it took a long time before the traffic engineers were allowed to do what they do best.

Mr. Hazlett reported that the Minnesota Department of Transportation was required to turn off all 433 ramp meters for eight weeks. A study was done and found that the travel speed decreased approximately 22 percent and the crash rate increased approximately 26 percent.

Mr. Anderson suggested having educational material on technology.

7. Update on Performance Measures and Targets Working Group

Due to time constraints, this item was not presented.

8. Legislative Update

No report was provided.

9. Request for Future Agenda Items

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

No requests were noted.

10. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose,

discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments were noted.

Adjournment

There being no further business, the meeting adjourned at 1:20 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 8, 2016

SUBJECT:

Arterial Life Cycle Program Status Report: December 2015 - April 2016

SUMMARY:

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015. The ALCP Policies and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. The ALCP Status Report traditionally has been published on a semiannual basis.

The December 2015 through April 2016 Status Report is the second for FY 2016. The report provides information on the 45 projects scheduled for work and/or reimbursement this fiscal year. Of these 45 projects, 16 are in the design phase, nine are in the right-of-way-acquisition phase, 17 are in the construction phase, and three are scheduled for reimbursement only. It is anticipated that 13 of these projects are or will be completed and open to traffic by July 1, 2016.

Scheduled ALCP project reimbursements in FY 2016 total \$71.7 million. Federal funds comprise \$23.3 million of the total programmed reimbursements while the remaining balance of \$48.4 million is programmed with a portion of the half-cent sales tax, known as the Regional Area Road Fund (RARF), allocated to arterial roads. Through April 2016, actual RARF revenue collections in FY 2016 have totaled \$34.3 million, which is two percent lower than what had been projected in the November 2015 Arizona Department of Transportation revenue forecast.

A list of ALCP Project Requirements received to date can be found on pages four and five of the attached ALCP Status Report. The report also provides additional detail on the status of projects, revenues, and other relevant program information.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: The ALCP Status Report is required by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The Arterial Life Cycle Program Status Report: December 2015 - April 2016 was on the June 8, 2016, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

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

- Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Carl Swenson, Peoria
- # Louis Anderson for Greg Stanley, Pinal County
- Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- # Brian Biesemeyer, Scottsdale
- # Bob Wingenroth, Surprise
- Marge Zylla for Andrew Ching, Tempe
- Pilar Sinawi for Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- Reid Spaulding for Joy Rich, Maricopa County
- John Farry for Scott Smith, Valley Metro/RPTA

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

The Arterial Life Cycle Program Status Report: December 2015 - April 2016 was on the May 26, 2016, MAG Transportation Review Committee agenda for information and discussion.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Shane Kiesow for Giau Pham
- Buckeye: Jose Heredia for Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: R.J. Zeder for Dan Cook
- El Mirage: Jorge Gastelum
- * Florence: Jess Knudson
- * Fountain Hills: Randy Harrel
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Rebecca Zook

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

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Chris Hauser, El Mirage
- * ITS Committee: Marshall Riegel, Phoenix

- # FHWA: Ed Stillings

* Bicycle/Pedestrian Committee: Jim Hash, Mesa

* Transportation Safety Committee: Dana Alvidrez, Chandler

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

+ Attended by Videoconference

On May 10, 2016, the Arterial Life Cycle Program Status Report: December 2015 - April 2016 was presented to the MAG Street Committee for information and discussion.

MEMBERS ATTENDING

- Chris Hauser, El Mirage,, Chair
- Susan Anderson for Eric Boyles, ADOT
- Emile Schmid, Apache Junction
- David Janover, Avondale
- * Jose Heredia, Buckeye
- Kevin Lair, Chandler
- Aryan Lirange, FHWA
- Jess Knudson for Wayne Costa, Florence
- Tim Oliver, Gila River Indian Community
- Ken Morgan, Gilbert
- # Patrick Sage, Glendale
- * Hugh Bigalk, Goodyear
- * Bill Fay, City of Maricopa
- # Maria Angelica Deeb, Mesa

- Robert Woodring, Maricopa County
- Mike Gillespie, Litchfield Park
- * James Shano, Paradise Valley
- Kini Knudson, Vice Chair, Phoenix
- Angeline To for Scott Bender, Pinal County
- Ben Wilson, Peoria
- * Janet Martin, Queen Creek
- # Jennifer Jack, Salt River Pima-Maricopa Indian Community
- Andrew Merkley for Phil Kercher, Scottsdale
- Dana Owsiany, Surprise
- German Piedrahita, Tempe
- Jamie McCracken, Tolleson
- # Grant Anderson, Youngtown

* Members neither present nor represented by proxy

Members attending by phone @Ex-officio member, non voting member

+ Members attending by teleconference

CONTACT PERSON:

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

ARTERIAL LIFE CYCLE PROGRAM



STATUS REPORT

December 2015 - April 2016



CONTENTS



- Page 1: ALCP Revenue and Finance
- Page 2: ALCP Project Highlight:
Black Mountain Boulevard
- Page 3: FY2016 Arterial Life Cycle Program
- Page 3: ALCP Project Status
- Pages 4-10: ALCP Project Status Tables

ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The portion of the tax extension allocated to arterial streets is managed through the Arterial Life Cycle Program (ALCP). Table 1 provides a breakdown of Proposition 400 revenues collected in fiscal year (FY) 2016 by mode.

| TABLE 1. FY 2016 PROPOSITION 400 COLLECTIONS (July 2015 - April 2016) | | | | |
|--|----------------------|---------------------|----------------------|----------------------|
| | Freeways | Arterial Streets | Transit | TOTAL |
| July | \$17,850,999 | \$3,335,151 | \$10,577,193 | \$31,763,343 |
| August | \$17,877,560 | \$3,340,114 | \$10,592,932 | \$31,810,605 |
| September | \$17,670,151 | \$3,301,363 | \$10,470,036 | \$31,441,550 |
| October | \$16,598,611 | \$3,101,164 | \$9,835,120 | \$29,534,895 |
| November | \$18,045,128 | \$3,371,421 | \$10,692,220 | \$32,108,769 |
| December | \$18,068,513 | \$3,375,790 | \$10,706,076 | \$32,150,380 |
| January | \$21,009,351 | \$3,925,235 | \$12,448,601 | \$37,383,187 |
| February | \$17,705,289 | \$3,307,928 | \$10,490,856 | \$31,504,073 |
| March | \$18,652,434 | \$3,484,885 | \$11,052,065 | \$33,189,384 |
| April | \$20,239,409 | \$3,781,384 | \$11,992,390 | \$36,013,183 |
| TOTAL | \$183,717,446 | \$34,324,434 | \$108,857,490 | \$326,899,370 |

**Amount excludes debt service from Prop 300*

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

Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis. As of April 2016, actual RARF revenue collections were 2.0% lower than the September 2015 Arizona Department of Transportation (ADOT) RARF revenue forecast. Table 2 provides a summary of estimated versus actual arterial RARF revenue collections over that period.

Fiscal Year 2016 started on July 1, 2015. Through April, \$33.1 million of additional RARF revenues have been deposited into the arterial account. To date, approximately \$361.1 million Regional Area Road Funds have been collected for arterial improvements in the region, \$5.7 million has been earned through income from investments, and more than \$338.3 million of project expenses have been reimbursed. As of the end of April 2016, the RARF project account balance was \$32.1 million.



The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the ADOT RARF revenue forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, \$13.1 million in RARF revenues have been deposited into the RARF Studies account.

| TABLE 2. TOTAL ARTERIAL RARF COLLECTIONS Estimate v. Actual FY 2016 (July 2015 - April 2016) | | | |
|---|-------------------------|-----------------------|--------------------------|
| | Estimated Total RARF | Actual Total RARF* | Percentage Difference |
| July | \$3,558,345 | \$3,335,151 | -6.3% |
| August | \$3,341,310 | \$3,340,114 | 0.0% |
| September | \$3,422,160 | \$3,301,363 | -3.5% |
| October | \$3,453,450 | \$3,101,164 | -10.2% |
| November | \$3,387,090 | \$3,371,421 | -0.5% |
| December | \$3,434,970 | \$3,375,790 | -1.7% |
| January | \$4,117,365 | \$3,925,235 | -4.7% |
| February | \$3,311,700 | \$3,307,928 | -0.1% |
| March | \$3,403,470 | \$3,484,885 | 2.4% |
| April | \$3,775,590 | \$3,781,384 | 0.2% |
| TOTAL | \$41,966,190 | \$41,130,505 | -2.0% |

**Amount excludes debt service from Prop 300*

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at: <http://www.azmag.gov/ALCP>

**ALCP PROJECT HIGHLIGHT:
BLACK MOUNTAIN BOULEVARD**

The Black Mountain Boulevard ramps opened to traffic on March 20, 2016. The ramps are part of the larger Arterial Life Cycle Program Project, which provided access on Black Mountain Boulevard from State Route 51 to Pinnacle Peak Road. Not only does the Black Mountain Boulevard project improve access from the north, but also helps to alleviate congestion along Loop 101.



For additional information about the Black Mountain Boulevard arterial capacity improvement, please contact the City of Phoenix Street Transportation Department at (602) 262-6284.

FY 2016 ARTERIAL LIFE CYCLE PROGRAM

On March 23, 2016 the MAG Regional Council approved an update to the FY2016 Arterial Life Cycle Program, the MAG FY 2014-2018 Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan (RTP). An electronic copy of the updated FY 2016 ALCP may be downloaded from the MAG website at:

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

ALCP PROJECT STATUS

Detailed information about projects underway is provided in Tables 3 and 4. Table 3 lists whether projects are programmed for work and/or reimbursement in FY 2016, the amount programmed for reimbursement in FY 2016, and ALCP project requirements submitted to-date. Table 4 details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2016.

This is the 23rd Status Report for the Arterial Life Cycle. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at:

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



TABLE 3. FY 2016 ARTERIAL LIFE CYCLE PROGRAM
 SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY16

| RTP Project | Programmed in the FY16 ALCP | Programmed Reimb. in FY16 | Reimb. in FY2016 | ALCP Project Requirements | | |
|--|-----------------------------|----------------------------|------------------|---------------------------|-------------------|----------------|
| | | | | Overview (PO) | Agreement (PA) | Needed in FY16 |
| CHANDLER | | | | | | |
| Chandler Blvd at Alma School Rd: Intersection Improvements | Work and Reimbursement | \$ 545,676.28 | \$ 1,282.95 | Completed 3/2008 | Completed 7/2008 | PRR |
| Gilbert Rd: Chandler Heights Rd to Hunt Hwy | Work and Reimbursement | Funds obligated in FFY2013 | 845,645.38 | Completed 5/2012 | Completed 1/2014 | PRR |
| Chandler Heights Rd: Arizona Ave to McQueen Rd | Work and Reimbursement | 1,287,825.00 | - | Completed 9/2014 | Completed 12/2014 | PRR |
| McQueen Rd: Ocotillo Rd to Riggs Rd | Work and Reimbursement | 493,306.91 | 112,858.83 | Completed 4/2013 | Completed 8/2013 | PRR |
| Ocotillo Rd: Arizona Ave to McQueen Rd | Work and Reimbursement | 4,126,379.14 | - | Completed 4/2013 | Completed 1/2014 | PRR |
| Old Price Rd at Queen Creek Rd: Intersection Improvements | Work and Reimbursement | 2,855,227.29 | 2,855,227.29 | Completed 9/2014 | Completed 12/2014 | None |
| McQueen Rd: Ocotillo Rd to Chandler Heights | Work and Reimbursement | Funds obligated in FFY2013 | 3,895,652.00 | Completed 4/2013 | Completed 4/2014 | None |
| McQueen Rd: Chandler Heights to Riggs Rd | Work and Reimbursement | Funds obligated in FFY2015 | - | Completed 4/2013 | Completed 4/2014 | PRR |
| Ray Rd at Dobson Rd: Intersection Improvements Phase I | Work and Reimbursement | 251,006.80 | 19,094.94 | Completed 9/2014 | Completed 12/2014 | PRR |
| Cooper Rd: South of Queen Creek Rd to Chandler Heights | Work and Reimbursement | 588,401.00 | - | Completed 2/2015 | Completed 3/2015 | PRR |
| Cooper Rd: South of Queen Creek Rd to Riggs Rd | Work and Reimbursement | Funds obligated in FFY2015 | - | Completed 2/2015 | --- | PA/PRR |
| CHANDLER & GILBERT | | | | | | |
| Queen Creek Rd: McQueen Rd to Gilbert Rd | Work and Reimbursement | \$ 1,500,000.00 | \$ 613,055.080 | Completed 4/2014 | Completed 7/2014 | PRR |
| EL MIRAGE | | | | | | |
| El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand | Work and Reimbursement | \$ 64,821.66 | \$ 64,821.66 | Completed 9/2013 | Completed 11/2013 | None |
| Thunderbird Rd: 127th Ave to Grand Avenue | Work and Reimbursement | 1,176,506.31 | 1,170,854.41 | Completed 9/2013 | Completed 11/2013 | None |
| El Mirage Rd: Peoria Ave to Cactus Rd | Work and Reimbursement | 6,110,892.62 | 1,383,131.50 | Completed 10/2013 | Completed 1/2014 | PRR |
| El Mirage Rd: Cactus to Grand Avenue | Work and Reimbursement | 625,000.00 | - | Completed 9/2013 | Completed 11/2013 | None |
| FOUNTAIN HILLS | | | | | | |
| Shea Blvd: Technology Dr to Cereus Wash | Work and Reimbursement | \$ 450,239.00 | \$ 277,567.77 | Completed 8/2008 | Completed 10/2008 | PRR |
| GILBERT | | | | | | |
| Elliot Rd at Cooper Rd: Intersection Improvements | Work and Reimbursement | \$ 802,258.84 | \$ - | Completed 8/2014 | Completed 5/2015 | None |
| Germann Rd: Val Vista Dr to Higley Rd | Work and Reimbursement | 2,766,251.03 | 1,966,251.03 | Completed 4/2013 | Completed 5/2013 | None |
| Guadalupe Rd at Cooper Rd: Intersection Improvements | Work and Reimbursement | 3,456,549.89 | - | Completed 5/2012 | Completed 10/2010 | None |
| Guadalupe Rd at Gilbert Rd: Intersection Improvements | Reimbursement Only | 2,736,823.23 | 2,736,823.23 | Completed 5/2012 | Completed 10/2010 | None |
| MARICOPA COUNTY | | | | | | |
| El Mirage Rd: Northern Ave to Peoria Ave | Work and Reimbursement | \$ 2,283,429.19 | \$ 528,622.64 | Completed 11/2012 | Completed 1/2013 | PRR |
| Gilbert Rd: Bridge over Salt River | Work and Reimbursement | Funds obligated in FFY2015 | - | Completed 3/2016 | --- | PA/PRR |
| McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd | Work and Reimbursement | Funds obligated in FFY2013 | 213,576.44 | --- | Completed 12/2013 | PRR |

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY16

| RTP Project | Programmed in the FY16 ALCP | Programmed Reimb. in FY16 | Reimb. in FY 2016 | ALCP Project Requirements | | |
|---|-----------------------------|---------------------------------|-------------------|---------------------------|-------------------|----------------|
| | | | | Overview (PO) | Agreement (PA) | Needed in FY16 |
| MARICOPA COUNTY (Cont.) | | | | | | |
| Northern Parkway (Phase I): Sarival to Dysart | Work and Reimbursement | Funds Obligated in FFY 10/11/12 | - | Completed 4/2010 | Completed 3/2011 | PRR |
| Northern Parkway (Phase II): Sarival to Dysart | Work and Reimbursement | Funds Obligated in FFY 2011 | - | Completed 11/2012 | Completed 1/2013 | PRR |
| Northern Parkway: Dysart to 111th Ave | Work and Reimbursement | \$ 4,500,000.00 | 2,196,247.81 | Completed 6/2012 | Completed 11/2012 | PRR |
| Northern Parkway: Reems and Litchfield Overpasses | Work and Reimbursement | Funds Obligated in FFY 12/13 | - | Completed 6/2012 | Completed 11/2012 | PRR |
| MESA | | | | | | |
| Mesa Dr: US 60 to Southern Ave | Reimbursement Only | \$ 900,000.00 | \$ 792,417.73 | Completed 3/2007 | Completed 1/2008 | PRR |
| Mesa Dr: 8th Avenue to Main Street | Work and Reimbursement | 2,376,097.48 | 55,546.64 | Completed 6/2014 | Completed 8/2014 | PRR |
| Ray Road: Signal Butte to Meridian | Work Only | - | - | Completed 6/2015 | Completed 8/2015 | None |
| Signal Butte Road: Elliot Rd to Ray Rd | Work Only | - | - | Completed 8/2014 | Completed 11/2014 | None |
| Southern Avenue Area DCR | Work and Reimbursement | 105,000.00 | 105,000.00 | Completed 10/2015 | Completed 11/2015 | None |
| Val Vista Dr: Baseline Rd to Southern Ave | Work and Reimbursement | 295,000.00 | - | --- | --- | None |
| PEORIA | | | | | | |
| Lake Pleasant Pkwy: West Wing Parkway to Loop 303 | Reimbursement Only | \$ 2,250,000.00 | \$ 2,250,000.00 | Completed 5/2006 | Completed 10/2011 | None |
| PHOENIX | | | | | | |
| Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street | Work and Reimbursement | Funds Obligated in FFY 12-15 | \$ 6,593,445.72 | Completed 1/2012 | Completed 5/2012 | PRR |
| Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Pinnacle Peak Rd | Work and Reimbursement | Funds Obligated in FFY 11-15 | 14,406,076.24 | Completed 10/2007 | Completed 6/2012 | PRR |
| SCOTTSDALE/CAREFREE | | | | | | |
| Happy Valley Rd: Pima Rd to Alma School Rd | Work and Reimbursement | \$ 945,000.00 | \$ - | --- | --- | PO/PA/PRR |
| Pima Rd: Pinnacle Peak to Happy Valley Rd | Work and Reimbursement | \$ 1,345,498.56 | \$ - | Completed 04/2016 | --- | PA/PRR |
| SCOTTSDALE | | | | | | |
| Miller Rd/SR-101L Underpass | Work and Reimbursement | \$ 700,000.00 | \$ - | --- | --- | PO/PA/PRR |
| Pima Rd: Via Linda to Via De Ventura | Work and Reimbursement | 1,330,066.08 | 56,204.16 | Completed 9/2014 | Completed 12/2014 | PRR |
| Pima Rd: Krail St to Chaparral Rd | Work and Reimbursement | 500,000.00 | - | Completed 9/2014 | --- | PA/PRR |
| Redfield Rd: Raintree Dr to Hayden Rd | Work and Reimbursement | 150,000.00 | - | Completed 8/2014 | Completed 12/2014 | PRR |
| Raintree Drive: Scottsdale Rd to Hayden Rd | Work and Reimbursement | 6,353,954.47 | 369,315.98 | Completed 8/2014 | Completed 12/2014 | PRR |
| Southbound Loop 101 Frontage Road Connections | Work and Reimbursement | 1,543,952.18 | 48,465.28 | Completed 9/2014 | Completed 12/2014 | PRR |

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | REGIONAL FUNDING (Millions) | | | | | TOTAL EXPENDITURES (Millions) | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|--|---|-----------------------------|------------------------------|-------------------------------|--------------------------------------|----------------------------------|-------------------------------|--|--------------------------------------|--------------------|-----------------|---------------------------|
| | | Reimb through FY 15 (YOES) | FY 2016 Est. Reimb. (2015\$) | Est. Reimb FY17-FY26 (2015\$) | Total Reimb FY06-FY26 (2015\$, YOES) | Unfunded Due to Deficit (2015\$) | Expend through FY 15 (YOES) | Estimated Future Expend FY16-FY26 (2015\$) | Total Expend FY06-FY26 (2015\$,YOES) | | | |
| | FY 2016 | | | | | | | | | | | |
| CHANDLER | | | | | | | | | | | | |
| Chandler Blvd at Alma School Rd: Intersection Improvements | W/R | 0.708 | 0.546 | 2.094 | 3.347 | 0.942 | 1.011 | 0.780 | 9.020 | 2017 | 0.25 | |
| Chandler Heights Rd: Arizona Ave to McQueen Rd | W/R | 1.037 | 0.251 | 6.037 | 7.325 | 0.000 | 1.482 | 9.774 | 11.256 | 2019 | 1.00 | |
| McQueen Rd: Ocotillo Rd to Riggs Rd | W/R | 1.503 | 0.493 | 0.000 | 1.996 | 0.000 | 2.147 | 0.705 | 2.852 | 2016 | 2.00 | Design & ROW only |
| Ocotillo Rd: Arizona Ave to McQueen Rd | W/R | 1.168 | 4.126 | 0.000 | 5.294 | 1.408 | 1.669 | 8.787 | 10.455 | 2016 | 1.00 | |
| Old Price Rd at Queen Creek Rd: Intersection Improvements | W/R | 0.167 | 2.855 | 1.219 | 4.241 | 0.000 | 0.239 | 4.185 | 4.424 | 2016 | 0.80 | |
| Ray Rd at Dobson Rd: Intersection Improvements Phase I | W/R | 0.015 | 0.251 | 0.000 | 0.266 | 0.000 | 0.021 | 0.359 | 0.380 | 2016 | 0.30 | |
| Cooper Rd: South of Queen Creek Rd to Chandler Heights | W/R | 0.000 | 0.588 | 4.202 | 4.790 | 0.000 | 0.000 | 5.656 | 5.656 | 2018 | 1.60 | ROW & Const. only |
| EL MIRAGE | | | | | | | | | | | | |
| El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand | W/R | 1.047 | 0.741 | 0.000 | 1.788 | 0.000 | 1.047 | 1.557 | 2.604 | 2016 | 2.00 | Design only |
| Thunderbird Rd: 127th Ave to Grand Avenue | W/R | 1.528 | 0.500 | 1.965 | 3.993 | 0.000 | 2.183 | 9.556 | 11.739 | 2017 | 0.50 | ROW & Const. only |
| El Mirage Rd: Peoria Ave to Cactus Rd | W/R | 0.325 | 6.111 | 0.000 | 6.436 | 0.000 | 0.464 | 5.809 | 6.274 | 2017 | 1.00 | ROW & Const. only |
| El Mirage Rd: Cactus to Grand Avenue | W/R | 0.000 | 0.625 | 12.928 | 13.553 | 0.000 | 0.000 | 19.361 | 19.361 | 2017 | 1.50 | ROW & Const. only |
| FOUNTAIN HILLS | | | | | | | | | | | | |
| Shea Blvd: Technology Dr to Cereus Wash | W/R | 2.675 | 0.450 | 0.000 | 3.125 | 0.000 | 3.821 | 0.595 | 4.417 | 2015 | 0.80 | |
| GILBERT | | | | | | | | | | | | |
| Elliot Rd at Cooper Rd: Intersection Improvements | W/R | 0.000 | 1.052 | 3.088 | 4.140 | 0.000 | 0.000 | 7.615 | 7.615 | 2018 | 0.50 | |

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | REGIONAL FUNDING (M illions) | | | | | TOTAL EXPENDITURES (M illions) | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|--|---|------------------------------|------------------------------|-------------------------------|--------------------------------------|----------------------------------|--------------------------------|--|---------------------------------------|--------------------|-----------------|---------------------------|
| | | Reimb through FY 15 (YOES) | FY 2016 Est. Reimb. (2015\$) | Est. Reimb FY17-FY26 (2015\$) | Total Reimb FY06-FY26 (2015\$, YOES) | Unfunded Due to Deficit (2015\$) | Expend through FY 15 (YOES) | Estimated Future Expend FY16-FY26 (2015\$) | Total Expend FY06-FY26 (2015\$, YOES) | | | |
| | FY 2016 | | | | | | | | | | | |
| GILBERT (Cont) | | | | | | | | | | | | |
| Germann Rd: Val Vista Dr to Higley Rd | W/R | 2.651 | 5.253 | 9.911 | 17.815 | 0.000 | 3.787 | 8.180 | 11.967 | 2016 | 2.00 | |
| Guadalupe Rd at Cooper Rd: Intersection Improvements | W/R | 1.731 | 3.457 | 0.000 | 5.188 | 0.000 | 2.473 | 8.971 | 11.444 | 2016 | 0.50 | |
| MARICOPA COUNTY | | | | | | | | | | | | |
| El Mirage Rd: Northern Ave to Peoria Ave | W/R | 0.255 | 2.283 | 7.789 | 10.327 | 0.000 | 0.364 | 12.099 | 12.463 | 2017 | 2.00 | |
| MESA | | | | | | | | | | | | |
| Mesa Dr: US 60 to Southern Ave | R | 15.126 | 0.900 | 0.000 | 16.026 | 0.000 | 23.635 | 0.000 | 23.635 | 2015 | 1.00 | |
| Mesa Dr: 8th Avenue to Main Street | W/R | 0.187 | 2.376 | 9.209 | 11.772 | 0.000 | 0.267 | 14.588 | 14.856 | 2017 | 1.00 | |
| Ray Road: Signal Butte to Meridian | W | 0.000 | 0.000 | 14.428 | 14.428 | 0.000 | 2.000 | 0.000 | 2.000 | 2015 | 1.00 | |
| Signal Butte Road: Elliot Rd to Ray Rd | W | 0.000 | 0.000 | 9.436 | 9.436 | 0.000 | 13.480 | 0.000 | 13.480 | 2015 | 2.00 | |
| Southern Avenue Area DCR | W/R | 0.000 | 1.050 | 0.000 | 1.050 | 0.000 | 0.000 | 1.500 | 1.500 | 2016 | 0.00 | Design only |
| Val Vista Dr: Baseline Rd to Southern Ave | W/R | 0.000 | 0.295 | 8.025 | 8.320 | 0.000 | 0.000 | 12.369 | 12.369 | 2018 | 1.00 | |
| PEORIA | | | | | | | | | | | | |
| Lake Pleasant Pkwy: West Wing Parkway to Loop 303 | R | 2.645 | 2.250 | 12.546 | 17.441 | 11.114 | 16.835 | 0.000 | 16.835 | 2015 | 2.50 | |
| SCOTTSDALE/CAREFREE | | | | | | | | | | | | |
| Happy Valley Rd: Pima Rd to Alma School Rd | W/R | 0.000 | 0.945 | 6.002 | 6.947 | 0.000 | 0.000 | 11.350 | 11.350 | 2017 | 2.20 | |
| Pima Rd: Pinnacle Peak to Happy Valley Rd | W/R | 0.000 | 1.345 | 14.645 | 15.990 | 0.000 | 0.000 | 22.844 | 22.844 | 2018 | 2.50 | |

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | REGIONAL FUNDING (Millions) | | | | | TOTAL EXPENDITURES (Millions) | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|---|---|-----------------------------|------------------------------|-------------------------------|---------------------------------------|----------------------------------|-------------------------------|--|--|--------------------|-----------------|---------------------------|
| | | Reimb through FY 15 (YOE\$) | FY 2016 Est. Reimb. (2015\$) | Est. Reimb FY17-FY26 (2015\$) | Total Reimb FY06-FY26 (2015\$, YOE\$) | Unfunded Due to Deficit (2015\$) | Expend through FY 15 (YOE\$) | Estimated Future Expend FY16-FY26 (2015\$) | Total Expend FY06-FY26 (2015\$, YOE\$) | | | |
| | FY 2016 | | | | | | | | | | | |
| SCOTTSDALE | | | | | | | | | | | | |
| Miller Rd/SR-101L Underpass | W/R | 0.000 | 0.700 | 13.305 | 14.005 | 0.000 | 0.000 | 21.006 | 21.006 | 2022 | 1.30 | |
| Pima Rd: Via Linda to Via De Ventura | W/R | 0.009 | 1.330 | 0.000 | 1.339 | 0.000 | 0.012 | 2.342 | 2.354 | 2016 | 1.30 | |
| Pima Rd: Krail St to Chaparral Rd | W/R | 0.000 | 0.500 | 8.963 | 9.463 | 0.000 | 0.000 | 20.313 | 20.313 | 2019 | 1.80 | |
| Redfield Rd: Raintree Dr to Hayden Rd | W/R | 0.000 | 0.150 | 1.350 | 1.500 | 0.000 | 0.000 | 2.215 | 2.215 | 2017 | 1.00 | |
| Raintree Drive: Scottsdale Rd to Hayden Rd | W/R | 0.146 | 6.354 | 9.474 | 15.974 | 0.000 | 0.209 | 22.656 | 22.865 | 2017 | 1.00 | |
| Southbound Loop 101 Frontage Road Connections | W/R | 0.012 | 1.544 | 1.496 | 3.052 | 0.000 | 0.018 | 6.940 | 6.957 | 2017 | 0.75 | |

Reimb. Reimbursement(s) YOE Year of Expenditure \$ Dollars * Measured in centerline miles
 FY Fiscal Year Expend Expended/Expenditures Est Estimated

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | OBLIGATIONS (Millions) | | | | | TOTAL EXPENDITURES (Millions) | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|--|---|-------------------------|------------------------|------------------------------|---------------------------------------|----------------------------------|-------------------------------|--|--------------------------------------|--------------------|-----------------|---------------------------|
| | | Obligated through FFY15 | Est. Obligations FFY16 | Est. Obligations FFY17-FFY26 | Total Federal Funding FFY2006-FFY2026 | Unfunded Due to Deficit (2015\$) | Expend through FY15 (YOES) | Estimated Future Expend FY16-FY26 (2015\$) | Total Expend FY06-FY26 (2015\$,YOES) | | | |
| | FY 2016 | | | | | | | | | | | |
| CHANDLER | | | | | | | | | | | | |
| Gilbert Rd: Chandler Heights Rd to Hunt Hwy | W/R | 2.048 | 0.000 | 0.000 | 2.048 | 1.770 | 3.845 | 6.349 | 10.194 | 2016 | 1.00 | Const. only |
| McQueen Rd: Ocotillo Rd to Chandler Heights | W/R | 3.896 | 0.000 | 0.000 | 3.896 | 0.000 | 0.984 | 3.147 | 4.131 | 2016 | 1.00 | Const. only |
| McQueen Rd: Chandler Heights to Riggs Rd | W/R | 3.049 | 0.000 | 0.000 | 3.049 | 0.000 | 0.000 | 4.760 | 4.760 | 2017 | 1.00 | Const. only |
| Cooper Rd: South of Queen Creek Rd to Chandler Heights | W/R | 1.037 | 0.000 | 0.000 | 1.037 | 0.000 | 0.000 | 1.100 | 1.100 | 2019 | 2.60 | Design only |
| CHANDLER & GILBERT | | | | | | | | | | | | |
| Queen Creek Rd: McQueen Rd to Gilbert Rd | W/R | 1.515 | 1.500 | 4.433 | 7.448 | 5.112 | 0.299 | 17.625 | 17.925 | 2019 | 2.00 | |
| MARICOPA COUNTY | | | | | | | | | | | | |
| Gilbert Rd: Bridge over Salt River | W/R | 1.400 | 0.000 | 12.605 | 14.005 | 0.000 | 0.000 | 33.000 | 33.000 | 2021 | 1.60 | |
| McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd | W/R | 0.581 | 22.305 | 14.567 | 37.453 | 0.000 | 0.111 | 14.828 | 14.939 | 2023 | 2.00 | |
| Northern Parkway (Phase I): Sarival to Dysart | W/R | 60.713 | 0.000 | 0.000 | 60.713 | 0.000 | 88.637 | 0.536 | 89.173 | 2014 | 4.10 | |
| Northern Parkway (Phase II): Sarival to Dysart | W/R | 2.400 | 0.000 | 0.000 | 2.400 | 0.000 | 4.618 | 0.000 | 4.618 | 2014 | 4.10 | |
| Northern Parkway (Phase II): Dysart to 111th | W/R | 8.918 | 14.503 | 12.409 | 35.830 | 0.000 | 13.954 | 37.099 | 51.053 | 2016 | 2.50 | |
| Northern Parkway (Phase II): Reems and Litchfield Overpasses | W/R | 7.214 | 0.000 | 0.000 | 7.214 | 0.000 | 12.961 | 0.000 | 12.961 | 2015 | 0.20 | |
| Northern Parkway (Phase II): Northern Ave at Loop 101 | W/R | 0.000 | 1.101 | 7.348 | 8.449 | 0.000 | 0.000 | 13.307 | 13.307 | 2018 | 0.50 | |
| Northern Parkway (Phase II): Dysart Overpass | W/R | 0.000 | 0.200 | 23.157 | 23.357 | 0.000 | 0.000 | 33.872 | 33.872 | 2018 | 0.10 | |

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) FY 2016 | OBLIGATIONS (Millions) | | | | | TOTAL EXPENDITURES (Millions) | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|---|--|-------------------------|------------------------|------------------------------|---------------------------------------|----------------------------------|-------------------------------|--|--|--------------------|-----------------|---------------------------|
| | | Obligated through FFY15 | Est. Obligations FFY16 | Est. Obligations FFY17-FFY26 | Total Federal Funding FFY2006-FFY2026 | Unfunded Due to Deficit (2015\$) | Expend through FY15 (YOE\$) | Estimated Future Expend FY16-FY26 (2015\$) | Total Expend FY06-FY26 (2015\$, YOE\$) | | | |
| PHOENIX | | | | | | | | | | | | |
| Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street | W/R | 44.693 | 0.000 | 0.000 | 44.693 | 0.000 | 25.820 | 56.899 | 82.720 | 2016 | 5.00 | |
| Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Pinnacle Peak Rd | W/R | 22.530 | 0.000 | 0.000 | 22.530 | 0.000 | 9.234 | 23.271 | 32.505 | 2016 | 2.00 | |

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

* Measured in centerline miles

FY Fiscal Year

Expend Expend/Expenditures

Est Estimated

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 8, 2016

SUBJECT:

Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and as Necessary, to the Draft FY 2017-2021 MAG Transportation Improvement Program and FY 2017 Arterial Life Cycle Program

SUMMARY:

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014, with the last modification approved on May 25, 2016. Since then, project changes and additions to the TIP have been requested by member agencies. Several changes in order to make the current year obligation have been requested to FY 2016 projects that affect the FY 2014-2018 TIP and FY 2016 Arterial Life Cycle Program and are included as Table A. An additional table of changes related to the FY 2016 Transit Program of Projects, the FY 2016 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program, and the Draft FY 2017-2021 MAG TIP transit programming process is included as Table B.

Additionally, an errata sheet for the Draft FY 2017-2021 MAG TIP has been generated to incorporate requested changes since the Draft FY 2017-2021 MAG TIP was published for comment and review on May 6, 2016.

PUBLIC INPUT:

Three comments were provided at the May 17, 2016, MAG Transit Committee meeting. Please refer to the FY 2016 Final Phase Input Opportunity Report listed as a separate agenda item.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, 2035 Regional Transportation Plan, and as necessary, to the Draft FY 2017-2021 MAG Transportation Improvement Program and FY 2017 Arterial Life Cycle Program.

PRIOR COMMITTEE ACTIONS:

On June 8, 2016, the MAG Management Committee recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, 2035 Regional Transportation Plan, and as necessary, to the Draft FY 2017-2021 MAG Transportation Improvement Program and FY 2017 Arterial Life Cycle Program.

MEMBERS ATTENDING

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

- Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Carl Swenson, Peoria
- # Louis Anderson for Greg Stanley, Pinal County
- Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- # Brian Biesemeyer, Scottsdale
- # Bob Wingenroth, Surprise
- Marge Zylla for Andrew Ching, Tempe
- Pilar Sinawi for Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrlich for John Halikowski, ADOT
- Reid Spaulding for Joy Rich, Maricopa County
- John Farry for Scott Smith, Valley Metro/RPTA

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

At the May 26, 2016, MAG Transportation Review Committee meeting, the Project Changes Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and as Necessary, to the Draft FY 2017-2021 MAG Transportation Improvement Program, FY 2017 Arterial Life Cycle Program, and the 2035 RTP, was recommended for approval.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Shane Kiesow for Giau Pham

- Buckeye: Jose Heredia for Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: R.J. Zeder for Dan Cook
- El Mirage: Jorge Gastelum
- * Florence: Jess Knudson
- * Fountain Hills: Randy Harrel
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Rebecca Zook
- * Litchfield Park: Woody Scoutten
- Maricopa County: Jennifer Toth

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

EX-OFFICIO MEMBERS ATTENDING

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

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

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

CONTACT PERSON:

Teri Kennedy, TIP Manager, or David Massey, Transportation Planner I, (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 #21**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #21 | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | | |
|-------------------|---------|------------------------|------------|--------|---|--|-------|--------------|-------------|----------------|-----------------------|----------------|----------|-----------|---------------------------|---------|----------|--------------------------|---------|--|-----|----|-----|----|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | Federal ID/ALI | In Life Cycle Program | TRACS/Grant ID | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | TRC | MC | TPC | RC |
| ADOT | Highway | 2016 | DOT11-105D | 39146 | 85: Warner Street Bridge | Design new bridge | 0.2 | 0 | 4 | ----- | RFHP | ----- | Freeway | RARF-HURF | 2016 | - | 430,000 | - | 430,000 | Amendment: Add a new bridge design project in FY 2016 for \$430,000. | | | | |
| ADOT | Highway | 2016 | DOT16-442 | 25760 | MAG regionwide | Design permanent restoration of landscaping | 0 | 0 | 0 | ----- | 5-year | ----- | Freeway | NHPP | 2016 | 394,174 | - | 23,826 | 418,000 | Amend: Increase project cost by \$117,000. Change project location and work description. | ✓ | | | |
| ADOT | Highway | 2016 | DOT16-445 | NEW | Various UPRR crossings across Maricopa County | Construct LED Railroad Signals | 0 | 0 | 0 | ----- | 5-year | ----- | Safety | STP-RGC | 2016 | 540,000 | - | - | 540,000 | Amend: Add new project. | | | | |
| Phoenix | Highway | 2017 | PHX16-435 | 37213 | Eagle College Prep: South Mountain, Harmony, Mesa, Maryvale | Safe Routes to School Support Activity project: Eagles Quest for Safety Vest | 0 | 0 | 0 | ----- | None | ----- | Safety | TAP-MAG | 2017 | 28,997 | - | 1,753 | 30,750 | Amend: Defer project from 2016 to 2017. | | | | |
| Phoenix | Highway | 2017 | PHX17-470 | 30424 | Creighton School District/Billmore Preparatory | Safe Routes to School Framework Study | 0 | 0 | 0 | ----- | None | ----- | Safety | TAP-MAG | 2017 | 20,746 | - | 1,254 | 22,000 | Amend: Defer project from 2016 to 2017. | | | | |

Notes

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

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #21**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #21 | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | | |
|-------------------|---------|------------------------|------------|--------|----------------------|--|-------|--------------|-------------|----------------|-----------------------|----------------|---------------|--------------|---------------------------|------------|----------|--------------------------|------------|---|-------|-----|-------|-----|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | Federal ID/ALI | In Life Cycle Program | TRACS/Grant ID | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| Avondale | Transit | 2016 | AVN16-417T | 30195 | Regionwide | Transit Security | 0 | 0 | 0 | 57.20-10 | None | --- | Transit-Bus | 5307-AVN-UZA | 2016 | 28,807 | --- | 7,202 | 36,009 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Glendale | Transit | 2017 | GLN17-704T | 44134 | Glendale | Bus Stop Accessibility Enhancements (Glendale) | 0 | 0 | 0 | 11.92-02 | None | ---- | Transit-Other | 5310-MAG | 2016 | 125,000 | - | 12,500 | 137,500 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2016 | MAG16-409T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A-00 | None | --- | Transit-Bus | 5307 | 2016 | 10,490,927 | --- | 2,622,732 | 13,113,659 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| MAG | Transit | 2016 | MAG16-410T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A-00 | None | --- | Transit-Bus | 5339 | 2016 | 750,411 | --- | 187,603 | 938,014 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| MAG | Transit | 2016 | MAG16-411T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A-00 | None | --- | Transit-Bus | STP-AZ-Flex | 2016 | 6,950 | --- | 1,738 | 8,688 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| MAG | Transit | 2016 | MAG16-412T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A-00 | None | --- | Transit-Bus | 5337-HI | 2016 | 630,713 | --- | 157,678 | 788,391 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| MAG | Transit | 2017 | MAG17-413T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A-00 | None | --- | Transit-Bus | 5307 | 2017 | 11,196,611 | --- | 2,799,153 | 13,995,764 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| MAG | Transit | 2017 | MAG17-414T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A-00 | None | --- | Transit-Bus | 5339 | 2017 | 158,777 | --- | 39,694 | 198,471 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| MAG | Transit | 2017 | MAG17-415T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A-00 | None | --- | Transit-Bus | 5337-HI | 2017 | 523,613 | --- | 130,903 | 654,516 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| MAG | Transit | 2018 | MAG18-417T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A-00 | None | --- | Transit-Bus | 5339 | 2018 | 219,637 | --- | 54,909 | 274,546 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| MAG | Transit | 2018 | MAG18-418T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A-00 | None | --- | Transit-Bus | 5337-HI | 2018 | 911,842 | --- | 227,961 | 1,139,803 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-708T | 45010 | Various (Regionwide) | VALLEYLIFE: 2 Raised Roof Vans w/lift (Regionwide) | 0 | 0 | 0 | 11.12-04 | None | ---- | Transit-Other | 5310-MAG | 2016 | 107,100 | - | 18,900 | 126,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #21**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #21 | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | | |
|-------------------|---------|------------------------|------------|--------|----------------------|--|-------|--------------|-------------|----------------|-----------------------|----------------|---------------|----------|---------------------------|---------|----------|--------------------------|---------|--------------------------------------|-------|-----|-------|-----|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | Federal ID/ALI | In Life Cycle Program | TRACS/Grant ID | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| MAG | Transit | 2017 | PNP17-711T | 45010 | Various (Regionwide) | The Centers for Habilitation (TCH): 4 Cutaway Van (Chandler, Tempe, Mesa, Phoenix) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 214,200 | - | 37,800 | 252,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-704T | 45010 | Various (Regionwide) | Sun City Area Interfaith Services dba Benevilla: Transportation Services Operating Support (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria) | 0 | 0 | 0 | 30.09.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 53,113 | - | 53,113 | 106,226 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-707T | 45010 | Various (Regionwide) | Sun City Area Interfaith Services dba Benevilla: 2 Raised Roof Vans w/lift (Surprise, Sun City, Sun City West, Peoria, El Mirage, Youngtown and Glendale.) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 107,100 | - | 18,900 | 126,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-712T | 45010 | Various (Regionwide) | Southern Arizona Association for the Visually Impaired (SAAVI): 2 Minivan no Ramp (Maricopa County) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 41,600 | - | 10,400 | 52,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-718T | 45010 | Various (Regionwide) | Scottsdale Training and Rehabilitation Services: 1 Cutaway Van, 1 Passenger Van (Scottsdale and the greater Phoenix Metropolitan Community.) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 77,550 | - | 15,450 | 93,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #21**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #21 | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | | |
|-------------------|---------|------------------------|------------|--------|----------------------|--|-------|--------------|-------------|----------------|-----------------------|----------------|---------------|----------|---------------------------|---------|----------|--------------------------|---------|--------------------------------------|-------|-----|-------|-----|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | Federal ID/ALI | In Life Cycle Program | TRACS/Grant ID | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| MAG | Transit | 2017 | PNP17-710T | 45010 | Various (Regionwide) | S.T.A.R.-Stand Together and Recover Centers, Inc.: 3 Raised Roof Van w/lift (Mesa, Chandler, Gilbert, Tempe, Glendale, Peoria, Phoenix, Avondale, Goodyear, Surprise, Lavene. Part of Apache Junction, Pima Indian Reservation and Gila Indian Reservation.) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 160,650 | - | 28,350 | 189,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-713T | 45010 | Various (Regionwide) | One Step Beyond, Inc. : 3 Passenger Vans, 1 Minivan- No Ramp (Avondale, Buckeye, El Mirage, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City, Anthem, Wickenburg) | 0 | 0 | 0 | 11.13.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 92,800 | - | 23,200 | 116,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-727T | 45010 | Various (Regionwide) | Northwest Valley Connect: New Freedom - Operations (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria) | 0 | 0 | 0 | 30.09.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 15,000 | - | 15,000 | 30,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-726T | 45010 | Various (Regionwide) | Northwest Valley Connect: Mobility Manager Position (West Valley) | 0 | 0 | 0 | 11.7L.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 36,000 | - | 9,000 | 45,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-715T | 45010 | Various (Regionwide) | Northwest Valley Connect: 1 Passenger Van (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria) | 0 | 0 | 0 | 11.13.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 24,000 | - | 6,000 | 30,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-722T | 45010 | Various (Regionwide) | Independence Plus, Inc.: 1 Raised Roof Van w/lift (West Phoenix) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 53,550 | - | 9,450 | 63,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #21**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #21 | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | | |
|-------------------|---------|------------------------|------------|--------|----------------------|--|-------|--------------|-------------|----------------|-----------------------|----------------|---------------|----------|---------------------------|---------|----------|--------------------------|---------|--------------------------------------|-------|-----|-------|-----|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | Federal ID/ALI | In Life Cycle Program | TRACS/Grant ID | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| MAG | Transit | 2017 | PNP17-709T | 45010 | Various (Regionwide) | Horizon Health and Wellness, Inc.: 2 Minivans no Ramp, 1 Passenger Van, 1 Raised Roof Van w/lift (Apache Junction, Mesa, Queen Creek, Tempe, Gilbert, Chandler, Scottsdale, Phoenix) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 119,150 | - | 25,850 | 145,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-714T | 45010 | Various (Regionwide) | Hacienda Inc.: 3 Raised Roof Vans w/lift (Regionwide) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 160,650 | - | 28,350 | 189,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-705T | 45010 | Various (Regionwide) | Gompers Habilitation Center: 3 Minivans no Ramp, 1 Passenger Van (Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 86,400 | - | 21,600 | 108,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-721T | 45010 | Various (Regionwide) | Goldensun Peace Ministries: 1 Cutaway Van (West Valley) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 53,550 | - | 9,450 | 63,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-720T | 45010 | Various (Regionwide) | Friendship Village of Tempe: 2 Cutaway Vans, 1 Raised Roof Van w/lift (Tempe and Metro Phoenix) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 160,650 | - | 28,350 | 189,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-702T | 45010 | Various (Regionwide) | Foothills Caring Corps: Mobility Manager Position (North, Northeast Valley) | 0 | 0 | 0 | 11.7L.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 36,000 | - | 9,000 | 45,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-728T | 45010 | Various (Regionwide) | Foothills Caring Corps, Inc.: New Freedom Operations (Cave Creek, Carefree, North Phoenix, North Scottsdale) | 0 | 0 | 0 | 30.09.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 53,743 | - | 53,743 | 107,486 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-719T | 45010 | Various (Regionwide) | East Valley Adult Resources: 1 Raised Roof Van w/lift (Apache Junction with transportation to Gilbert and inside Maricopa County) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 53,550 | - | 9,450 | 63,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #21**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #21 | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | | |
|-------------------|---------|------------------------|------------|--------|----------------------|---|-------|--------------|-------------|----------------|-----------------------|----------------|---------------|----------|---------------------------|---------|----------|--------------------------|---------|--------------------------------------|-------------|--------|-------------|--------|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | Federal ID/ALI | In Life Cycle Program | TRACS/Grant ID | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| MAG | Transit | 2017 | PNP17-717T | 45010 | Various (Regionwide) | CHEERS (Center for Health Empowerment Education Employment Recovery Services): 1 Passenger Van, 1 Minivan w/ramp (Maricopa County) | 0 | 0 | 0 | 11.13.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 63,100 | - | 12,900 | 76,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-703T | 45010 | Various (Regionwide) | Chandler Gilbert Arc: Mobility Manager Position (East Valley) | 0 | 0 | 0 | 11.7L.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 36,000 | - | 9,000 | 45,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-706T | 45010 | Various (Regionwide) | Chandler Gilbert Arc: 2 Cutaway Vans (Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 107,100 | - | 18,900 | 126,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-724T | 45010 | Various (Regionwide) | Central Valley region - (Placeholder): Mobility Manager Position (Central Valley) | 0 | 0 | 0 | 11.7L.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 36,000 | - | 9,000 | 45,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-723T | 45010 | Various (Regionwide) | Central Arizona Council On Developmental Disabilities : 2 Raised Roof Vans w/lift, 1 Passenger Van (Apache Junction, Queen Creek and east Mesa) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 131,100 | - | 24,900 | 156,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP17-716T | 45010 | Various (Regionwide) | Beatitudes Campus: 1 Cutaway Van (Maricopa County) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit Other | 5310-MAG | 2016 | 53,550 | - | 9,450 | 63,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #21**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #21 | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | | | |
|-------------------|---------|------------------------|------------|--------|----------------------|--|-------|--------------|-------------|----------------|-----------------------|----------------|---------------|-----------|---------------------------|-----------|--------------------------|---------|-----------|---|-------|-----|-------|-----|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | Federal ID/ALI | In Life Cycle Program | TRACS/Grant ID | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| MAG | Transit | 2017 | PNP17-725T | 45010 | Various (Regionwide) | Arizona Board of Regents for/on behalf of Northern Arizona University: Senior Companion Program - Door Through Door & More Transportation (Maricopa County including: Chandler, Fountain Hills, Gilbert, Glendale, Mesa, Paradise Valley, Phoenix, Scottsdale, and Tempe.) | 0 | 0 | 0 | 30.09.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 78,465 | - | 78,465 | 156,930 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| MAG | Transit | 2017 | PNP15-423T | 49997 | Various (Regionwide) | Developmental-Enrichment Center-1 Wheelchair lift-replacement (Northwest Phoenix area) | 0 | 0 | 0 | 11.42.20 | None | ---- | Transit-Other | 5310-MAG | 2015 | 5,136 | ----- | 570 | 5,706 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Phoenix | Transit | 2016 | PHX16-434T | 32809 | Citywide | Install bus stop-improvements (1%-enhancement) | 0 | 0 | 0 | ---- | None | ---- | Transit-Bus | 5307 | 2016 | 475,160 | ----- | 118,790 | 593,950 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Phoenix | Transit | 2017 | PHX17-442T | 32809 | Citywide | Install bus stop-improvements (1%-enhancement) | 0 | 0 | 0 | ---- | None | ---- | Transit-Bus | 5307 | 2017 | 475,160 | ----- | 118,790 | 593,950 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Phoenix | Transit | 2018 | PHX18-448T | 32809 | Citywide | Install bus stop-improvements (1%-enhancement) | 0 | 0 | 0 | ---- | None | ---- | Transit-Bus | 5307 | 2018 | 475,160 | ----- | 118,790 | 593,950 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Phoenix | Transit | 2017 | PHX17-712T | 17311 | Regionwide | Program Administration Funds (Regionwide) | 0 | 0 | 0 | 11.79.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 299,102 | - | - | 299,102 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| Surprise | Transit | 2017 | SUR17-401T | 40702 | Regionwide | Purchase bus- < 30-foot - 2 Replace (dial-a-ride) | 0 | 0 | 0 | 11.12.04 | None | ---- | Transit-Bus | 5307 | 2017 | 122,400 | 21,600 | ----- | 144,000 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley Metro-Rail | Transit | 2023 | VMR14-105T | 49941 | I-10-WEST Phoenix | Fixed guideway-corridor - Phx West - Preliminary-Engineering/FEIS | 0 | 0 | 0 | 13.71.01 | FLCP | AZ-95-X027 | Transit-Rail | CMAQ-Flex | 2014 | 1,456,512 | 364,128 | ----- | 1,820,640 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley Metro-Rail | Transit | 2023 | VMR14-106T | 49941 | I-10-WEST Phoenix | Fixed guideway-corridor - Phx West - Preliminary-Engineering | 0 | 0 | 0 | 13.71.02 | FLCP | ---- | Transit-Rail | CMAQ-Flex | 2015 | 1,205,962 | 301,491 | ----- | 1,507,453 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #21**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #21 | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | | |
|-------------------|---------|------------------------|------------|--------|--|--|-------|--------------|-------------|----------------|-----------------------|----------------|---------------|-----------------|---------------------------|-----------|-----------|--------------------------|------------|---|-------------|--------|-------------|--------|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | Federal ID/ALI | In Life Cycle Program | TRACS/Grant ID | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| Valley Metro Rail | Transit | 2023 | VMR18-429T | 49944 | I-10 WEST Phoenix | Fixed guideway-corridor - Phx West - Final Design | 0 | 0 | 0 | --- | TLCP | --- | Transit-Rail | CMAQ-Flex | 2018 | 6,650,539 | 1,662,635 | --- | 8,313,174 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley Metro Rail | Transit | 2018 | VMR15-433T | 14195 | Main Street/Gilbert Road-Bus Turn-Around-(Construct) | Main Street/Gilbert Road bus turn-around-(construct) | 0 | 0 | 0 | --- | TLCP | --- | Transit-Rail | 5307 | 2015 | 2,519,790 | 629,948 | --- | 3,149,738 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley Metro Rail | Transit | 2017 | VMR15-405T | 23739 | Regionwide | Overhaul Brake-resistors | 0 | 0 | 0 | --- | TLCP | --- | Transit-Rail | 5337-FGM | 2015 | 342,076 | 557,753 | --- | 899,829 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley Metro Rail | Transit | 2016 | VMR12-915T | 13425 | Tempe Streetcar: Rio-Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash-Loop | Sitework- | 3 | 0 | 0 | 14.04.40 | TLCP | --- | Transit-Rail | 5309-New Starts | 2016 | 6,808,200 | 5,591,800 | --- | 12,400,000 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley Metro Rail | Transit | 2016 | VMR14-107T | 13425 | Tempe Streetcar: Rio-Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash-Loop | Vehicle Acquisition- | 3 | 0 | 0 | 14.04.40 | TLCP | --- | Transit-Rail | 5309-New Starts | 2016 | 7,467,100 | 6,132,900 | --- | 13,600,000 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley Metro Rail | Transit | 2016 | VMR16-403T | 13425 | Tempe Streetcar: Rio-Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash-Loop | Professional Services- | 3 | 0 | 0 | 14.08.80 | TLCP | --- | Transit-Rail | 5309-New Starts | 2016 | 2,580,500 | 2,119,500 | --- | 4,700,000 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley Metro Rail | Transit | 2018 | VMR11-833T | 13425 | Tempe Streetcar: Rio-Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash-Loop | Preliminary-Engineering/FEIS- | 3 | 0 | 0 | 13.71.01 | TLCP | AZ-95-X009 | Transit-Rail | CMAQ-Flex | 2011 | 1,863,893 | 465,974 | --- | 2,329,867 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley Metro/RPTA | Transit | 2017 | VMT17-705T | NEW | Regionwide | Northwest Valley Dial-A-Ride (Taxi subsidy service) (El Mirage, Peoria, Sun Cities, Surprise, Youngtown, and County) | 0 | 0 | 0 | 30.09.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 220,044 | 500,000 | 220,004 | 440,048 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| Valley Metro/RPTA | Transit | 2017 | VMT17-706T | NEW | Regionwide | East Valley RideChoice (Contract service) (Chandler, Gilbert, Mesa and Tempe) | 0 | 0 | 0 | 30.09.00 | None | ---- | Transit Other | 5310-MAG | 2016 | 250,000 | | 250,000 | 500,000 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| Valley Metro/RPTA | Transit | 2016 | VMT16-401 | 27060 | Regionwide | Purchase bus-standard 40 foot--1 replace | 0 | 0 | 0 | 11.12.01 | None | --- | Transit-Bus | 5307-AVN-UZA | 2016 | 556,436 | 98,195 | --- | 654,630 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #21**

Sort: Section, Agency, Location, Work Year

| TIP Amendment #21 | | | | | | | | | | | | | | | | | | Reviewed By ² | | | | | | |
|-------------------|---------|------------------------|-------------|--------|-------------------------------------|---|-------|--------------|-------------|----------------|-----------------------|----------------|---------------|--------------|---------------------------|----------------------|----------------------|--------------------------|----------------------|---|-------|-----|-------|-----|
| Agency | Section | Work Year ⁴ | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | Federal ID/ALI | In Life Cycle Program | TRACS/Grant ID | MAG Mode | Funding | Apport. Year ³ | Federal | Regional | Local | Total | TIP Change Request | T R C | M C | T P C | R C |
| Valley Metro/RPTA | Transit | 2017 | VMT17-707T | NEW | Regionwide | Travel Training | 0 | 0 | 0 | 30.09.01 | None | ----- | Transit Other | 5310-MAG | 2016 | 70,000 | - | 17,500 | 87,500 | Amend: Add new FY 2016 5310 project. | ✓ | ✓ | | |
| Valley-Metro/RPTA | Transit | 2017 | VMR13-120T | 41132 | Regionwide | Purchase bus-articulated-2 replacement (Tempe) | 0 | 0 | 0 | --- | FLCP | AZ-54-0001 | Transit-Bus | 5337-FGM | 2013 | 1,467,452 | 258,962 | --- | 1,726,414 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley-Metro/RPTA | Transit | 2017 | VMR14-391T | 49422 | Regionwide | Purchase bus-articulated-2 replace (Tempe) | 0 | 0 | 0 | --- | None | AZ-54-0005 | Transit-Bus | 5337-HI | 2014 | 1,467,452 | 258,962 | --- | 1,726,414 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley-Metro/RPTA | Transit | 2017 | VMT12-110T | 45758 | Regionwide | Mobility Management-Travel Training-Program-FY2011 New-Freedom-funding | 0 | 0 | 0 | 11.7L-00 | None | AZ-57-X016 | Transit-Bus | 5317 | 2011 | 103,363 | --- | 56,888 | 160,251 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley-Metro/RPTA | Transit | 2017 | VMT14-425T | 4760 | Regionwide | Operating-Operating-Assistance-TBD | 0 | 0 | 0 | 30.09.01 | None | AZ-90-X133 | Transit-Bus | 5307-AVN-UBA | 2014 | 2,485,518 | --- | 2,485,518 | 4,971,036 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley-Metro/RPTA | Transit | 2017 | VMT14-101T | 36312 | Regionwide: Fixed-Route | Preventive-Maintenance | 0 | 0 | 0 | 11.7A-00 | None | AZ-90-X131 | Transit-Bus | 5307 | 2014 | 4,329,488 | --- | 1,082,372 | 5,411,860 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley-Metro/RPTA | Transit | 2017 | VMT13-913TA | 28971 | Scottsdale-Road/Rural-Road-corridor | Bus-Rapid-Transit-right-of-way-improvements-(phase-I)-Scottsdale-Rd./Rural Rd. Link | 0 | 0 | 0 | 11.32.02 | FLCP | AZ-90-X131 | Transit-Bus | 5307 | 2014 | 4,884,133 | 1,221,033 | --- | 6,105,166 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |
| Valley-Metro/RPTA | Transit | 2017 | FMP14-101T | 6633 | Tempe: Fixed-Route | Preventive-Maintenance | 0 | 0 | 0 | 11.7A-00 | None | AZ-90-X131 | Transit-Bus | 5307 | 2014 | 2,638,896 | --- | 659,724 | 3,298,620 | Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process. | ✓ | ✓ | | |

Notes

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

Errata Sheet 2

Changes to the Draft FY 2017 - FY 2021 MAG Transportation Improvement Program*

| Agency | Section | Work Year | Tip ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | AU/Fed Id | AG Area | In Program | TRACS/ Grant ID | MAG Mode | Funding | Apportionment Year | Federal | Regional | Local | Total | Note | Reviewed By |
|----------|---------|-----------|-----------------|--------|---|--|-------|--------------|-------------|------------|----------|----------------|--------------------|-------------|------------------------|--------------------|----------------------------|------------------|--------------------------|----------------------------|-----------------|-------------|
| ADOT | Highway | 2018 | DOT18-46d 1888 | | I-10 Uitchfield Rd to Cotton Lane <I0 (Papago): Cotton Lane - Dycart Rd> | Construct FMS | 5 | 10 | 10 | ----- | Maricopa | RHP | ----- | Freeway | CMAQ | 2018 | 3,922,880 | 237,120 | 0 | 4,160,000 | Value Change(s) | |
| Avondale | Transit | 2020 | MAG20-71 10195 | | Regionwide | Transit Security | 0 | 0 | 0 | 57.20.10 | Maricopa | None | ----- | Transit Bus | 5307-AVN UZA | 2019 | 32,305 <32,932> | 0 | 3,705 <3,078> | 36,010 <36,009> | Value Change(s) | |
| Glendale | Transit | 2017 | GLN17-703 30308 | | Glendale: Citywide Paratransit & GUS | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | <2017> | 36,202 | 0 | 9,051 | 45,253 | Value Change(s) | |
| Glendale | Transit | 2018 | GLN17-703 27692 | | Regionwide | Purchase bus: <30 foot - 3 replace (GUS) | 0 | 0 | 0 | 33.32.04 | Maricopa | None | ----- | Transit Bus | 5307 | 2017 | 323,850 | 57,150 | 0 | 380,900 | Deletion | |
| Glendale | Transit | 2018 | GLN17-703 27692 | | Regionwide | Purchase bus: <30 foot - 1 replace (GUS) | 0 | 0 | 0 | 33.32.03 | Maricopa | None | ----- | Transit Bus | 5307 | 2017 | 483,175 | 32,325 | 0 | 515,500 | Deletion | |
| Glendale | Transit | 2021 | GLN21-702 27692 | | Regionwide | Purchase bus: <30 foot - 2 replace (GUS) | 0 | 0 | 0 | 11.12.04 | Maricopa | TLCP | ----- | Transit Bus | 5307 <5339> | 2020 | 234,459 | 41,375 | 0 | 275,834 | Value Change(s) | |
| MAG | Transit | 2018 | MAG17-4Q 5800 | | Regionwide | ADA Improvements <IARC apportionment> | 0 | 0 | 0 | <30.09.01> | Maricopa | None | ----- | Transit Bus | 5307 <307-IARC> | 2017 | 1,500,000 <775,000> | 0 | 750,000 | 2,250,000 <1,525,000> | Value Change(s) | |
| Peoria | Transit | 2017 | MAG16-4Q 20226 | | Regionwide | ADA Improvements <ADA Improvements> | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 1,000,000 | 0 | 250,000 | 1,250,000 | Value Change(s) | |
| MAG | Transit | 2017 | MAG17-7Q 37858 | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 44,844,938 | 0 | 2,964,235 | 44,806,173 | Deletion | |
| Phoenix | Transit | 2017 | MAG17-7Q 44311 | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5337-HI | 2016 | 307,884 | 0 | 76,971 | 384,855 | Value Change(s) | |
| Phoenix | Transit | 2017 | MAG17-7Q 44311 | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | STP-AZ-Flex | 2016 | 410,550 | 0 | 102,638 | 513,188 | Value Change(s) | |
| MAG | Transit | 2019 | MAG18-4Q 5800 | | Regionwide | Other <IARC apportionment> | 0 | 0 | 0 | 30.09.01 | Maricopa | None | ----- | Transit Bus | 5307 | 2018 | 1,500,000 <875,000> | 0 | 375,000 <750,000> | 1,875,000 <1,625,000> | Value Change(s) | |
| MAG | Transit | 2018 | MAG18-71 37637 | | Regionwide | Purchase bus: standard 40 foot - 7 expand <Purchase bus: standard 40 foot - 4 expand> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2017 | 3,553,925 <2,030,820> | 0 | 627,165 <358,380> | 4,181,100 <2,389,200> | Value Change(s) | |
| MAG | Transit | 2018 | MAG18-71 37858 | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2017 | 11,856,368 <12,008,859> | 0 | 2,966,592 <3,002,215> | 14,823,960 <15,011,074> | Value Change(s) | |
| MAG | Transit | 2018 | MAG18-71 37858 | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5337-HI | 2017 | 811,337 <250,939> | 0 | 202,834 <62,735> | 1,014,171 <313,674> | Value Change(s) | |
| MAG | Transit | 2019 | MAG18-41 37858 | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A.00 | Maricopa | None | ----- | Transit Bus | 5307 | 2018 | 12,404,769 <12,069,011> | 0 | 3,101,192 <3,017,253> | 15,505,961 <15,086,264> | Value Change(s) | |
| MAG | Transit | 2018 | MAG18-7Q 37637 | | Regionwide | Purchase bus: standard 40 foot - 4 Expand <Preventive Maintenance> | 0 | 0 | 0 | <11.7A.00> | Maricopa | TLCP <None> | ----- | Transit Bus | CMAQ-Flex <5337-HI> | 2017 | 2,030,820 <187,154> | 358,380 <000> | 000 <46,789> | 2,389,200 <233,943> | Value Change(s) | |
| MAG | Transit | 2018 | MAG18-7Q 37858 | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | <11.7A.00> | Maricopa | None | ----- | Transit Bus | STP-AZ-Flex | 2017 | 347,313 <295,313> | 0 | 86,828 <73,828> | 434,141 <369,141> | Value Change(s) | |
| MAG | Transit | 2019 | MAG19-71 37637 | | Regionwide | Purchase bus: standard 40 foot - 6 expand <Purchase bus: standard 40 foot - 4 expand> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2018 | 3,137,224 <2,091,483> | 0 | 553,628 <369,085> | 3,690,852 <2,460,568> | Value Change(s) | |
| MAG | Transit | 2019 | MAG19-71 5800 | | Regionwide | IARC apportionment | 0 | 0 | 0 | 30.09.03 | Maricopa | None | ----- | Transit Bus | 5307-IARC | 2018 | 806,000 | 0 | 750,000 | 1,556,000 | Deletion | |
| MAG | Transit | 2019 | MAG19-71 37637 | | Regionwide | Purchase bus: standard 40 foot - 2 expand <Purchase bus: standard 40 foot - 3 expand> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2019 | 1,077,129 <1,615,693> | 0 | 190,082 <285,122> | 1,267,211 <1,900,815> | Value Change(s) | |
| MAG | Transit | 2020 | MAG20-71 37858 | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A.00 | Maricopa | None | ----- | Transit Bus | 5307 | 2019 | 12,971,967 <13,108,403> | 0 | 3,242,992 <3,277,101> | 16,214,959 <16,385,504> | Value Change(s) | |
| MAG | Transit | 2020 | MAG20-71 5800 | | Regionwide | IARC apportionment | 0 | 0 | 0 | 30.09.03 | Maricopa | None | ----- | Transit Bus | 5307-IARC | 2019 | 825,000 | 0 | 750,000 | 1,575,000 | Deletion | |

* Since the Management Committee meeting changes in location description for two projects and the addition of one ITS project.

Errata Sheet 2
Changes to the Draft FY 2017 - FY 2021 MAG Transportation Improvement Program*

| Agency | Section | Work Year | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI/Fed Id | AQ Area | In Program | TRACS/Grant ID | MAG Mode | Funding | Apportionment Year | Federal | Regional | Local | Total | Note | Reviewed By | |
|-------------------------------|---------|-----------|-----------|--------|---|--|-------|--------------|-------------|-------------|----------|------------|----------------|--------------|----------------|--------------------|----------------------------|--------------------------|--------------------------|----------------------------|-----------------|-------------|----|
| | | | | | | | | | | | | | | | | | | | | | | TRC | MC |
| MAG | Transit | 2021 | MAG20-70 | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A.00 | Maricopa | None | ---- | Transit Bus | 5307 | 2020 | 13,800,404 <12,344,495> | 0 | 3,450,101 <3,086,124> | 17,250,505 <15,430,619> | Value Change(s) | ✓ | ✓ |
| MAG | Transit | 2021 | MAG21-70 | 5800 | Regionwide | JARC apportionment | 0 | 0 | 0 | 30-09-01 | Maricopa | None | ---- | Transit Bus | 5307-JARC | 2020 | 850,000 | 0 | 750,000 | 1,600,000 | Deletion | ✓ | ✓ |
| MAG | Transit | 2022 | MAG22-70 | 37637 | Regionwide | Purchase bus: Standard - 20 expand <Purchase bus: Standard - 22 expand> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ---- | Transit Bus | 5307 | 2021 | 11,424,000 <12,566,400> | 2,016,000 <2,217,600> | 0 | 13,440,000 <14,784,000> | Value Change(s) | ✓ | ✓ |
| MAG | Transit | 2022 | MAG22-70 | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A.00 | Maricopa | None | ---- | Transit Bus | 5307 | 2021 | 13,824,595 <12,307,522> | 000 <6,534,870> | 3,456,149 <10,000> | 17,280,744 <18,852,398> | Value Change(s) | ✓ | ✓ |
| Paradise Valley | Highway | 2017 | PVY16-401 | 10170 | Paradise Valley (Townwide) | Procure and Install Sign Management System and Sign Upgrade | 0 | 0 | 0 | PVY-0(203)F | Maricopa | None | SH633-01C/01D | Safety | HSP-MAG | 2017 | 190,234 | 0 | 0 | 190,234 | Deletion | ✓ | ✓ |
| Valley Metro/RPTA <Peoria> | Transit | 2017 | PEO16-418 | 246 | Grand/Peoria | Design regional park-and-ride (Grand/Peoria) | 0 | 0 | 0 | ----- | Maricopa | TLCP | ---- | Transit Bus | 5307 | 2016 | 301,125 | 75,282 | 0 | 376,407 | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA <Peoria> | Transit | 2018 | PEO16-419 | 246 | Grand/Peoria | Right of way regional park-and-ride (Grand/Peoria) | 0 | 0 | 0 | 11.32.04 | Maricopa | TLCP | ---- | Transit Bus | 5337-HI | 2017 | 1,710,940 | 427,735 | 0 | 2,138,675 | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA <Peoria> | Transit | 2018 | PEO17-420 | 246 | Grand/Peoria | Construct regional park-and-ride (Grand/Peoria) | 0 | 0 | 0 | 11.33.04 | Maricopa | TLCP | ---- | Transit Bus | 5307 | 2017 | 991,589 <1,585,119> | 247,897 <396,280> | 0 | 1,239,486 <1,981,399> | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA <Peoria> | Transit | 2018 | PEO17-420 | 246 | Grand/Peoria | Construct regional park-and-ride (Grand/Peoria) | 0 | 0 | 0 | 11.33.04 | Maricopa | TLCP | ---- | Transit Bus | 5339 | 2017 | 691,173 <97,643> | 172,793 <24,411> | 0 | 863,966 <122,054> | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA <Peoria> | Transit | 2018 | PEO17-420 | 246 | Grand/Peoria | Construct regional park-and-ride (Grand/Peoria) | 0 | 0 | 0 | 11.33.04 | Maricopa | TLCP | ---- | Transit Bus | CMAQ-Flex | 2017 | 1,448,759 | 362,190 | 0 | 1,810,949 | Value Change(s) | ✓ | ✓ |
| Peoria | Transit | 2021 | PEO21-701 | 47404 | Peoria | Purchase bus: < 30 foot - 2 replace (dial-a-ride) | 0 | 0 | 0 | 11.12.04 | Maricopa | TLCP | ---- | Transit Bus | 5307 <5339> | 2020 | 169,413 <169,413> | 29,896 <29,896> | 0 | 199,309 <199,309> | Value Change(s) | ✓ | ✓ |
| Peoria | Transit | 2022 | PEO22-701 | 47404 | Peoria | Purchase bus: < 30 foot - 2 replace (dial-a-ride) | 0 | 0 | 0 | 11.12.04 | Maricopa | TLCP | ---- | Transit Bus | 5339 | 2021 | 174,495 | 30,793 | 0 | 205,288 | Deletion | ✓ | ✓ |
| Peoria | Transit | 2022 | PEO22-702 | 47404 | Peoria | Purchase bus: < 30 foot - 2 replace (dial-a-ride) | 0 | 0 | 0 | 11.12.04 | Maricopa | TLCP | ---- | Transit Bus | 5307 <5339> | 2021 | 174,495 | 30,793 | 0 | 205,288 | Value Change(s) | ✓ | ✓ |
| Phoenix | Transit | 2021 | PHX21-703 | 8434 | Regionwide | Purchase bus: < 30 foot - 3 replace (circulator) | 0 | 0 | 0 | ----- | Maricopa | TLCP | ---- | Transit Bus | 5339 <5307> | 2020 | 270,530 | 47,741 | 0 | 318,270 | Value Change(s) | ✓ | ✓ |
| Phoenix | Transit | 2021 | PHX21-704 | 8434 | Regionwide | Purchase bus: Articulated - 16 replace <Purchase bus: Articulated - 13 replace> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ---- | Transit Bus | 5307 | 2020 | 12,852,340 <10,442,526> | 2,268,060 <1,842,790> | 0 | 15,120,400 <12,285,325> | Value Change(s) | ✓ | ✓ |
| Phoenix | Transit | 2021 | PHX21-705 | 8434 | Regionwide | Purchase bus: Articulated - 5 replace <Purchase bus: Articulated - 3 replace> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ---- | Transit Bus | 5339 | 2020 | 4,011,038 <2,402,065> | 714,087 <433,010> | 0 | 4,725,125 <2,835,075> | Value Change(s) | ✓ | ✓ |
| Phoenix | Transit | 2022 | PHX22-701 | 8434 | Regionwide | Purchase bus: Articulated - 16 replace <Purchase bus: Articulated - 5 replace> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ---- | Transit Bus | 5307 | 2021 | 13,237,910 <4,136,847> | 2,336,102 <730,032> | 0 | 15,574,012 <4,866,879> | Value Change(s) | ✓ | ✓ |
| Phoenix | Transit | 2022 | PHX22-702 | 8434 | Regionwide | Purchase bus: Articulated - 18 replace | 0 | 0 | 0 | ----- | Maricopa | TLCP | ---- | Transit Bus | 5307 | 2021 | 14,892,649 | 2,628,115 | 0 | 17,520,764 | Deletion | ✓ | ✓ |
| Phoenix | Transit | 2022 | PHX22-703 | 8434 | Regionwide | Purchase bus: Articulated - 5 replace <Purchase bus: Articulated - 3 replace> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ---- | Transit Bus | 5339 | 2021 | 4,132,906 <2,478,706> | 733,973 <441,421> | 0 | 4,866,879 <2,920,127> | Value Change(s) | ✓ | ✓ |
| Scottsdale | Transit | 2017 | SCT17-701 | 34547 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A.00 | Maricopa | None | ---- | Transit Bus | 5307 | 2016 <2017> | 173,385 | 0 | 43,346 | 216,731 | Value Change(s) | ✓ | ✓ |
| Tempe | Highway | 2018 | TMP18-441 | 19300 | Divot Drive: Kyrene Road to Western Canal <Divot Drive: Kyrene Road to Highline Canal (Western | Construct multi-use path | 0.5 | 0 | 0 | TMP-0(249)D | Maricopa | None | T009301C | Bike/Ped | CMAQ | 2018 | 793,063 | 0 | 62,937 | 856,000 | Value Change(s) | | |
| Valley Metro Rail | Transit | 2020 | VMR18-421 | 49041 | I-10 WEST Phoenix | Fixed guideway corridor - Capitol/I-10 West Phase I - Private Utility Relocation | 0 | 0 | 0 | ----- | Maricopa | TLCP | ---- | Transit Rail | CMAQ-Flex | 2018 | 3,801,283 <4,168,577> | 950,321 <1,042,140> | 0 | 4,751,604 <5,210,717> | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2018 | VMR17-401 | 21692 | Regionwide | Purchase bus: standard 40 foot - 1 replace | 0 | 0 | 0 | 11.12.01 | Maricopa | TLCP | ---- | Transit Bus | 5337-HI | 2017 | 507,705 | 89,595 | 0 | 597,300 | Deletion | ✓ | ✓ |

* Since the Management Committee meeting changes in location description for two projects and the addition of one ITS project.

Errata Sheet 2
Changes to the Draft FY 2017 - FY 2021 MAG Transportation Improvement Program*

| Agency | Section | Work Year | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI/Fed Id | AQ Area | In Program | TRACS/Grant ID | MAG Mode | Funding | Apportionment Year | Federal | Regional | Local | Total | Note | Reviewed By | |
|-------------------|---------|-----------|-----------|--------|---|--|-------|--------------|-------------|------------|----------|------------|----------------|---------------|----------------|--------------------|--------------------------|--------------------------|------------|--------------------------|-----------------|-------------|----|
| | | | | | | | | | | | | | | | | | | | | | | TRC | MC |
| Valley Metro/RPTA | Transit | 2018 | VMT18-704 | 21692 | Regionwide | Purchase bus: standard 40 foot - 8 replace <Purchase bus: standard 40 foot - 4 replace> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5339 | 2017 | 4,061,640 <3,553,935> | 716,760 <627,165> | 0 | 4,778,400 <4,181,100> | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2020 | VMT20-704 | 4760 | Regionwide | Operating:Operating Assistance TBD | 0 | 0 | 0 | 30.09.01 | Maricopa | None | ----- | Transit Bus | 5307-AVN UZA | 2019 | 2,234,247 <2,296,344> | 2,234,247 <2,296,344> | 0 | 4,468,494 <4,592,688> | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2021 | VMT21-704 | 29444 | Regionwide | Purchase vanpools: 8 replace | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5339 <5307> | 2020 | 325,040 | 57,360 | 0 | 382,400 | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2022 | VMT22-704 | 21692 | Regionwide | Purchase bus: standard 40 foot - 8 replace <Purchase bus: standard 40 foot - 9 replace> | 0 | 0 | 0 | 11.12.01 | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2021 | 4,570,960 <5,142,330> | 806,640 <907,470> | 0 | 5,377,600 <6,049,800> | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2022 | VMT22-704 | 29444 | Regionwide | Purchase vanpools: 2 replace <Purchase vanpools: 6 replace> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2021 | 83,640 <292,740> | 14,760 <51,660> | 0 | 98,400 <344,400> | Value Change(s) | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2022 | VMT22-704 | 29444 | Regionwide | Purchase vanpools: 6 replace <Purchase vanpools: 2 replace> | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5339 | 2021 | 292,740 <83,640> | 51,660 <14,760> | 0 | 344,400 <98,400> | Value Change(s) | ✓ | ✓ |
| El Mirage | Highway | 2017 | ELM26-104 | 16064 | El Mirage Rd: Cactus Road to Grand Avenue | Construct roadway widening | 1.5 | 4 | 4 | ----- | Maricopa | ALCP | ----- | Street | RARF | 2017 | 0 | 625,000 | -625,000 | 0 | Addition | ✓ | ✓ |
| El Mirage | Highway | 2018 | ELM27-104 | 16064 | El Mirage Rd: Cactus Road to Grand Avenue | Construct roadway widening | 1.5 | 4 | 4 | ----- | Maricopa | ALCP | ----- | Street | RARF | 2018 | 0 | 1,132,837 | -1,132,837 | 0 | Addition | ✓ | ✓ |
| Glendale | Transit | 2017 | GLN17-704 | 44134 | Glendale | Bus Stop Accessibility Enhancements (Glendale) | 0 | 0 | 0 | 11.92.02 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 125,000 | 0 | 12,500 | 137,500 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-702 | 45010 | Various (Regionwide) | Foothills Caring Corps: Mobility Manager Position (North, Northeast Valley) | 0 | 0 | 0 | 11.7L.00 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 36,000 | 0 | 9,000 | 45,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-704 | 45010 | Various (Regionwide) | Sun City Area Interfaith Services dba Benevella: Transportation Services Operating Support (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria) | 0 | 0 | 0 | 30.09.00 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 53,113 | 0 | 53,133 | 106,246 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-705 | 45010 | Various (Regionwide) | Gompers Habilitation Center: 3 Minivans no Ramp, 1 Passenger Van (Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 86,400 | 0 | 21,600 | 108,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-706 | 45010 | Various (Regionwide) | Chandler Gilbert Arc: 2 Cutaway Vans (Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 107,100 | 0 | 18,900 | 126,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-707 | 45010 | Various (Regionwide) | Sun City Area Interfaith Services dba Benevella: 2 Raised Roof Vans w/lift (Surprise, Sun City, Sun City West, Peoria, El Mirage, Youngtown and Glendale.) | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 107,100 | 0 | 18,900 | 126,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-708 | 45010 | Various (Regionwide) | VALLEYLIFE: 2 Raised Roof Vans w/lift (Regionwide) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 107,100 | 0 | 18,900 | 126,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-709 | 45010 | Various (Regionwide) | Horizon Health and Wellness, Inc.: 2 Minivans no Ramp, 1 Passenger Van, 1 Raised Roof Van w/lift (Apache Junction, Mesa, Queen Creek, Tempe, Gilbert, Chandler, Scottsdale, Phoenix) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 119,150 | 0 | 25,850 | 145,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-710 | 45010 | Various (Regionwide) | S.T.A.R.-Stand Together and Recover Centers, Inc.: 3 Raised Roof Van w/lift (Mesa, Chandler, Gilbert, Tempe, Glendale, Peoria, Phoenix, Avondale, Goodyear, Surprise, Lavene. Part of Apache Junction, Pima Indian Reservation and Gila Indian Reservation.) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 160,650 | 0 | 28,350 | 189,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-711 | 45010 | Various (Regionwide) | The Centers for Habilitation (TCH): 4 Cutaway Van (Chandler, Tempe, Mesa, Phoenix) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 214,200 | 0 | 37,800 | 252,000 | Addition | ✓ | ✓ |

* Since the Management Committee meeting changes in location description for two projects and the addition of one ITS project.

Errata Sheet 2
Changes to the Draft FY 2017 - FY 2021 MAG Transportation Improvement Program*

| Agency | Section | Work Year | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI/Fed Id | AQ Area | In Program | TRACS/Grant ID | MAG Mode | Funding | Apportionment Year | Federal | Regional | Local | Total | Note | Reviewed By | |
|--------|---------|-----------|-----------|--------|----------------------|--|-------|--------------|-------------|------------|----------|------------|----------------|---------------|----------|--------------------|---------|----------|--------|---------|----------|-------------|----|
| | | | | | | | | | | | | | | | | | | | | | | TRC | MC |
| MAG | Transit | 2017 | PNP17-712 | 45010 | Various (Regionwide) | Southern Arizona Association for the Visually Impaired (SAAVI): 2 Minivan no Ramp (Maricopa County) | 0 | 0 | 0 | ---- | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 41,600 | 0 | 10,400 | 52,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-713 | 45010 | Various (Regionwide) | One Step Beyond, Inc. : 3 Passenger Vans, 1 Minivan- No Ramp (Avondale, Buckeye, El Mirage, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City, Anthem, Wickenburg) | 0 | 0 | 0 | 11.13.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 92,800 | 0 | 23,200 | 116,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-714 | 45010 | Various (Regionwide) | Hacienda Inc.: 3 Raised Roof Vans w/lift (Regionwide) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 160,650 | 0 | 28,350 | 189,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-715 | 45010 | Various (Regionwide) | Northwest Valley Connect: 1 Passenger Van (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria) | 0 | 0 | 0 | 11.13.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 24,000 | 0 | 6,000 | 30,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-716 | 45010 | Various (Regionwide) | Beatitudes Campus: 1 Cutaway Van (Maricopa County) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 53,550 | 0 | 9,450 | 63,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-717 | 45010 | Various (Regionwide) | CHEEERS (Center for Health Empowerment Education Employment Recovery Services): 1 Passenger Van, 1 Minivan w/ramp (Maricopa County) | 0 | 0 | 0 | 11.13.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 63,100 | 0 | 12,900 | 76,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-718 | 45010 | Various (Regionwide) | Scottsdale Training and Rehabilitation Services: 1 Cutaway Van, 1 Passenger Van (Scottsdale and the greater Phoenix Metropolitan Community.) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 77,550 | 0 | 15,450 | 93,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-719 | 45010 | Various (Regionwide) | East Valley Adult Resources: 1 Raised Roof Van w/lift (Apache Junction with transportation to Gilbert and inside Maricopa County) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 53,550 | 0 | 9,450 | 63,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-720 | 45010 | Various (Regionwide) | Friendship Village of Tempe: 2 Cutaway Vans, 1 Raised Roof Van w/lift (Tempe and Metro Phoenix) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 160,650 | 0 | 28,350 | 189,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-721 | 45010 | Various (Regionwide) | Goldensun Peace Ministries: 1 Cutaway Van (West Valley) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 53,550 | 0 | 9,450 | 63,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-722 | 45010 | Various (Regionwide) | Independence Plus, Inc.: 1 Raised Roof Van w/lift (West Phoenix) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 53,550 | 0 | 9,450 | 63,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-723 | 45010 | Various (Regionwide) | Central Arizona Council On Developmental Disabilities : 2 Raised Roof Vans w/lift, 1 Passenger Van (Apache Junction, Queen Creek and east Mesa) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 131,100 | 0 | 24,900 | 156,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-724 | 45010 | Various (Regionwide) | Central Valley region - (Placeholder): Mobility Manager Position (Central Valley) | 0 | 0 | 0 | 11.7L.00 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 36,000 | 0 | 9,000 | 45,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-725 | 45010 | Various (Regionwide) | Arizona Board of Regents for/on behalf of Northern Arizona University: Senior Companion Program - Door Through Door & More Transportation (Maricopa County including: Chandler, Fountain Hills, Gilbert, Glendale, Mesa, Paradise Valley, Phoenix, Scottsdale, and Tempe.) | 0 | 0 | 0 | 30.09.00 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 78,465 | 0 | 78,465 | 156,930 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-726 | 45010 | Various (Regionwide) | Northwest Valley Connect: Mobility Manager Position (West Valley) | 0 | 0 | 0 | 11.7L.00 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 36,000 | 0 | 9,000 | 45,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-727 | 45010 | Various (Regionwide) | Northwest Valley Connect: New Freedom - Operations (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria) | 0 | 0 | 0 | 30.09.00 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 15,000 | 0 | 15,000 | 30,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2017 | PNP17-728 | 45010 | Various (Regionwide) | Foothills Caring Corps, Inc.: New Freedom Operations (Cave Creek, Carefree, North Phoenix, North Scottsdale) | 0 | 0 | 0 | 30.09.00 | Maricopa | None | ---- | Transit Other | 5310-MAG | 2016 | 53,743 | 0 | 53,743 | 107,486 | Addition | ✓ | ✓ |

* Since the Management Committee meeting changes in location description for two projects and the addition of one ITS project.

Errata Sheet 2
Changes to the Draft FY 2017 - FY 2021 MAG Transportation Improvement Program*

| Agency | Section | Work Year | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI/Fed Id | AQ Area | In Program | TRACS/Grant ID | MAG Mode | Funding | Apportionment Year | Federal | Regional | Local | Total | Note | Reviewed By | |
|-------------------|---------|-----------|-----------|--------|---|--|-------|--------------|-------------|----------------|----------|------------|----------------|---------------|-------------|--------------------|-----------|-----------|-----------|-----------|----------|-------------|----|
| | | | | | | | | | | | | | | | | | | | | | | TRC | MC |
| MAG | Transit | 2019 | MAG18-70 | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A.00 | Maricopa | None | ----- | Transit Bus | 5337-HI | 2018 | 187,154 | 0 | 46,789 | 233,943 | Addition | ✓ | ✓ |
| MAG | Transit | 2019 | MAG18-70 | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | 11.7A.00 | Maricopa | None | ----- | Transit Bus | STP-AZ-Flex | 2018 | 295,313 | 0 | 73,828 | 369,141 | Addition | ✓ | ✓ |
| MAG | Transit | 2020 | MAG20-71 | 5800 | Regionwide | Other | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2019 | 1,500,000 | 0 | 375,000 | 1,875,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2021 | MAG21-70 | 5800 | Regionwide | Other | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2020 | 1,500,000 | 0 | 375,000 | 1,875,000 | Addition | ✓ | ✓ |
| MAG | Transit | 2022 | MAG22-70 | 37637 | Regionwide | Purchase bus: Articulated - 5 expand | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2021 | 4,136,847 | 730,032 | 0 | 4,866,879 | Addition | ✓ | ✓ |
| MAG | Transit | 2022 | MAG22-70 | 5800 | Regionwide | ITS | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2021 | 6,331,072 | 1,582,768 | 0 | 7,913,840 | Addition | ✓ | ✓ |
| MAG | Transit | 2022 | MAG22-70 | 5800 | Regionwide | Other | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2021 | 1,500,000 | 0 | 375,000 | 1,875,000 | Addition | ✓ | ✓ |
| Phoenix | Highway | 2017 | PHX15-463 | 35323 | City of Phoenix (Various) | Procure, install, and provision traffic monitoring cameras | 59 | 0 | 0 | CM-PHX-0(286)T | Maricopa | None | SZ100 01C | ITS | Local | 2017 | 0 | 0 | 776,379 | 776,379 | Addition | | |
| Phoenix | Highway | 2017 | PHX16-435 | 37213 | Eagle College Prep: South Mountain, Harmony, Mesa, Maryvale | Safe Routes to School Support Activity project: Eagles Quest for Safety Vest | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Safety | TAP-MAG | 2017 | 28,997 | 0 | 1,753 | 30,750 | Addition | ✓ | ✓ |
| Phoenix | Highway | 2017 | PHX17-470 | 30424 | Creighton School District/Biltmore Preparatory | Safe Routes to School Framework Study | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Safety | TAP-MAG | 2017 | 20,746 | 0 | 1,254 | 22,000 | Addition | ✓ | ✓ |
| Phoenix | Transit | 2017 | PHX17-712 | 17311 | Regionwide | Program Administration Funds (Regionwide) | 0 | 0 | 0 | 11.79.00 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 299,102 | 0 | 0 | 299,102 | Addition | ✓ | ✓ |
| Phoenix | Transit | 2017 | PHX17-713 | 44311 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 5,550,655 | 0 | 1,387,664 | 6,938,319 | Addition | ✓ | ✓ |
| Phoenix | Transit | 2022 | PHX22-707 | 8434 | Regionwide | Purchase bus: < 30 foot - 18 replace (dial-a-ride) | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2021 | 209,100 | 36,900 | 0 | 246,000 | Addition | ✓ | ✓ |
| Phoenix | Transit | 2022 | PHX22-708 | 8434 | Regionwide | Purchase bus: < 30 foot - 12 replace (dial-a-ride) | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5339 | 2021 | 139,400 | 24,600 | 0 | 164,000 | Addition | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2017 | VMT17-703 | 45264 | Regionwide | Northwest Valley Dial-A-Ride (Taxi subsidy service) (El Mirage, Peoria, Sun Cities, Surprise, Youngtown, and County) | 0 | 0 | 0 | 30.09.00 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 220,044 | 0 | 220,044 | 440,088 | Addition | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2017 | VMT17-704 | 45264 | Regionwide | East Valley RideChoice (Contract service) (Chandler, Gilbert, Mesa and Tempe) | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 250,000 | 0 | 250,000 | 500,000 | Addition | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2017 | VMT17-707 | 45264 | Regionwide | Travel Training | 0 | 0 | 0 | 30.09.01 | Maricopa | None | ----- | Transit Other | 5310-MAG | 2016 | 70,000 | 0 | 17,500 | 87,500 | Addition | ✓ | ✓ |
| Valley Metro/RPTA | Transit | 2022 | VMT22-703 | 21692 | Regionwide | Purchase bus: standard 40 foot - 1 replace | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5339 | 2021 | 571,370 | 100,830 | 0 | 672,200 | Addition | ✓ | ✓ |

* Since the Management Committee meeting changes in location description for two projects and the addition of one ITS project.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 8, 2016

SUBJECT:

Draft FY 2017-2021 MAG Transportation Improvement Program Transit Listings and FY 2016 Program of Projects

SUMMARY:

The Program of Projects (POP) is required by Federal Transit Administration (FTA) to provide an annual listing of transit projects funded by the Section 5307 program. The Section 5307 program makes federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for general public transportation related projects. By federal legislation, the program is required to be developed in consultation with interested parties in coordination with providers of public transportation services and is subject to public participation requirements. As stated in the MAG Public Participation Plan, MAG's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the POP that is required in U.S.C. Section 5307. Please refer to the attached material for the full listing of projects.

PUBLIC INPUT:

As stated in the MAG Public Participation Plan, MAG's TIP process is used to satisfy the public participation process of the POP that is required in U.S.C. Section 5307. The Draft Fiscal Year (FY) 2016 POP will be included in the public hearing held on June 7, 2016. At the May 17, 2016, Transit Committee meeting, three members of the audience voiced their support for the utilization of funding for transit ADA accessibility improvements. Please refer to the FY 2016 Final Phase Input Opportunity Report listed as a separate agenda item for public input received.

PROS & CONS:

PROS: The approval of the Fiscal Year 2016 Program of Projects will allow the City of Phoenix to apply for funding from the Federal Transit Administration and reimburse agencies for projects that will be implemented in Fiscal Year 2017.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Transit Committee was presented with three planning scenarios as part of the Draft MAG FY 2017-2021 TIP and FY 2016 POP development process. By unanimous voice vote, the committee recommended staff move forward with planning scenario 3, which included funding for ADA, bus expansion and regional Information Technology and Infrastructure.

POLICY: None.

ACTION NEEDED:

Recommend approval of the Fiscal Year (FY) 2016 Draft Program of Projects and amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2017-2021 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

The Draft Fiscal Year 2017-2021 MAG Transportation Improvement Program Transit Listings and Fiscal Year 2016 Program of Projects, was recommended for approval at the June 8, 2016, MAG Management Committee meeting.

MEMBERS ATTENDING

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

- Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Carl Swenson, Peoria
- # Louis Anderson for Greg Stanley, Pinal County
- Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- # Brian Biesemeyer, Scottsdale
- # Bob Wingenroth, Surprise
- Marge Zylla for Andrew Ching, Tempe
- Pilar Sinawi for Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- Reid Spaulding for Joy Rich, Maricopa County
- John Farry for Scott Smith, Valley Metro/RPTA

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

The Draft Fiscal Year 2017-2021 MAG Transportation Improvement Program Transit Listings and Fiscal Year 2016 Program of Projects, was recommended for approval at the May 26, 2016, MAG Transportation Review Committee meeting.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Shane Kiesow for Giao Pham
- Buckeye: Jose Heredia for Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: R.J. Zeder for Dan Cook
- El Mirage: Jorge Gastelum
- * Florence: Jess Knudson
- * Fountain Hills: Randy Harrel
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Rebecca Zook

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

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Chris Hauser, El Mirage
- * ITS Committee: Marshall Riegel, Phoenix

FHWA: Ed Stillings
* Bicycle/Pedestrian Committee: Jim Hash,
Mesa

* Transportation Safety Committee: Dana
Alvidrez, Chandler

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

On May 17, 2016, the MAG Transit Committee recommended approval of the Draft FY2016 Program of Projects, and amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate to the 2035 Regional Transportation Plan, and as appropriate, for inclusion in the Draft FY 2017-2021 MAG Transportation Improvement Program.

MEMBERS ATTENDING

ADOT: Jaclyn Birley for Mike Normand
Avondale: Kristen Taylor, Vice Chair
Buckeye: Andrea Marquez
Chandler: Jason Crampton for RJ Zeder
El Mirage: Jose Macias
* Gila River Indian Community, Vacant
Gilbert: Kristin Myers
Glendale: Kevin Link for Debbie Albert
Goodyear: Christine McMurdy
Maricopa: David Maestas
Maricopa County DOT: Reed Kempton
Mesa: Jodi Sorrell

* Paradise Valley: Jeremy Knapp
Peoria: Stuart Kent
Phoenix: Ken Kessler for Maria Hyatt, Chair
Queen Creek: Mohamed Youssef
Scottsdale: Gregory P. Davies for
Madeline Clemann
Surprise: Martín Lucero
Tempe: Robert Yabes
* Tolleson: Vacant
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

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

CONTACT PERSON:

Alice Chen (602) 254-6300

May 11, 2016

To: Members of the MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: Draft FY 2017-2021 Transportation Improvement Program Listings and FY 2016 Program of Projects

MAG is currently developing the Fiscal Year 2016 Annual Transit Program of Projects (POP) and the Fiscal Year 2017-2021 Transportation Improvement Program (TIP). The Program of Projects is developed annually and ensures that the public is informed and has continued involvement in the development of the Transportation Improvement Program. Per MAG's Public Participation Plan, the MAG public participation process satisfies the grantee's public participation requirements for the POP. Please refer to Table 1 for the Draft Transit Programming Schedule (as of 5/10/2016).

Table 1: Draft Transit Programming Schedule

| Date | Transit Committee Agenda/Discussion |
|---------------|--|
| May 17, 2016 | MAG Transit Committee recommends approval of the FY2016-2021 Transit Listing of projects pending TLCP approval |
| June 9, 2016 | MAG Management Committee recommends approval of the FY2016-2021 Transit Listing of projects pending TLCP approval |
| June 15, 2016 | MAG Transportation Policy Committee recommends approval of the FY2016-2021 Transit Listing of projects pending TLCP approval |
| June 16, 2016 | Valley Metro Board approves the TLCP |
| June 22, 2016 | MAG Regional Council approves FY 2016 Program of Projects and FY2017-2021 TIP |

At the March 15, 2016 Transit Committee meeting, member agencies provided input regarding the programming of federal funds with the funding projections available at the time. At the April 17, 2016 meeting updated financial information from the Transit Life Cycle Program and Federal funds projections was provided. For the May 17, 2016 meeting, the Committee requested that MAG staff prepare additional funding scenarios for discussion, including funding provisions for bus expansion, information and technology upgrades, and infrastructure that improve accessibility to transit. Three programming scenarios are presented for discussion. Please refer to the tables below for additional information.

For information, discussion and recommended approval of the Draft FY2016 Program of Projects, and amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate to the 2035 Regional Transportation Plan, and as appropriate, for inclusion in the Draft FY 2017-2021 Transportation Improvement Program.

Please contact Alice Chen achen@azmag.gov or 602-254-6300 with any questions.

Scenario 1:

At the March 15, 2016 Transit Committee meeting, member agencies provided input regarding the programming of federal funds with the funding projections available at the time. The committee requested that MAG staff moved forward with a scenario that included:

- Reducing JARC sub-allocation to \$750,000
- Moving funds previously allocated to JARC (approximately \$1,000,000) to ADA accessibility improvements to bus stops
- Funding approximately 40-45 expansion vehicles over 6 years

| | 2013-2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | Total |
|---------------------------------|---------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Priority 1: Federally Required | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Priority 2: Grant Management | \$0 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$240,000 |
| Priority 3: PM/Operations/ADA | \$107,202 | \$12,152,822 | \$13,025,698 | \$12,887,236 | \$13,139,888 | \$13,644,378 | \$13,883,155 | \$78,840,379 |
| Priority 4: JARC | | \$750,000 | \$775,000 | \$800,000 | \$825,000 | \$850,000 | \$875,000 | \$4,875,000 |
| Priority 5: TLCP Bus | \$6,629,386 | \$36,525,923 | \$39,799,090 | \$44,583,768 | \$48,906,346 | \$50,474,301 | \$29,910,973 | \$256,829,788 |
| Priority 6a: TLCP Bus Facility | \$0 | \$3,331,598 | \$3,654,641 | \$1,247,604 | \$0 | \$0 | \$0 | \$8,233,843 |
| Priority 6b: TLCP Rail Facility | \$0 | \$13,931,127 | \$54,015,232 | \$53,378,878 | \$72,827,023 | \$71,943,455 | \$119,463,610 | \$385,559,325 |
| Priority 8: Other TLCP | \$0 | \$395,633 | \$401,567 | \$2,305,000 | \$4,610,000 | \$4,679,150 | \$4,749,337 | \$17,140,687 |
| Priority 9: ADA | \$0 | \$0 | \$1,762,425 | \$1,745,742 | \$1,752,128 | \$948,866 | \$4,985,150 | \$11,194,311 |
| Priority 9: Bus | \$6,120,791 | \$0 | \$7,041,825 | \$2,091,483 | \$0 | \$0 | \$10,852,800 | \$26,106,898 |
| Priority 9: ITS | \$0 | \$11,014,630 | \$0 | \$0 | \$0 | \$0 | \$6,491,194 | \$17,505,824 |
| Total | \$12,857,379 | \$78,141,733 | \$120,515,478 | \$119,079,711 | \$142,100,385 | \$142,580,150 | \$191,251,219 | \$806,526,055 |

Scenario 2:

At the April 19, 2016 Transit Committee meeting, staff provided a draft listing of projects utilizing the programming scenario recommended by the Transit committee at the March 15, 2016 discussion. The committee requested that MAG staff provide an additional programming scenarios for discussion at the May 17, 2016 transit Committee meeting. This scenario includes:

- Reducing JARC sub-allocation to \$750,000
- Unfunding all provisions for ADA accessibility improvements to bus stops
- Programming the funds previously allocated to ADA improvements to bus stops to expansion buses thereby increasing the net expansion vehicle to approximately 65-70 vehicles over 6 years.

| Programming Priority | 2013-2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | Total |
|---------------------------------|---------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Priority 1: Federally Required | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Priority 2: Grant Management | \$0 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$240,000 |
| Priority 3: PM/Operations/ADA | \$107,202 | \$12,152,822 | \$12,757,303 | \$13,064,365 | \$13,276,324 | \$13,516,115 | \$13,883,155 | \$78,757,286 |
| Priority 4: JARC | | \$750,000 | \$775,000 | \$800,000 | \$825,000 | \$850,000 | \$875,000 | \$4,875,000 |
| Priority 5: TLCP Bus | \$6,629,386 | \$36,525,923 | \$39,799,090 | \$44,583,768 | \$48,906,346 | \$50,474,301 | \$29,910,973 | \$256,829,788 |
| Priority 6a: TLCP Bus Facility | \$0 | \$3,331,598 | \$3,654,641 | \$1,247,604 | \$0 | \$0 | \$0 | \$8,233,843 |
| Priority 6b: TLCP Rail Facility | \$0 | \$13,931,127 | \$54,015,232 | \$53,378,878 | \$72,827,023 | \$71,943,455 | \$119,463,610 | \$385,559,325 |
| Priority 8: Other TLCP | \$0 | \$395,633 | \$401,567 | \$2,305,000 | \$4,610,000 | \$4,679,150 | \$4,749,337 | \$17,140,687 |
| Priority 9: ADA | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Priority 9: Bus | \$6,120,791 | \$0 | \$9,072,645 | \$3,660,095 | \$1,615,693 | \$1,077,129 | \$16,014,324 | \$37,560,676 |
| Priority 9: ITS | \$0 | \$11,014,630 | \$0 | \$0 | \$0 | \$0 | \$6,314,819 | \$17,329,449 |
| Total | \$12,857,379 | \$78,141,733 | \$120,515,478 | \$119,079,710 | \$142,100,386 | \$142,580,150 | \$191,251,218 | \$806,526,054 |

Scenario 3:

At the April 19, 2016 Transit Committee meeting it was requested that staff presented additional programming scenarios for discussion at the May Transit Committee meeting. Scenario 3 includes:

- o Eliminating the JARC sub-allocation
- o Funding \$2.5 million for ADA accessibility improvements to bus stops in Fiscal years 2016-2017
- o Funding approximately 55-60 expansion vehicles over 6 years
- o Leaving \$1.5 million un-programmed from FY 2018-2021 to be discussed (options include JARC, ADA, expansion vehicles, ITS) in the next TIP development cycle

| Programming Priority | 2013-2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | Total |
|---------------------------------|---------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Priority 2: Grant Management | \$0 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$240,000 |
| Priority 3: PM/Operations/ADA | \$107,202 | \$11,902,822 | \$13,025,698 | \$12,887,236 | \$13,139,888 | \$13,943,244 | \$13,883,155 | \$78,889,245 |
| Priority 4: JARC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Priority 5: TLCP Bus | \$6,629,386 | \$36,525,923 | \$39,799,090 | \$44,583,768 | \$48,906,346 | \$50,474,301 | \$29,910,973 | \$256,829,788 |
| Priority 6a: TLCP Bus Facility | \$0 | \$3,331,598 | \$3,654,641 | \$1,247,604 | \$0 | \$0 | \$0 | \$8,233,843 |
| Priority 6b: TLCP Rail Facility | \$0 | \$13,931,127 | \$54,015,232 | \$53,378,878 | \$72,827,023 | \$71,943,455 | \$119,463,610 | \$385,559,325 |
| Priority 8: Other TLCP | \$0 | \$395,633 | \$401,567 | \$2,305,000 | \$4,610,000 | \$4,679,150 | \$4,749,337 | \$17,140,687 |
| Priority 9: ADA | \$0 | \$1,000,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |
| Priority 9: Bus | \$6,120,791 | | \$8,079,250 | \$3,137,224 | \$1,077,129 | \$0 | \$15,193,950 | \$33,608,343 |
| Priority 9: ITS | \$0 | \$11,014,630 | \$0 | \$0 | \$0 | \$0 | \$6,510,194 | \$17,524,824 |
| Priority 9: Other/TBD | \$0 | \$0 | \$0 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$6,000,000 |
| Total | \$12,857,379 | \$78,141,733 | \$120,515,478 | \$119,079,710 | \$142,100,386 | \$142,580,150 | \$191,251,218 | \$806,526,055 |

MAG Program of Projects (POP) FY 2016 Federal Transit Administration

5/18/2016

| Agency | Section | Work Year | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI/Fed Id | AQ Area | In Program | TRACS /Grant ID | MAG Mode | Funding | Apportionment Year | Federal | Regional | Local | Total |
|-------------------|---------|-----------|------------|--------|---|--|-------|--------------|-------------|------------|----------|------------|-----------------|-------------|---------|--------------------|------------|-----------|-----------|------------|
| Glendale | Transit | 2017 | NEW | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 36,202 | 0 | 9,051 | 45,253 |
| Peoria | Transit | 2017 | NEW | | Regionwide | ADA Operating | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 3,125 | 0 | 781 | 3,906 |
| Peoria | Transit | 2017 | NEW | 5800 | Regionwide | ADA Improvements | 0 | 0 | 0 | 30.09.01 | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 1,000,000 | 0 | 250,000 | 1,250,000 |
| Phoenix | Transit | 2017 | PHX14-107T | 39152 | Laveen/59th Avenue | Pre-Design regional park-and-ride (Laveen/59th Avenue) | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2016 | 104,503 | 26,126 | 0 | 130,629 |
| Phoenix | Transit | 2017 | PHX15-427T | 8434 | Regionwide | Purchase bus: Articulated - 24 replace | 0 | 0 | 0 | 11.12.06 | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 16,728,000 | 2,952,000 | 0 | 19,680,000 |
| Phoenix | Transit | 2017 | PHX16-426T | 8434 | Regionwide | Purchase bus: < 30 foot - 12 replace (dial-a-ride) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 703,800 | 124,200 | 0 | 828,000 |
| Phoenix | Transit | 2017 | PHX16-428T | 8434 | Regionwide | Purchase bus: < 30 foot - 2 replace (dial-a-ride) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 117,300 | 20,700 | 0 | 138,000 |
| Phoenix | Transit | 2017 | PHX16-430T | 8434 | Regionwide | Purchase bus: < 30 foot - 7 replace (dial-a-ride) | 0 | 0 | 0 | 11.12.04 | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 410,550 | 72,450 | 0 | 483,000 |
| Phoenix | Transit | 2017 | PHX16-431T | 8434 | Regionwide | Purchase bus: 30 foot - 2 replace (DASH) | 0 | 0 | 0 | 11.12.03 | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 875,500 | 154,500 | 0 | 1,030,000 |
| Phoenix | Transit | 2017 | PHX16-433T | 32671 | Regionwide | Support Services for Grant Management | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 40,000 | 0 | 10,000 | 50,000 |
| Phoenix | Transit | 2017 | PHX17-436T | 8434 | Regionwide | Purchase bus: Articulated - 3 replace | 0 | 0 | 0 | 11.12.06 | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2016 | 2,251,650 | 397,350 | 0 | 2,649,000 |
| Phoenix | Transit | 2017 | PHX17-702T | 25579 | Regionwide | Fare Collection System Upgrade | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 3,382,630 | 0 | 845,658 | 4,228,288 |
| Phoenix | Transit | 2017 | PHX17-703T | 32755 | Regionwide | HASTUS scheduling software | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 800,000 | 0 | 200,000 | 1,000,000 |
| Phoenix | Transit | 2017 | PHX17-704T | 25579 | Regionwide | On Board Digital Video Recorders | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2016 | 3,584,000 | 896,000 | 0 | 4,480,000 |
| Phoenix | Transit | 2017 | PHX17-705T | 25579 | Regionwide | On Board Headsign | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2016 | 2,048,000 | 512,000 | 0 | 2,560,000 |
| Phoenix | Transit | 2017 | NEW | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 5,550,655 | 0 | 1,387,664 | 6,938,319 |
| Scottsdale | Transit | 2017 | NEW | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 173,385 | 0 | 43,346 | 216,731 |
| Tempe | Transit | 2017 | TMP17-701T | 12102 | East Valley Bus Operations & Maintenance Facility | EVBOM Facility - CO2 sensors | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 1,200,000 | 0 | 300,000 | 1,500,000 |
| Valley Metro Rail | Transit | 2017 | NEW | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 1,306,449 | 0 | 326,612 | 1,633,061 |
| Valley Metro/RPTA | Transit | 2017 | PEO16-418T | 246 | Grand/Peoria | Design regional park-and-ride (Grand/Peoria) | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2016 | 301,125 | 75,282 | 0 | 376,407 |
| Valley Metro/RPTA | Transit | 2017 | VMR16-389T | 19422 | Regionwide | Purchase bus: 30 foot - 7 expand (Tempe) | 0 | 0 | 0 | 11.13.03 | Maricopa | TLCP | ----- | Transit Bus | 5307 | 2016 | 2,885,750 | 509,250 | 0 | 3,395,000 |
| Valley Metro/RPTA | Transit | 2017 | VMR16-401T | 21692 | Regionwide | Purchase bus: standard 40 foot - 4 replace | 0 | 0 | 0 | 11.12.01 | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 2,225,742 | 392,778 | 0 | 2,618,520 |
| Valley Metro/RPTA | Transit | 2017 | NEW | | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5307 | 2016 | 4,525,122 | 0 | 1,131,280 | 5,656,402 |
| Phoenix | Transit | 2017 | PHX16-429T | 8434 | Regionwide | Purchase bus: Articulated - 5 replace | 0 | 0 | 0 | 11.12.06 | Maricopa | None | ----- | Transit Bus | 5339 | 2016 | 3,748,918 | 662,250 | 0 | 4,411,168 |
| Phoenix | Transit | 2017 | PHX17-706T | 8434 | Regionwide | Purchase bus: < 30 foot - 4 replace (dial-a-ride) | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5339 | 2016 | 234,600 | 41,400 | 0 | 276,000 |
| Valley Metro/RPTA | Transit | 2017 | PEO13-101T | 6338 | Peoria | Design regional transit center (4-bay) Peoria | 0 | 0 | 0 | 11.31.02 | Maricopa | TLCP | ----- | Transit Bus | 5339 | 2016 | 125,260 | 31,315 | 0 | 156,575 |
| Valley Metro/RPTA | Transit | 2017 | VMT17-701T | 1450 | Regionwide | Purchase bus: < 30 foot - 4 replace (Rural) | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Bus | 5339 | 2016 | 550,800 | 97,200 | 0 | 648,000 |

MAG Program of Projects (POP) FY 2016 Federal Transit Administration

5/18/2016

| Agency | Section | Work Year | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI/Fed Id | AQ Area | In Program | TRACS /Grant ID | MAG Mode | Funding | Apportionment Year | Federal | Regional | Local | Total |
|-------------------|---------|-----------|-------------|--------|--|---|-------|--------------|-------------|------------|----------|------------|-----------------|--------------|--------------|--------------------|------------|-----------|---------|------------|
| Avondale | Transit | 2017 | BKY17-701T | 10195 | Regionwide | Transit Security | 0 | 0 | 0 | 57.20.10 | Maricopa | None | ----- | Transit Bus | 5307-AVN UZA | 2016 | 28,807 | 0 | 7,202 | 36,009 |
| Phoenix | Transit | 2017 | PHX17-707T | 8434 | Regionwide | Purchase bus: Articulated - 2 replace | 0 | 0 | 0 | 11.12.01 | Maricopa | None | ----- | Transit Bus | 5307-AVN UZA | 2016 | 1,394,000 | 246,000 | 0 | 1,640,000 |
| Valley Metro/RPTA | Transit | 2017 | VMT16-416T | 4760 | Regionwide | Operating:Operating Assistance | 0 | 0 | 0 | 30.09.01 | Maricopa | None | ----- | Transit Bus | 5307-AVN UZA | 2016 | 538,551 | 538,551 | 0 | 1,077,102 |
| Valley Metro/RPTA | Transit | 2017 | VMT17-702T | 27060 | Regionwide | Purchase bus: 30 foot - 8 expand (ZOOM) | 0 | 0 | 0 | 11.12.01 | Maricopa | None | ----- | Transit Bus | 5307-AVN UZA | 2016 | 1,088,000 | 192,000 | 0 | 1,280,000 |
| Valley Metro Rail | Transit | 2017 | VMR16-409T | 23739 | Regionwide | Overhaul gear units - phase 1 | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Rail | 5337-FGM | 2016 | 395,633 | 98,908 | 0 | 494,541 |
| Phoenix | Transit | 2017 | MAG17-703T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | 5337-HI | 2016 | 307,884 | 0 | 76,971 | 384,855 |
| Phoenix | Transit | 2017 | PHX16-432T | 8434 | Regionwide | Purchase bus: Articulated - 4 replace | 0 | 0 | 0 | 11.12.06 | Maricopa | None | ----- | Transit Bus | 5337-HI | 2016 | 2,788,000 | 492,000 | 0 | 3,280,000 |
| Valley Metro Rail | Transit | 2016 | VMR18-102PF | 41266 | Mesa Main Street: Mesa Dr to Gilbert Rd LRT | Professional Services | 2 | 4 | 2 | ----- | Maricopa | ALCP | ----- | Transit Rail | CMAQ | 2016 | 4,041,678 | 0 | 244,301 | 4,285,979 |
| Valley Metro Rail | Transit | 2016 | VMR18-102SS | 41266 | Mesa Main Street: Mesa Dr to Gilbert Rd LRT | Sitework and Special Conditions | 2 | 4 | 2 | ----- | Maricopa | ALCP | ----- | Transit Rail | CMAQ | 2016 | 1,256,939 | 0 | 75,976 | 1,332,915 |
| Valley Metro Rail | Transit | 2016 | VMR19-102GT | 41266 | Mesa Main Street: Mesa Dr to Gilbert Rd LRT | Guideway and Track Elements | 2 | 4 | 2 | ----- | Maricopa | ALCP | ----- | Transit Rail | CMAQ | 2016 | 7,485,345 | 0 | 452,455 | 7,937,800 |
| Valley Metro Rail | Transit | 2016 | VMR19-102RV | 41266 | Mesa Main Street: Mesa Dr to Gilbert Rd LRT | ROW, Land and Improvements | 2 | 4 | 2 | ----- | Maricopa | ALCP | ----- | Transit Rail | CMAQ | 2016 | 200,000 | 0 | 12,090 | 212,090 |
| Valley Metro Rail | Transit | 2016 | VMR21-102SS | 41266 | Mesa Main Street: Mesa Dr to Gilbert Rd LRT | Sitework and Special Conditions | 2 | 4 | 2 | ----- | Maricopa | ALCP | ----- | Transit Rail | CMAQ | 2016 | 516,038 | 0 | 31,192 | 547,230 |
| Phoenix | Transit | 2017 | PHX15-101T | 39152 | Laveen/59th Avenue | Design and Construct regional park-and-ride (59th Ave/Laveen) | 0 | 0 | 0 | 11.33.04 | Maricopa | TLCP | ----- | Transit Bus | CMAQ-Flex | 2016 | 2,800,710 | 169,290 | 0 | 2,970,000 |
| Valley Metro Rail | Transit | 2017 | VMR15-105T | 49041 | I-10 WEST Phoenix | Fixed guideway corridor - Capitol/I-10 West Phase I - Project Development | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Rail | CMAQ-Flex | 2016 | 971,130 | 242,783 | 0 | 1,213,913 |
| Valley Metro Rail | Transit | 2017 | VMR15-401T2 | 11715 | Regionwide | Purchase Light Rail Vehicles: 8 Expansion | 0 | 0 | 0 | 12.13.20 | Maricopa | TLCP | ----- | Transit Rail | CMAQ-Flex | 2016 | 12,024,775 | 2,216,982 | 0 | 14,241,757 |
| Valley Metro Rail | Transit | 2019 | VMR15-108T | 13425 | Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop | Tempe Streetcar - Construct Transitway | 3 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Rail | CMAQ-Flex | 2016 | 935,222 | 233,806 | 0 | 1,169,028 |
| Valley Metro Rail | Transit | 2017 | VMR17-701T | 2318 | 50th Street and Washington Street | New Light Rail Station - 50th Street - Project Development | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Rail | Local | 2016 | 0 | 0 | 641,622 | 641,622 |
| Valley Metro Rail | Transit | 2017 | VMR17-702T | 2318 | 50th Street and Washington Street | New Light Rail Station - 50th Street - Right-of-way Acquisition | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Rail | Local | 2016 | 0 | 0 | 151,250 | 151,250 |
| Valley Metro Rail | Transit | 2017 | VMR16-701T | 23739 | Regionwide | Overhaul pantograph | 0 | 0 | 0 | ----- | Maricopa | TLCP | ----- | Transit Rail | PTF | 2016 | 0 | 233,712 | 0 | 233,712 |

MAG Program of Projects (POP) FY 2016 Federal Transit Administraion

5/18/2016

| Agency | Section | Work Year | TIP ID | MAG ID | Location | Work | Miles | Lanes Before | Lanes After | ALI/Fed Id | AQ Area | In Program | TRACS /Grant ID | MAG Mode | Funding | Apportionment Year | Federal | Regional | Local | Total |
|-------------------|---------|-----------|------------|--------|------------|-------------------------------|-------|--------------|-------------|------------|----------|------------|-----------------|-------------|-------------|--------------------|-----------|----------|---------|-----------|
| Phoenix | Transit | 2017 | MAG17-704T | 37858 | Regionwide | Preventive Maintenance | 0 | 0 | 0 | ----- | Maricopa | None | ----- | Transit Bus | STP-AZ-Flex | 2016 | 410,550 | 0 | 102,638 | 513,188 |
| Valley Metro/RPTA | Transit | 2017 | VMR16-393T | 29444 | Regionwide | Purchase vanpools: 25 expand | 0 | 0 | 0 | 11.13.15 | Maricopa | None | ----- | Transit Bus | STP-AZ-Flex | 2016 | 964,763 | 13,237 | 0 | 978,000 |
| Valley Metro/RPTA | Transit | 2017 | VMR16-394T | 29444 | Regionwide | Purchase vanpools: 45 replace | 0 | 0 | 0 | 11.12.15 | Maricopa | None | ----- | Transit Bus | STP-AZ-Flex | 2016 | 1,630,000 | 0 | 0 | 1,630,000 |

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

June 8, 2016

SUBJECT:

FY 2016 MAG Final Phase Input Opportunity Report

SUMMARY:

The Maricopa Association of Governments (MAG) conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2016 Final Phase Input Opportunity was conducted from May 5, 2016, to June 7, 2016, to gather input on the Draft Fiscal Year 2017-2021 Transportation Improvement Program (TIP), Draft FY 2016 Transit Program of Projects (POP), amendment to the 2035 Regional Transportation Plan (Plan), and the Draft April 2016 MAG Conformity Analysis. MAG received public comment at various MAG committee meetings during the Final Phase. In addition, MAG also received comments via online correspondence as a result of a direct mailing to the MAG public involvement mail list and regional libraries.

PUBLIC INPUT:

The FY 2016 Final Phase Input Opportunity ran from May 5 to June 7, 2016. Input received to date is contained in the attached FY 2016 MAG Final Phase Input Opportunity Report. Staff will present comments received at the June 7, 2016, public hearing with the response provided. An addendum including the comments also will be provided to committee members at the June 15, 2016, Transportation Policy Committee meeting.

PROS & CONS:

PROS: The FY 2016 Final Phase Input Opportunity provides the members of the public the opportunity to comment on transportation plans and programs prior to the approval of draft documents by MAG policy committees, in accordance with federal law. The input process also provides information regarding the meeting process, content, and results to participants, staff, decision makers, federal agencies and other interested parties. In addition to the Final Phase Input Opportunity, MAG held the Mid-Phase Input Opportunity from March 14 to May 5, 2016. For your reference, the FY 2016 Mid-Phase Input Opportunity Report is included.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend acceptance of the Draft FY 2016 MAG Final Phase Public Input Opportunity Report.

PRIOR COMMITTEE ACTIONS:

On June 8, 2016, the Management Committee recommended acceptance of the Draft FY 2016 MAG Final Phase Public Input Opportunity Report.

MEMBERS ATTENDING

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

- Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Carl Swenson, Peoria
- # Louis Anderson for Greg Stanley, Pinal County
- Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- # Brian Biesemeyer, Scottsdale
- # Bob Wingenroth, Surprise
- Marge Zylla for Andrew Ching, Tempe
- Pilar Sinawi for Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrlich for John Halikowski, ADOT
- Reid Spaulding for Joy Rich, Maricopa County
- John Farry for Scott Smith, Valley Metro/RPTA

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

CONTACT PERSON:

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

FINAL PHASE INPUT OPPORTUNITY REPORT ADDENDUM

COMMENTS RECEIVED AT THE JUNE 7, 2016, PUBLIC HEARING ON THE DRAFT AMENDMENT TO THE 2035 MAG REGIONAL TRANSPORTATION PLAN, DRAFT FY 2017-2021 MAG TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT FY 2016 TRANSIT PROGRAM OF PROJECTS, AND DRAFT APRIL 2016 MAG CONFORMITY ANALYSIS

Comments received at the June 7, 2016 Public Hearing:

Comments from Sharon Hettick, Sun City West Resident

Comment: Thank you for taking the time to listen to the public. I was here at a previous meeting and I do appreciate the fact that you have made some changes or recommendations in regard to the Northwest Valley. I'm still here because over 90,000 people who live in the Northwest Valley and Sun City West, Sun City, and Sun City Grand are still without any services, nor are we on your maps clear through 2035. The communities are completely left out of the process. We do have stakeholder meetings at all of them and we have talked with several members of the group that's over here in regard to what we need to do. But we still need circulators to go through our communities. One of the biggest problems is when I listen to Mr. (Valley Metro Representative Jorge) Luna talk about the average age of the rider on the bus as 35, I'm thinking of the number of senior communities that you have in the Northwest Valley who are not even counted because we have no services there. And we now have over 200,000 people living in the Surprise, Sun City West, Sun City Grand and Sun Cities areas that have absolutely no services. So I would appreciate it going forward, looking at the monies—we do pay our taxes, we do have Prop 400 monies that we were promised with services available that are not there yet. So I would ask that you look at that going forward for the future.

Response:

Valley Metro has been working with local partners to understand the extent of transit service gaps throughout the region, including in Sun City, Sun City West, Sun City Grand, and Surprise. Recently, Valley Metro has been working with the City of Surprise to analyze and better understand the cost of extending routes further into the Northwest Valley; data from MAG's Northwest Valley Local Transit System Study and feedback from city staff has helped to populate the Short Range Transit Program with a few local bus route extension options, routes 170 and 138. Additional efforts will need to be coordinated with Maricopa County regarding service extensions through unincorporated areas. While the Great Recession resulted in a deferral of many Prop 400 projects across the region, Valley Metro and MAG are committed to working collaboratively with local transit staff to enhance regional mobility, identifying improvements that could be recommended for funding in the future.

Comments from Kathryn Chandler, Surprise Resident

Comment: I want to thank you, for the consideration of letting us speak, but also for providing the transportation that we do have in this area. We do have a lot of good transportation. I have two daughters that benefit from the transportation in Tempe and downtown Phoenix. But none of us can benefit from that same transportation if we're in Surprise. So the Northwest Valley has very little

available, and you already know that the Dial-a-Ride is wonderful and we are glad to have that, but there is no fixed route in our area. So what I'd like to say is, I see in the Plan online that the 170 is going to come out to Surprise on Bell Rd., that the 138 is going to come out to Surprise from Thunderbird and Grand, and then Waddell, and so I'm thrilled to see that. The 83 is coming north on 83rd Avenue. And then I see a circulator going out in north Peoria. Those are wonderful, we are getting much closer. But none of those goes into Sun City West or around Surprise other than coming through to City Hall. But it's a really good first step and I wanted to tell you that we have some groups in Sun City and in Sun City West that are meeting that are actually talking about what the community might be able to do as far as putting together groups that have their own vehicles. Grandview Terrace has a nice bus. There are some other agencies that have nice vans that might start community circulators and work together as a group to start forming something. But we're really hoping that if this takes off, Valley Metro steps in or MAG steps in with a plan, or Valley Metro steps in picking up on those things in the years to come. So we are really moving to do our part as a community also.

Response: As you noted, the City of Surprise has provided additional dollars for Dial-a-Ride services. Valley Metro has been working with local partners to understand the extent of transit service gaps throughout the region, including in Sun City, Sun City West, and Surprise. Recently, Valley Metro has been working with the City of Surprise to analyze and better understand the cost of extending routes further into the Northwest Valley; as you already noted, data from MAG's Northwest Valley Local Transit System Study and feedback from city staff has helped to populate the Short Range Transit Program with a few local bus route extension options, routes 170 and 138. Additional efforts will need to be coordinated with Maricopa County regarding service extensions through unincorporated areas.

Comments from Amina Donna Kruck, Vice President of Advocacy – Ability 360

Comment: We appreciated that there was a little adjustment at the last meeting of the transportation committee about the transportation improvement to decide to still include some ADA bus stop improvement funds. We think that's really important. We understand the concern about the amount of cost that it takes to do small projects. It let me know that we need to get with our cities to make sure they are spending their money, right? And we're very excited about the light rail stop that's included in this plan at 50th Street and Washington. So I want to thank you for your efforts and hope that this moves along quickly, we can't wait.

Response: Action taken at the May 17, 2016, Transit Committee recommended inclusion of ADA bus stop improvement funding in the amount of \$1 million in 2016 and \$1.5 million in 2017, with \$6 million unassigned and to be programmed for future projects in fiscal years 2018 through 2021 with consideration for additional ADA funding. MAG staff will work with the community and member agencies to ensure that funds are utilized efficiently.

The light rail transit station at 50th and Washington is scheduled to open in 2019.

Comments from Dianne Barker, Phoenix Resident

Comment: I am a friend of transit. I believe in multimodal, many modes of getting around. I'm asking this body and all of the bodies I go in front of to be part of the voluntary effort. To be part of the multimodal, to cut down on congestion and pollution, not only in Maricopa County but in Pinal. In

regard to the air quality presentation, I'm very aware of our longstanding carbon monoxide maintenance program. I read that Bolin, the Governor, back in 1976, found out that Tucson and Phoenix, the greater Phoenix area, was having a carbon monoxide problem. The cars, through technology, have helped that effort. But now what we have is increasing particulates, it's been going on since the 90's. And we have the ozone in the last couple of days. I will tell you I was over at Burton Barr (library) the other day and we had to leave the library some of us because we were coughing. They are building so many things it could be somebody caught the gas but it was not that much better outside. It was around rush hour around Deck Park.

Response: Over time, there have been significant improvements in air quality in the MAG region. On April 4, 2016, the Environmental Protection Agency approved the MAG 2013 Carbon Monoxide Maintenance Plan. There have been no violations of the 1-hour carbon monoxide standard since 1984 and no violations of the 8-hour carbon monoxide standard since 1996. Effective July 10, 2014, EPA determined that the region has attained the PM-10 standard based upon 2010-2012 monitor data. In 2015, there were no exceedances of the PM-10 standard and no PM-10 exceptional events. For ozone, the region has met the 1-hour ozone standard and there were no violations at any monitor after 1996. The region has also met the 1997 8-hour ozone standard and there have been no violations of that standard since 2004. The region currently does not meet the new 2015 ozone standard. In addition, the new federal Tier 3 tailpipe standards and cleaner fuels will be implemented in 2017, which will also reduce ozone based upon EPA data.

Comment: We need to see where we have bottlenecks. We're running not only light rail, but we've got new buses. They're very nice and air conditioned. I suggest that you try them. It's good for getting us quicker around the Valley if we would put in bus rapid transit. So I'm for some innovative ways to move we people in a quicker and more efficient manner.

Response: Bus rapid transit is a service that operates at higher speeds by taking advantage of limited stops and other time-saving enhancements, including signal priority systems, queue jumpers, and/or exclusive or semi-exclusive travel lanes. Implementation of bus rapid transit has been proposed under the City of Phoenix's Transportation 2050, a voter-approved 0.4 cent sales tax to fund transportation projects across the city. While the City of Phoenix begins implementation of improved transit service, Valley Metro and MAG will continue evaluating opportunities to enhance regional service and connectivity.

Comment: I think on your chart you have all the different light rail you're going for, but I went to Valley Metro and I understand Leslie Rogers from the ninth region, I believe I have this right, says only the Tempe streetcar is in the chute for that. So what we need to do here at MAG is see if we are properly aligned or are we going to have to go with decreasing Prop 400 regional monies for this.

Response: Tempe Street Car is currently in the Federal Transit Administration project development phase and has been included President Obama's budget for Fiscal Year 2017 for \$75 million. The Tempe Streetcar project capital costs are estimated at \$177 million and will be funded using regional Proposition 400 funds, local funds, and federal grant dollars.

Comment: And then the City of Phoenix, the Phoenix commission, they were surprised they only had two bidders on the project management. Well the project management for light rail, they bring in all of

these engineers directly that don't have to bid. The one that won had a subcontractor that ended up with \$35 million of no-compete over light rail. And they go for environmental and alternative analysis and the state said in 2012 Deb Davenport that the alternatives analysis wasn't going for enough alternatives. We've always got the same thing. At-grade rail. So if we don't watch out where we're going we might end up there.

Response: Solicitations for professional consulting services are facilitated according to the procurement processes established by each soliciting agency and contracting is subsequently approved by the agency's governing body.

Comments from Ruth Morgan, Phoenix Resident

Comment: Rapid transit is needed in South Phoenix.

Response: With the passage of Proposition 104 (Transportation 2050), Phoenix voters approved a .4 cent sales tax to fund a 35-year citywide transportation plan to expand transit service and address street improvements. As part of this initiative, improved frequency and service operation for local bus service was a key goal. While the City of Phoenix begins implementation of improved transit service, the city will continue to explore opportunities to enhance regional service and connectivity.

E-Mail Comment fromCarolynn Jeter, Chief Operating Officer, A-Making Changes, LLC -

Comment: I am seeking assistance for someone to help me to obtain (2) 2016 15 passenger vans so that I can transport Seniors to get there daily basic needs meet, attend doctor appointments, etc. I currently have a program called Seniors Matters Program.

Response: Ms. Jeter was contacted by MAG Human Services Transportation Planner DeDe Gaisthea and was provided application information for Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Additionally, Ms. Jeter was given information about the Human Services Provider inventory where she could review available resources.

E-Mail Comment from Michele Stokes, ADA Compliance Specialist, City of Tempe/Office of Strategic Management and Diversity

Comment: I was looking at the awesome map (on MAG's interactive map viewer on demographics) with all the layers, but could not find anything related to disability. Is that available?

Response: (Note: MAG also responded via telephone to clarify the information sought and provided information via email - See Correspondence Section of this Report):

There are several resources available regarding disability populations in Tempe. On the MAG website, this information is available by census tract at:

<https://azmag.maps.arcgis.com/apps/webappviewer/index.html?id=a88cb923d5c6400f8450817e8333eb51>

If the user types "Tempe" in the search box, it should zoom in to the Tempe section of the map. The user can hover over each tract to see the disability information pop up. In addition, the MAG

Information Services staff sent a PDF report via email to Ms. Stokes containing disability data for the City of Tempe from the American Community Survey (census) website. The data contained in the report can be found in the table on the Census website:

http://factfinder.census.gov/bkmk/table/1.0/en/ACS/14_5YR/S1810/1600000US0473000.

E-Mail Comment from Walt Gray, Coordinator, West Side Town Hall Program

Comment: I am out of state. Want to urge MAG & ADOT to be ready to move if the court rules against the South Mountain Freeway. The West Side Town Hall Program opposes the South Mountain Freeway because it would provide the Chandler area with access to West Phoenix jobs at a time when insufficient attention is being paid to workforce development programs and funding for West Phoenix. We also support PARC because the South Mountain Freeway will adversely affect the Gila River Nation through traffic, noise and pollution for the indefinite future. We think MAG and ADOT should not appeal an adverse court decision because this issue has been widely explored and debated for years. A 30-year plan is out of date by definition. We think MAG and ADOT should move quickly on a parkway from I-10 to the Gila River Nation border. This will provide access to Laveen and the Gila River Nation and keep the economic development opportunities in the Warehouse district and along the parkway. We also think MAG and ADOT should move quickly on SR 30 from the Laveen parkway to the Buckeye-Gila Bend highway and that the Buckeye-Gila Bend highway should be upgraded to freeway standards. This will improve the flow of goods and services to and from the Laveen parkway economic development area. Additionally, we believe underdeveloped sections of Baseline Road should be upgraded from 91st Ave. east to I-10 and that Pecos Road should be made a parkway from I-10 west to the Laveen-Gila River parkway. We also believe MAG and ADOT should accelerate construction of the West Valley bypass for I-11. This would be a better bypass around the Phoenix area than the South Mountain Freeway because it will have more capacity and tie in with I-10 south of the Gila River Nation. We also support accelerated development of high speed rail from Tucson to Phoenix east of I-10.

Response: The Loop 202 (South Mountain Freeway) has been included in the region's adopted transportation planning documents since 1985 and remains in the current Regional Transportation Plan (RTP) as it is a vital component in providing regional mobility. Maricopa County voters twice approved building the South Mountain Freeway, most recently in 2004 through Proposition 400, which authorized the comprehensive, multimodal Regional Transportation Plan.

ADOT and the Federal Highway Administration (FHWA) completed a rigorous 13-year analysis to ensure the freeway complies with the National Environmental Policy Act of 1969 (NEPA). This analysis included developing a comprehensive Environmental Impact Statement (EIS) that complies with federal law and follows best practices for transportation projects. In March 2015, FHWA issued a Record of Decision, providing ADOT with formal federal approval to proceed with design, land acquisition, and construction of the South Mountain Freeway.

MAG projections show population, housing, and employment will increase by approximately 50 percent between 2010 and 2035, increasing travel demand. Almost 50 percent of projected increases in the entire MAG region are expected to occur in the area that the South Mountain Freeway will serve.

Traffic volumes for the freeway are expected to be in the range of 147,000 to 161,000 vehicles per day by 2035, which is comparable to current use on the Loop 101 and Loop 202. The freeway will also result in 15-million hours of travel time savings annually when compared to the "no-build" alternative.

Congestion relief resulting from the new freeway will lead to localized air quality emissions reductions on area freeways, arterial streets and at interchanges, benefitting users of area highways and those living near congested roads. Without the freeway, the Maricopa County Region would suffer even greater congestion and travel delays, which would increase the emission of air pollutants.

The 22-mile freeway, expected to open in late 2019, will provide a long-planned direct link between the East Valley and West Valley, and will complete the Loop 202 and Loop 101 systems. The current and anticipated congestion on freeways and roads, especially Interstate 10 through downtown Phoenix, will significantly improve the way in which people and goods get around the Phoenix-Metro area.

Correspondence comment from Timothy Franquist, Director, Air Quality Division, Arizona Department of Environmental Quality

Comment: The Arizona Department of Environmental Quality understands that MAG has been working diligently to implement all planning assumptions, transportation control measures, and conformity budgets.

Response: Thank you for acknowledging the work that MAG has completed for the conformity analysis covering the Maricopa Nonattainment and Maintenance Areas and the Pinal County PM-10 and PM-2.5 Nonattainment Areas.

Comment: ADEQ acknowledges the discrepancy between the PM-10 interim analysis and the West Pinal County PM-10 nonattainment area motor vehicle emissions budget (submitted December 22, 2015) is due to the inclusion of all unpaved roads within the region and not simply those categories included within the West Pinal PM-10 motor vehicle emissions budget. ADEQ concurs with this finding of conformity after verifying MAG's methods.

Response: Thank you for agreeing with the regional emissions analysis that supports a new finding of conformity.

Comment: For the Pinal County interim budget analyses MAG appears to be using different methods for calculating interim PM-2.5 emissions than those used for interim PM-10 emissions. The Pinal PM-10 and Pinal PM-2.5 nonattainment areas are experiencing similar rates of VMT growth along unpaved roads, which impacts re-entrained road dust emissions greatly but is only reflected in the PM-10 interim budget tests. 40 CFR Section 93.102(b)(3) states: "The provisions of this subpart apply to PM-2.5 nonattainment and maintenance areas with respect to PM-2.5 from re-entrained road dust if the EPA Regional Administrator or the director of the State air agency has made a finding that re-entrained road dust emissions within the area are a significant contributor to the PM-2.5 nonattainment problem and has so notified the MPO and DOT, or if the applicable implementation plan (or implementation plan submission) includes re-entrained road dust in the approved (or adequate) budget as part of the reasonable further progress, attainment or maintenance strategy. Re-entrained road dust emissions are produced by travel on paved and unpaved roads (including emissions from anti-skid and deicing

materials)." Draft emission inventory and motor vehicle emission budget (MVEB) development by ADEQ for the Pinal County PM-2.5 nonattainment area indicates re-entrained road dust is a significant contributor to the MVEB at 29.7% of the primary PM-2.5 inventory (table below). Any future budget tests must use re-entrained road dust emissions. ADEQ will consult with SCMPO, MAG, and other appropriate entities as this MVEB continues development in order to discuss the methodology utilized and the implications to the budget test.

| Draft 2008 West Pinal Primary PM-2.5 Emissions Inventory | | |
|---|----------------------|-------------------|
| Source Category | PM-2.5 (tons) | Percentage |
| Point Sources | 47.0 | 1.0% |
| Area Sources | 1,063.2 | 21.8% |
| Mobile Sources | 70.8 | 1.5% |
| Windblown | 2,246.9 | 46.1% |
| Re-entrained Road Dust | 1,448.1 | 29.7% |
| Total | 4,876.1 | |

Response: The transportation conformity provisions for including re-entrained road dust in conformity analyses apply if the EPA Regional Administrator or the director of the State air agency has made a finding that re-entrained road dust emissions within the PM-2.5 nonattainment area are a significant contributor or if the applicable air quality plan or plan submission includes re-entrained road dust in the approved or adequate budget. To date, these actions have not occurred. Please keep us advised if EPA takes this action. Also, in your comments you indicated that you would be consulting with the Sun Corridor MPO, MAG, and other appropriate entities. We will look forward to those discussions. It will be very important to review your methodologies used to develop the emissions budget for transportation conformity.

ATTACHMENT

Correspondence received following Management Committee Mailout

Leila Gamiz

From: Dean Giles
Sent: Wednesday, June 01, 2016 9:16 AM
To: DeDe Gaisthea
Cc: Lindy Bauer; Leila Gamiz
Subject: FW: Seeking Assistance to obtain Van for Senior Program

From:Carolynn Jeter [mailto:carolynnjeter@a-makingchanges.org]
Sent: Tuesday, May 31, 2016 12:15 PM
To: Dean Giles
Cc: Dr. Allen Jeter
Subject: Seeking Assistance to obtain Van for Senior Program

Greetings Mrs. Giles,

My Name is Carolynn Jeter, I am seeking assistance for someone to help me to obtain (2) 2016 15 passenger vans so that I can transport Seniors to get there daily basic needs meet, attend doctor appointments, etc. I currently have a program called Seniors Matters Program. And I humbly do apologize if you are not the person who I need to contact. But, your name was sticking out to me with such illumination. So, in my heart I said she can help me. Please if you could contact me at 480-524-2823 so, I can discuss further in detail my passion and desire to help the seniors of our South Mountain community.

May God Bless You

MRS. CAROLYNN W. JETER
A-Making Changes, LLC
Chief Operation Officer
Email: carolynnjeter@a-makingchanges.org
Office Phone: 480-521-4815
Direct Phone: 480-524-2823

Psalm 37:25 I was young and now I am old, yet I have never seen the righteous forsaken or their children begging bread.

This e-mail message, including any and all attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. This document contains confidential information that is governed by A.R.S. §§36-2401-2404 and §36-2917. Thank you.

Leila Gamiz

From: Dean Giles
Sent: Monday, June 06, 2016 8:47 AM
To: Leila Gamiz
Cc: Lindy Bauer; Kelly Taft; Eric Anderson
Subject: FW: Transportation Plan

From: Walt Gray [mailto:walt1gray.1914@gmail.com]

Sent: Saturday, June 04, 2016 7:17 PM

To: Dean Giles

Cc: AndreaandKenMcCoy; Dan Carroll; ihdockmaster@yahoo.com; s.chapman88@hotmail.com; Tiffani Getz; Basilio Arriola; Kamal Shiha; Petra Ortega; Sam Sada; Simon Isaac; Tom Tavison; Evelyn Shapiro; hgarewal@trinandassociates.com; Rosa Pastrana; Sylvia Whitman; Pat Lawlis; Tim Lank; Rudy Pena; engage@az.gov

Subject: Transportation Plan

I am out of state

Want to urge MAG & ADOT to be ready to move if the court rules against the South Mountain Freeway. The West Side Town Hall Program opposes the South Mountain Freeway because it would provide the Chandler area with access to West Phoenix jobs at a time when insufficient attention is being paid to workforce development programs and funding for West Phoenix. We also support PARC because the South Mountain Freeway will adversely affect the Gila River Nation through traffic, noise and pollution for the indefinite future. We think MAG and ADOT should not appeal an adverse court decision because this issue has been widely explored and debated for years. A 30-year plan is out of date by definition. We think MAG and ADOT should move quickly on a parkway from I-10 to the Gila River Nation border. This will provide access to Laveen and the Gila River Nation and keep the economic development opportunities in the Warehouse district and along the parkway. We also think MAG and ADOT should move quickly on SR 30 from the Laveen parkway to the Buckeye-Gila Bend highway and that the Buckeye-Gila Bend highway should be upgraded to freeway standards. This will improve the flow of goods and services to and from the Laveen parkway economic development area. Additionally, we believe underdeveloped sections of Baseline Road should be upgraded from 91st Ave. east to I-10 and that Pecos Road should be made a parkway from I-10 west to the Laveen-Gila River parkway. We also believe MAG and ADOT should accelerate construction of the West Valley bypass for I-11. This would be a better bypass around the Phoenix area than the South Mountain Freeway because it will have more capacity and tie in with I-10 south of the Gila River Nation. We also support accelerated development of high speed rail from Tucson to Phoenix east of I-10.

Thanks & Best Wishes

Walt Gray

Coordinator, West Side Town Hall Program

cc: Gov. Doug Ducey, West Side Town Hall Advisory Committee, Merchants for a Better Maryvale, West Side Town Hall Steering Committee and PARC

From: [Kelly Taft](#)
To: Michele_Stokes@tempe.gov
Cc: [Leila Gamiz](#); [Jami Dennis](#)
Subject: FW: Public hearing info request
Date: Friday, June 03, 2016 3:27:49 PM
Attachments: [ACS 14 5YR S1810-Tempe.pdf](#)

Dear Ms. Stokes:

Thank you for your interest in the public comment process for the MAG FY 2016 Final Phase Input Opportunity. Please feel free to respond to this email with any formal input you would like to have us include in the report. More information about the upcoming public hearing June 7, 2016, is available on the MAG website at <http://www.azmag.gov/Events/Event.asp?CMSID=10521>. The hearing is scheduled to begin at 5:00 p.m. at the MAG Offices, 302 N. 1st Avenue, Second Floor, Saguaro Room, Phoenix. The building is easily accessible by public transit. The hearing represents the final opportunity for comment, so please note that we are more than happy to take written or telephone comments any time prior to the hearing so that we have additional time to respond.

Per our telephone conversation earlier today, I was able to locate several resources for you regarding disability populations in Tempe. On the MAG website, this information is available by census tract at:

<https://azmag.maps.arcgis.com/apps/webappviewer/index.html?id=a88cb923d5c6400f8450817e8333eb51>

If you type "Tempe" in the search box, it should zoom in to the Tempe section of the map and if you hover over each tract you will see the disability information pop up. In addition, our information services staff pulled a report on disability data for the City of Tempe from the American Community Survey (census) website that is attached as a PDF. This link should also take you to the table on the Census website:

http://factfinder.census.gov/bkmk/table/1.0/en/ACS/14_5YR/S1810/1600000US0473000

We hope you find this information helpful. If you have additional questions or comments, please don't hesitate to contact me.

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020

Don't Trash Arizona!

From: Stokes, Michele [mailto:Michele_Stokes@tempe.gov]
Sent: Friday, June 03, 2016 10:20 AM
To: Dean Giles
Subject: Map - is there any disability information available?

I was looking at the awesome map with all the layers, but could not find anything related to disability.

Is that available?

Looking forward!

Michele Stokes,

ADA Compliance Specialist

City of Tempe/Office of Strategic Management and Diversity

31 East Fifth Street, 2nd Floor, Tempe, AZ 85281

[Tempe City Hall Map](#)

480-350-2704 Direct Line

480-350-2907 FAX

Relay Service Users: 711

Comment on TEMPE'S ADA TRANSITION PLAN Throught May 25th!

<http://www.tempe.gov/city-hall/diversity/ada-accessibility/ada-transition-plan>



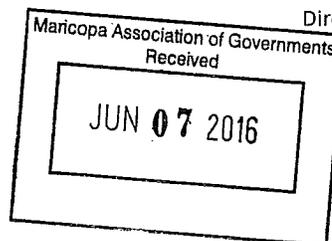
Douglas A. Ducey
Governor

ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY



Misael Cabrera
Director

June 7, 2016



Dennis Smith
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Re: Draft April 2016 Conformity Analysis

Dear Mr. Smith,

The Arizona Department of Environmental Quality (ADEQ) is hereby submitting comments on the Draft April 2016 Conformity Analysis for the Draft FY 2017-2021 Transportation Improvement Plan and the Draft FY 2035 Regional Transportation Plan the Maricopa Association of Governments (MAG) submitted in accordance with 40 CFR 93.105 for public comment ending on June 7th. ADEQ understands that MAG has been working diligently to implement all planning assumptions, transportation control measures, and conformity budgets in the Maricopa Carbon Monoxide (CO), Maricopa 8-Hour Ozone, Maricopa Course Particulate Matter (PM₁₀), Pinal Course Particulate Matter, and Pinal Fine Particulate Matter (PM_{2.5}) nonattainment areas (NAAs). After reviewing these documents and the State Implementation Plans associated with the NAAs ADEQ has determined that:

1. ADEQ acknowledges the discrepancy between the PM₁₀ interim analysis and the West Pinal County PM₁₀ nonattainment area motor vehicle emissions budget (submitted December 22, 2015) is due to the inclusion of all unpaved roads within the region and not simply those categories included within the West Pinal PM₁₀ motor vehicle emissions budget. ADEQ concurs with this finding of conformity after verifying MAG's methods.
2. For the Pinal County interim budget analyses MAG appears to be using different methods for calculating interim PM_{2.5} emissions than those used for interim PM₁₀ emissions. The Pinal PM₁₀ and Pinal PM_{2.5} NAAs are experiencing similar rates of VMT growth along unpaved roads which impacts re-entrained road dust emissions greatly but is only reflected in the PM₁₀ interim budget tests. 40 CFR § 93.102(b)(3) states:

“The provisions of this subpart apply to PM_{2.5} nonattainment and maintenance areas with respect to PM_{2.5} from re-entrained road dust if the EPA Regional Administrator or the director of the State air agency has made a finding that re-entrained road dust emissions within the area are a significant contributor to the PM_{2.5} nonattainment problem and has so notified the MPO and DOT, or if the applicable implementation plan (or implementation plan submission) includes re-entrained road dust in the approved (or adequate) budget as part of the reasonable further progress, attainment or maintenance strategy. Re-entrained road dust emissions are produced by travel on paved and unpaved roads (including emissions from anti-skid and deicing materials).”

Draft emission inventory and motor vehicle emission budget (MVEB) development by ADEQ for the Pinal County PM_{2.5} nonattainment area indicates re-entrained road dust is a significant contributor to the MVEB at 29.7% of the primary PM_{2.5} inventory (table below). Any future budget tests must use re-entrained road dust emissions. ADEQ will consult with SCMPO, MAG, and other appropriate entities as this MVEB continues development in order to discuss the methodology utilized and the implications to the budget test.

| Draft 2008 West Pinal Primary PM_{2.5} Emissions Inventory | | |
|---|--------------------------------|-------------------|
| Source Category | PM_{2.5} (tons) | Percentage |
| Point Sources | 47.0 | 1.0% |
| Area Sources | 1,063.2 | 21.8% |
| Mobile Sources | 70.8 | 1.5% |
| Windblown | 2,246.9 | 46.1% |
| Reentrained Road Dust | 1,448.1 | 29.7% |
| Total | 4,876.1 | |

Sincerely,



Timothy Franquist, Director
Air Quality Division



DRAFT FY 2016 FINAL PHASE INPUT OPPORTUNITY REPORT

June 2016

Maricopa Association of Governments (MAG)

302 North First Avenue, Suite 200

Phoenix, Arizona 85003

Telephone: (602) 254-6300

Fax: (602) 254-6490

E-mail: lgamiz@azmag.gov

Contact Person: Leila C. Gamiz

Title VI Notice to the Public

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

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

Cover Page Photo:

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

TABLE OF CONTENTS

EXECUTIVE SUMMARY

| | |
|--------------------------|---|
| Introduction | 1 |
| Input Opportunities..... | 1 |
| Summary of Input..... | 2 |

I. PUBLIC INVOLVEMENT PROCESS

| | |
|--|---|
| Introduction | 5 |
| History of MAG Public Outreach Process | 6 |
| Table 1: Development Process of ADOT Five Year Program, MAG Transportation Improvement Program (IIP), and ADOT Life Cycle Program | 7 |
| Table 2: Casa Grande Resolves | 8 |
| Publicity | 8 |
| Continuous Involvement | 9 |

II. COMMITTEE/CORRESPONDENCE/PUBLIC MEETING COMMENTS AND RESPONSES

11

III. PUBLIC MEETING AGENDA

19

IV. APPENDIX A: PUBLICITY MATERIAL

23

V. APPENDIX B: CORRESPONDENCE RECEIVED DURING THE FINAL PHASE INPUT OPPORTUNITY

33

EXECUTIVE SUMMARY

INTRODUCTION

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

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

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

INPUT OPPORTUNITIES

During the Final Phase Input Opportunity, MAG obtains input in a variety of ways including, but not limited to: public hearings, small and large group presentations, committee meetings, telephone, website and e-mail correspondence. A summary of the input received during the FY 2016 Final Phase Input Opportunity to date is included in this report.

SUMMARY OF INPUT

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

- ▶ We encourage communication and coordination regarding natural resources early and throughout the process (outside of the public process) as often planning occurs many years prior to implementation and landscapes potential change within that long time frame, requiring changes, new information considerations, etc. In addition, the (Arizona Game and Fish) Department should be consulted during any planning processes involving wildlife connectivity and linkages.
- ▶ The (Arizona Game and Fish) Department requests when referring to “wildlife,” to be clear it should read fish and wildlife resources as it includes fish, habitat, etc.
- ▶ The maps do not recognize the projects and/or studies for the North/South Freeway, SR-24 extension, Phoenix to Tucson Rail, I-11 or the Pinal County transportation plans.
- ▶ The National Transportation Act says when you go through a park, there are additional clearances that must be met.
- ▶ There are a lot of people making transit policy who do not use the system.
- ▶ Ordinances to control dust are in place for the protection of children and the elderly.
- ▶ I looked at the TIP and it is huge.
- ▶ My concern is that the (MAG Transit) committee almost voted for a plan that had no ADA improvement money.
- ▶ I want to keep the disability community engaged so that we continue to be a “squeaky” wheel to make sure we don’t get put on the back burner.
- ▶ I am in full support of Scenario 1 (as presented to the MAG Transit Committee), as it permitted \$11.5 million to be allocated to ADA improvements over a five-year period.
- ▶ As a frequent public transit user, Scenarios 2 and 3 simply did not provide enough funding for the needed transit improvements to inaccessible bus stops.
- ▶ I understand the operational issues facing Valley Metro when it comes to bus replacements, and that buses break down, specifically with older vehicles.
- ▶ While a brand new bus could be put into service, the bus would not be a useful vehicle if some of its bus stops were inaccessible to passengers.
- ▶ I support Scenario 1 because it allocated more funding to improving bus stops and permitted bringing bus stops up to ADA standards.
- ▶ While some bus stops were considered fully ADA compliant, some of them, such as the 44th Street/Washington Light Rail Transit Station bus stop, featured impediments to mobility devices such as steeper inclines, gravel on driveways, and utility poles on the sidewalk.
- ▶ I ask that the agencies take this observation under consideration in order to repair bus stops that are considered ADA compliant, but not necessarily user friendly.

- ▶ I want to address the need for prioritizing ADA improvements in your final proposed scenario because these kinds of improvements allow Maricopa residents with disabilities and their families to use our transit system.
- ▶ ADA improvements are action items to 1) help our cities comply with the Americans with Disabilities Act civil rights law, and even more importantly, 2) make improvements that facilitate our transit system to be accessible and workable for our Maricopa County residents that have disabilities that likely represent 15 percent to 20 percent of our residents.
- ▶ Scenario 1 is the best option for ADA Improvements because there is funding in each year 2017 through 2021, totally \$11 million.
- ▶ ADA improvements will be needed each of the next five years.
- ▶ Some bus stops need to have a wide enough sidewalk so that wheelchair users can off board without landing in gravel or tipping off the side of the sidewalk.
- ▶ Some bus stops, like at the northeast corner of Priest and Washington, have to accommodate more than one bus at a time. In these cases, the sidewalk needs to be wide enough so that riders using mobility devices like scooters or power wheelchairs from both buses can load and unload safely without the danger of tipping over because the sidewalk drops to gravel below.
- ▶ Sidewalks leading up to bus and light rail stops need to be wide enough to access the bus stop without worry of tipping off the edge or into tree planter areas or gravel drop offs, and to be able to go safely around graded driveways and barriers like garbage cans and light poles.
- ▶ Some sidewalks are just simply too narrow for a big power, chair even without obstructions. An example is the narrow sidewalk on the north side of Washington between 40th and 44th street.
- ▶ We need to explore how we can prevent power chair users from getting their wheels stuck between the sidewalk and the light rail care as they enter or exit. This happens now.
- ▶ Service in Surprise and the Northwest Valley is very bad.
- ▶ The city has express bus service for people who work, but it is an inadequate situation for older adults who end up feeling confined.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

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

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

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

public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, page 6*). The MAG Public Participation Plan, which was updated in April 2014, sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2016 Mid-Phase Input Opportunity was conducted from March-May 2016. Input collected during that phase is included in the FY 2016 Mid-Phase Input Opportunity Report. The FY 2016 Final Phase Input Opportunity was conducted in May 2016. The Final Phase process provides for final input on plan analysis for the Draft TIP, Plan and Air Quality Conformity Analysis, which generally occurs upon the completion of the air quality conformity analysis, and includes a public hearing on the documents and regional transportation issues. The purpose of this document, the *FY 2016 Final Phase Input Opportunity Report*, is to provide information about the outreach conducted during this phase to date and to summarize the results of the input received.

In addition, continuous outreach is conducted throughout the annual update process and includes activities such as small and large group presentations to community and civic groups, the distribution of press releases, informational materials, newsletters, and coordination with the Citizens Transportation

Oversight Committee (CTOC). During this phase, all comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 hours.

HISTORY OF MAG PUBLIC OUTREACH PROCESS

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

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

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with SAFETEA-LU guidelines for metropolitan transportation planning. The Regional Council approved an update to the plan in April 2014. This plan also conforms to guidelines delineated in the FAST Act.

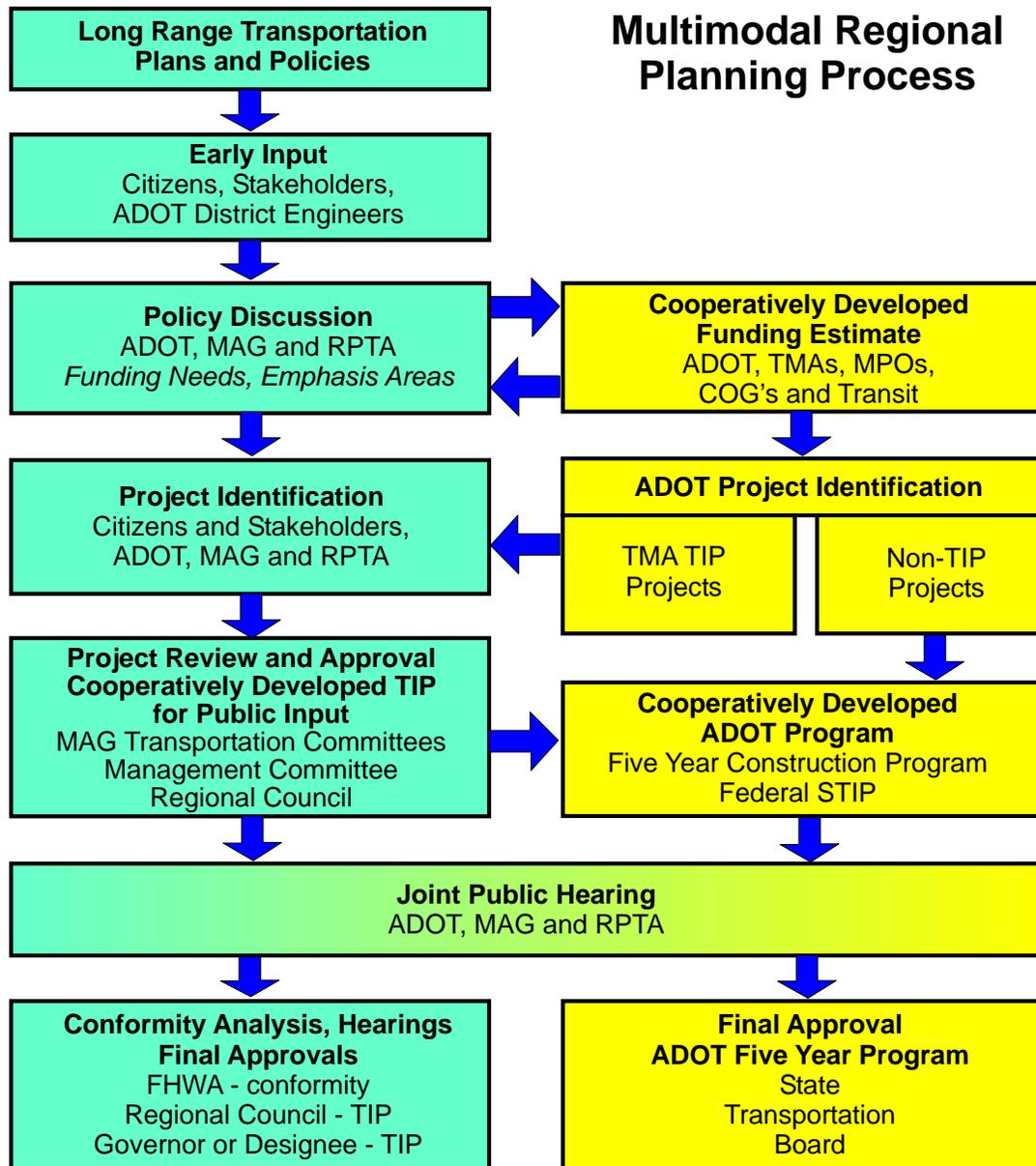


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

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

Guiding Principles

New Arizona Transportation Planning and Programming Process Casa Grande Resolves

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

Table 2: Casa Grande Resolves

PUBLICITY

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

CONTINUOUS INVOLVEMENT

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

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

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

II. COMMITTEE/CORRESPONDENCE/PUBLIC MEETING COMMENTS AND RESPONSES

INTRODUCTION

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

COMMENTS RECEIVED DURING THE MAG MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, MAY 11, 2016.

Comments by Dianne Barker, Valley resident

Comment: Ms. Dianne Barker noted that a high pollution advisory for ozone had been issued for today. She stated that the advisory notice posted at the MAG office urges people to use alternatives to automobiles, such as riding bicycle or taking transit.

Response: The MAG employees are notified when the Arizona Department of Environmental Quality has issued a High Pollution Advisory and are encouraged to take alternative transportation and reduce emissions.

Comment: Ms. Barker stated that she attended the oral argument in federal court that morning regarding the South Mountain Freeway. She said that the plaintiffs allege that alternatives under NEPA were not met, and the defendants say they offered alternatives, which the plaintiffs say are insufficient.

Response: The Draft EIS, the Final EIS, and Record of Decision have an entire chapter documenting the alternatives selection process, as well as all of the alternatives that were considered. The list of alternatives considered is extensive.

Comment: Ms. Barker noted that the National Transportation Act says when you go through a park, there are additional clearances that must be met.

Response: Ms. Barker is correct. Extensive additional work has been included in the EIS to document why the use of the South Mountain Park property was not avoidable. A mitigation plan was presented with extensive consultation required.

Comment: Ms. Barker stated that South Mountain Park is the largest municipal park in the world.

Response: At nearly 17,000 acres, South Mountain Park is the largest municipal park in the United States and one of the largest urban parks in North America and in the world.

Comment: Ms. Barker stated that there are a lot of people making transit policy who do not use the system. She reported how she went to Los Angeles for less than \$100 via air, six buses, and two trains.

Ms. Barker described the routes she took. She said that she was able to go so inexpensively because she knows how to use the transportation system.

Response: Development of a multimodal transportation network that allows our constituents transportation choices and forwards regional mobility continues to be a goal of our regional transportation planning efforts.

Comment by John Rusinek, Valley Resident

Comment: Mr. John Rusinek read from the Maricopa County ordinance regarding parking and driving surfaces. Mr. Rusinek noted that the ground to be driven on needs a stabilizer applied before gravel is laid. He said this also appears in the state ordinance. Mr. Rusinek stated that nobody cares or will talk to him about his problem (with a neighbor's gravel driveway). Mr. Rusinek stated that the Maricopa County representative had given him pictures to ask his approval, but he has not spoken to anyone at the Maricopa County Environmental Department since November. Mr. Rusinek stated that the ordinances to control dust are in place for the protection of children and the elderly. He stated that something needs to be done and the law needs to be followed.

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

COMMENTS RECEIVED DURING THE MAG TRANSIT COMMITTEE MEETING ON MAY 17, 2016.

Comments by Ms. Jean Moriki, Disability Rights Advocate

Comment: Ms. Moriki introduced herself and stated that she was pleased to be able to address the Committee. She noted that she had reviewed the agenda from the April and May Transit Committee meetings, specifically the scenarios that were presented for the Draft Transportation Improvement Program (TIP) and Program of Projects (POP). She said that she was fully in support of Scenario 1, as it permitted \$11.5 million to be allocated to ADA improvements over a five-year period. As a frequent public transit user, she noted that Scenarios 2 and 3 simply did not provide enough funding for the needed transit improvements to inaccessible bus stops. She thanked the Chair and completed her comments.

Response: Action taken at the May 17, 2016 Transit Committee recommended inclusion of ADA bus stop improvement funding in the amount of \$1 million in 2016 and \$1.5 million in 2017, with \$6 million unassigned and to be programmed for future projects in fiscal years 2018 through 2021.

Comments by Ms. Donna Powers, Independent Living Specialist

Comment: Ms. Powers introduced herself and stated that she was a frequent transit user of both light rail and bus services in the Valley. She said that she understands the operational issues facing Valley Metro when it comes to bus replacements, and that buses break down, specifically with older vehicles. However, she explained that while a brand new bus could be put into service, the bus would not be a useful vehicle if some of its bus stops were inaccessible to passengers. Ms. Powers supported Scenario 1 because it allocated more funding to improving bus stops and permitted bringing bus stops up to ADA standards. She noted that while some bus stops were considered fully ADA compliant, some of them, such as the 44th Street/Washington Light Rail Transit Station bus stop featured impediments to mobility devices such as steeper inclines, gravel on driveways and utility poles on the sidewalk. She asked that the agencies take this observation under consideration in order to repair bus stops that are considered ADA compliant, but not necessarily user friendly. She thanked the Chair and completed her comments.

Response: With the support of MAG, Valley Metro/RPTA is facilitating a Regional ADA Bus Stop Accessibility Inventory to evaluate the region's bus stop compliance with recently adopted standards. Results of this study effort are anticipated by fall 2018. Additionally, Valley Metro is in the process of establishing an Accessibility Advisory Group to provide ongoing feedback to address accessibility-related issues on all facilities and services provided by the agency.

Prepared statement by Ms. Amina Donna Kruck, Vice President of Advocacy – Ability 360

Statement: Prioritization of ADA Improvements

Dear Committee Members:

I want to address the decision you will be making today to recommend a Transit Plan scenario to the full MAG membership. In particular, I want to address the need for prioritizing ADA Improvements in your final proposed scenario because these kinds of improvements allow Maricopa residents with disabilities and their families to use our transit system. I represent Ability360, a program that offers advocacy and programs by and for individuals with disabilities. We also have a state of the art Ability Center where eleven other disability related organizations are located and a fully accessible sports and fitness center. We have offices in Glendale, Phoenix, and Mesa. I invite you to come see our Center, if you haven't already, which is a model of accessibility and where we will soon enjoy a new light rail stop near 50th and Washington Street.

I want to remind you that ADA improvements are action items to 1) help our cities comply with the Americans with Disabilities Act civil rights law; and even more important 2) make improvements that facilitate our transit system to be accessible and workable for our Maricopa County residents that have disabilities that likely represent 15% to 20% of our residents. These residents are of all ages, all kinds

of physical, behavioral and sensory functional loss. Today they may be or tomorrow they could be your parent, your child, your sibling or co-worker. They use wheelchairs, have hearing and vision loss. Many either are unable to drive or can't afford the luxury of a \$30,000 accessible vehicle for transportation and the automobile insurance that goes with it.

Residents with disabilities use public transit to go to work, to volunteer in their community, to shop, to visit with family, to recreate and to get to medical appointments. It is much cheaper for the county for them to use the bus and light rail than to rely on paratransit. We invite Valley Metro to our main location at 50th Street and Washington every month to orient residents how to use the transit system and offer them free bus and light rail rides. The essential nature of an accessible transit system to our disability community members is the reason why we have been such strong advocates for every transit election that has taken place over the last 20 years.

I have reviewed scenarios 1 through 3 which you will be discussing next and I want to address the proposals for ADA Improvements specifically. I will start with the bad news. I am extremely troubled that scenario 2 is even being proposed since it deletes all proposed funding towards ADA Improvements. This is falsely optimistic and totally unacceptable. Scenario 2 is unrealistic. Although it starts with funding in 2016, the funding is woefully inadequate to meet the needs and only proposes funding for ADA improvements for two years out of five.

Now for the good news: Scenario 1 is the best option for ADA Improvements because there is funding in each year 2017 through 2021, totaling \$11 million. Even so, it has no funding for 2016 and it is listed within Priority 9, which I argue should be moved up to Priority 3 at minimum. ADA Improvements will be needed each of the next five years. Allow me to give you some examples of improvements that are needed so that our residents and out of town visitors with disabilities can use our transit system safely and effectively to access our community. These access issues are abundant throughout the county.

- Some Bus Stops need to have a wide enough sidewalk so that wheelchair users can off board without landing in gravel or tipping off the side of the sidewalk. Some bus stops like at the N.E. corner of Priest and Washington have to accommodate more than one bus at a time. In these cases, the sidewalk needs to be wide enough so that riders using mobility devices like scooters or power wheelchairs from both buses can load and unload safely without the danger of tipping over because the sidewalk drops to gravel below.
- Sidewalks leading up to bus and light rail stops need to be wide enough to access the bus stop without worry of tipping off the edge or into tree planter areas or gravel drop offs, and to be able to go safely around graded driveways and barriers like garbage cans and light poles.
- Some sidewalks are just simply too narrow for a big power, chair even without obstructions. An example is the narrow sidewalk on the north side of Washington between 40th and 44th street.

- We need to explore how we can prevent power chair users from getting their wheels stuck between the sidewalk and the light rail cars as they enter or exit. This happens now. Imagine how frightening that would be!

I appreciate the opportunity to speak to the scenarios you are considering today. As you prepare to make your important project and funding recommendations that will direct the next five years of County transit improvements, please keep in mind the essential nature of accessibility improvements for residents with disabilities who rely on transit as their main or only form of transportation. Thank you!

Response: Action taken at the May 17, 2016, Transit Committee recommended inclusion of ADA bus stop improvement funding in the amount of \$1 million in 2016 and \$1.5 million in 2017, with \$6 million unassigned and to be programmed for future projects in fiscal years 2018 through 2021.

Regarding existing transit access: with the support of MAG, Valley Metro/RPTA is facilitating a Regional ADA Bus Stop Accessibility Inventory to evaluate the region's bus stop compliance with recently adopted standards. Results of this study effort are anticipated by fall 2018. Additionally, Valley Metro is in the process of establishing an Accessibility Advisory Group to provide ongoing feedback to address accessibility-related issues on all facilities and services provided by the agency.

COMMENTS RECEIVED DURING THE MAG REGIONAL COUNCIL MEETING ON MAY 25, 2016.

Comments by John Rusinek, Valley Resident

Comment: I want to speak about the dust, seems like somebody's got a little wrong somewhere. And, Dianne was right in her speaking up. Here is the last alternative that the city of Phoenix gave the man next door to me on the driveway. It says, "in order for this interlock to happen, the gravel should be at a depth of 1.0 to 1.5 inches. Any deeper, the surface is too uneven vertically for it to lock into place horizontally." This is the paper that they sent the City. The City didn't look at that because Theresa Hilner writes, "you will need to revise submittal to go back to original approval of size of 1.0 inch gravel maintained at 2.0 inch depth. Please let me know if you need anything else. I cannot find any approval to alternative dust proofing to the two-inch depth." So, this is about three inches in that driveway right now. This is all wrong in what the city was going. It took them seven years to deem that driveway non-dust proof. From '05-'12. In '12 they started with the wrong alternatives. They gave three alternatives and they are all wrong.

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

Comment: I talked about the driveway, now let's go to the yard. It's for parking maneuvering ingress and egress 3,000 sq. ft. or more in size of the residential buildings with four or fewer units install and maintain a paving stabilization method authorized by the city or county code ordinance or permit (reads from document). That's on the county ordinance. And the county it says, Maricopa County Air Quality Department is the regulatory agency to ensure federal clean air standards to achieve

maintenance for residents and visitors of Maricopa County. Now there's one thing. It says 3000 ft. here that lot is 6000 ft. It's twice the amount it's supposed to be. And nobody will do nothing, nobody will talk to me. And 9500.04, this is the ordinance, state ordinance on that driveway, on that lot. So with that, I want to say Dianne is right. We got to do something about the air and we need to do it right. And I've been working on this thing for 11 years. Seven years they deemed it non-dust proof, seven years. Then the last four, they won't do nothing. They looked at it and now I see Joy (Rich) will be the manager. She made me a print of what I wanted next door, I haven't heard from her since December! So evidently, God told her to take a hike, Thank you!

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

COMMENTS RECEIVED VIA TELEPHONE DURING THE FINAL PHASE.

Comments received on May 26, 2016m from Joe Urshan, Valley Resident

Comment: Mr. Urshan called and stated that service in Surprise and the Northwest Valley is very bad. The city has express bus service for people who work, but it is an inadequate situation for older adults who end up feeling confined.

Response: Valley Metro has been working with city of Surprise staff as part of the Short Range Transit Program in regards to route extensions to the city, including routes identified in the MAG Northwest Valley Local Transit System Study. Part of the work includes gaining a better understanding of the transit service gaps in the Northwest Valley and identifying funding opportunities to address those gaps.

COMMENTS RECEIVED THROUGH CORRESPONDENCE DURING THE FINAL PHASE.

Comments by Kelly Wolff-Krauter, Habitat, Evaluation and Lands Program Manager, Arizona Game and Fish Department

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

The Department requests when referring to “wildlife,” to be clear it should read fish and wildlife resources as it included fish, habitat, etc. In addition, the maps throughout the document do not recognize the projects and/or studies for the North/South Freeway, SR24 extension, Phoenix to Tucson Rail, I-11 or the Pinal County transportation plans.

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

We agree that input regarding natural resources early and throughout the planning process is essential, as indicated in Chapter 6 of the MAG 2035 Regional Transportation Plan (RTP). Regarding the North-South Freeway, SR-24 Extension, Phoenix to Tucson Passenger Rail, I-11, and Pinal County transportation plans, these corridors were not mapped since they are not a part of the approved MAG 2035 RTP. However, these projects are discussed in Chapter 16 of the Plan. The status of these corridors will be updated as part of future updating of the MAG 2035 RTP. In addition, Pinal County staff is consulted with to ensure that County plans are reflected in MAG roadway networks.

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

Comments by Amina Donna Kruck, Vice President Advocacy, Ability360

Comment: I am putting out an alert to the disability community about the next meeting. I looked at the TIP and it is huge. Is there a certain page that discusses the decision that was made in the meeting the other day for the Option 3?

Do we know yet what item it will be on the agenda?

Response: For the TIP, those projects that are known at this time (bus procurements, preventative maintenance, etc.), that have a lead agency identified, are included in the Draft TIP. For the ADA/Bus stop improvements, it is a set-aside for now due to the timing of the approval.

MAG and RPTA will work on the detail of programming the specific known projects (those agencies that submitted for funding last fall under the Regional Transit Survey) for ADA/bus stop improvements (a locational list will be generated) and we will work together to formulate a plan to make the most efficient use of the funding. This will include identifying a lead agency to group similar projects together to have one contractor implement all in the group. Once RPTA completes the bus stop survey, we will likely see many stops that could use improvements. With the balance of the 6.0 million “not yet programmed funding” coming in the future, we may issue a Call for Projects to address those stops that are identified in the bus stop survey.

COMMENTS RECEIVED DURING THE FINAL PHASE PUBLIC HEARING ON TUESDAY, JUNE 7, 2016.

At the June 8, 2016, Management Committee meeting, staff will provide a presentation of comments received during the public hearing and responses to those comments. For committee reference, an addendum also will be provided.

III. PUBLIC HEARING AGENDA

AGENDA

FINAL PHASE PUBLIC HEARING

Tuesday, June 7, 2016
5:00 p.m.
302 N. 1st Avenue, Second Floor
Saguaro Room

I. INTRODUCTION

- MAG Transportation Director Eric Anderson

II. PRESENTATION OF PROGRAM

- MAG Transportation Improvement Program, Manager Teri Kennedy will present the Draft FY 2017-2021 MAG Transportation Improvement Program and Draft FY 2016 Transit Program of Projects.
- Valley Metro Manager of Capital Development Abhishek Dayal will present on the amendment to the MAG 2035 Regional Transportation Plan.
- Valley Metro Manager of Service Planning Jorge Luna will provide a general overview of the operational side of the Draft FY 2017-2021 MAG Transportation Improvement Program and Draft FY 2016 Transit Program of Projects.
- MAG Air Quality Planning Program Specialist Dean Giles will present the Draft FY 2016 MAG Conformity Analysis.

III. PUBLIC COMMENT

- Public meeting attendees will be provided an opportunity to comment on the Final Phase Transportation Planning that includes the Draft Amendment to the 2035 MAG Regional Transportation Plan, Draft FY 2017-2021 MAG Transportation Improvement Program, Draft FY 2016 Transit Program of Projects, and Draft April 2016 MAG Conformity Analysis.

IV. ADJOURN

IV. APPENDIX A.
PUBLICITY MATERIAL

Public Notice

**PUBLIC HEARING ON A DRAFT AMENDMENT
TO THE 2035 MAG REGIONAL TRANSPORTATION PLAN,
DRAFT FY 2017-2021 MAG TRANSPORTATION IMPROVEMENT PROGRAM,
DRAFT FY 2016 AND 2015 TRANSIT PROGRAM OF PROJECTS, AND
DRAFT APRIL 2016 MAG CONFORMITY ANALYSIS**

Tuesday, June 7, 2016 at 5:00 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft Amendment to the 2035 MAG Regional Transportation Plan, Draft FY 2017-2021 MAG Transportation Improvement Program, Draft FY 2016 Transit Program of Projects, and Draft April 2016 MAG Conformity Analysis. The public involvement process for developing the transportation improvement program satisfies the public participation requirements for the Transit Program of Projects. The purpose of the hearing is to receive public comments.

Four documents will be discussed, including the: (1) Draft Amendment to the 2035 MAG Regional Transportation Plan (RTP), which describes revisions to opening dates for Light Rail Transit and Tempe Streetcar projects and a new light rail station at 50th and Washington Streets, (2) Draft FY 2017-2021 MAG Transportation Improvement Program (TIP), which identifies programmed expenditures for transportation facilities and services in the region for the upcoming five year period, (3) Draft FY 2016 Transit Program of Projects, (4) Draft April 2016 MAG Conformity Analysis, which presents the documentation to support a finding that the new TIP and amended RTP meet transportation conformity requirements for carbon monoxide, eight-hour ozone, and particulate matter PM-10 in the Maricopa nonattainment and maintenance areas, and PM-10 and PM-2.5 in the Pinal County nonattainment areas.

The draft documents are available for review at the MAG Offices, 3rd floor, from 8:00 a.m. to 5:00 p.m, Monday through Friday and on the MAG web site at www.azmag.gov. Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. June 7, 2016 to the address below. In addition, after considering comments, the MAG Regional Council may take action on the TIP, RTP, and Conformity Analysis on June 22, 2016.

Contact Person: Dean Giles, MAG, (602) 254-6300
dgiles@azmag.gov
302 N. 1st Ave., Ste. 300, Phoenix, AZ 85003

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft 2035 MAG Regional Transportation Plan, Draft FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2014 and 2015 Transit Program of Projects, and Draft 2014 MAG Conformity Analysis*. The public hearing will also include the *Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400*. The purpose of the hearing is to receive public comments.

For more information, or to arrange special disability accommodations, please contact Leila Gamiz, MAG community outreach specialist at 602-254-6300. Parking in the garage below the MAG building will be validated, and transit tickets will be provided to those who purchased a transit ticket to attend the meeting. To provide input via e-mail, send your comments to lgamiz@azmag.gov.

ON THE MOVE



PARTNERS IN PROGRESS

**Public Hearing on the MAG
Transportation Plan and
Programs, Conformity Analysis
and Prop. 400 Annual Report**

Tuesday, June 7, 2016, 5:00 p.m.



302 North 1st Avenue, Phoenix
Saguaro Room - second floor

Your participation is encouraged and appreciated.



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

You're invited!

From the Front Page

Water

Continued from Page 1A

come troubled and many troubled small water companies to fail," said a policy statement that Arizona Corporation Commissioner Andy Tobin submitted on behalf of a consortium of state agencies and private organizations.

The Arizona Corporation Commission, which regulates 256 water companies, is poised to approve a host of new policies to allow rate hikes to pass faster and for emergency managers to take over in emergencies.

The proposals are prompted, in part, by the recent troubles of the Citrus Park Water Co., a small company serving 28 residents in Yuma County, which ran into trouble when a pump burned out and left the community without water for nearly a week in April.

Dealing with water emergencies

Officials want to be better prepared as drought and environmental concerns threaten other companies.

"We don't have a process for these situations," Tobin said Wednesday. "I'm trying to formalize that process."

Corporation Commission Chairman Doug Little requested May 11 that a new proceeding open, and Tobin and water-utility representatives have proposed new rules.

"In addition to drought, water quality also poses a tremendous financial burden to Arizona water providers," said the policy statement Tobin submitted.

The policy statement suggests that drought will force water companies to dig deeper wells and buy more-expensive pumps, while environmental concerns can trigger similar



THANIA BETANCOURT

Construction workers renovate deteriorated water pipes in Youngtown, a Phoenix suburb west of Sun City, in 2012.

investments, for which many small water companies are unprepared.

On April 25, a group of representatives from state government and the water industry met to form a group called the Water Emergency Team, or WET. It includes the Department of Environmental Quality, the Department of Water Resources, the Water Utilities Association of Arizona and other state and private groups.

"Citrus Park revealed serious gaps in what should be a coordinated approach to an emergent water crisis," the policy statement said.

Tobin said other small, rural water companies are struggling to maintain service. Those companies include Yuma County's Tacna Water Management Co., which has had issues with arsenic levels in its water and a storage tank in need of repair.

Similarly, the Corporation Commission this month approved a measure allowing the Truxton Canyon Water Co., serving 950 customers near Kingman, to incur debt to build an arsenic-treatment facility.

Also this year, the Arizona Windsong Water Co. in Sanders was transferred to the Navajo Tribal Utilities Authority so uranium contamination could be addressed.

And finally, the Green Acres Water Co., serving

about 200 customers outside Yuma, has applied this year with the Corporation Commission to make an emergency rate hike passed in 2014 permanent.

"Every time I go on the road, I run into a water company in crisis," Tobin said.

'The future is looking more difficult'

The proposed policies Tobin submitted cover details from ensuring the

commission participates in WET, emergency grants to water companies, emergency rate increases and other measures.

The Water Utilities Association, representing about 50 water companies, also filed policy suggestions for the commissioners to consider.

None of the association's member companies has run into emergencies this year, but the policy changes would protect solvent companies from getting into trouble, said Paul Walker, president of Insight Consulting, which works for the industry group.

"Whether you believe in it or not, change is happening, and the water resources in Arizona are constrained already and the future is looking more difficult," Walker said. "(These changes) make sure small companies doing a good job have enough money to keep running, and those that are struggling or are too small need to consolidate into larger groups."

Current rules for water companies don't handle emergencies quickly enough, officials said.

Between 2006 and 2016, the state saw 18 emergency rate-hike requests, and those that were finished took an average of 133 days.

"Either the emergency designation is a misnomer, or the process is seriously in need of reform," said the statement Tobin submitted.

An agenda for Thursday's meeting suggested the commissioners would vote on the rules, but a notice sent Wednesday said commissioners want to gather feedback by June 17 and will vote on the issue June 24.

Tobin said he hopes the commission votes promptly.

"When you have people who don't have water, you can't move too quickly," he said.

DONATE YOUR CAR

CDF's
WheelsForWishes
& wellness

Net Proceeds Benefiting

Children's Hospitals and Charities in Arizona

- *Free Vehicle Pickup ANYWHERE
- *We Accept All Vehicles Running or Not
- *We Also Accept Boats, Motorcycles & RVs
- *Fully Tax Deductible

WheelsForWishesAZ.org Call: (602) 702-5435

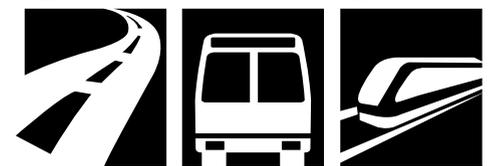
* Car Donation Foundation (Registered 501(c)(3) Non-profit Organization). To learn more about our programs or financial information, visit www.WheelsForWishesAZ.org.

Please Join Us!

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

Public comments are welcomed at the hearing, or may be submitted in writing via e-mail or direct mail by 5:00 p.m., June 7, 2016. Comments received will be submitted to MAG policy committees for review and consideration. For disability or special accommodations, or to submit comments, contact Leila Gamiz, (602) 254-6300, lgamiz@azmag.gov.

ON THE MOVE



PARTNERS IN PROGRESS

Public Hearing on the **MAG Transportation Plan Amendment and Programs, and the Conformity Analysis**

Tuesday, June 7, 2016, 5 p.m.
302 North 1st Avenue, Phoenix
Saguaro Room—second floor



Your participation is encouraged and appreciated.



ESTRELLA LATINA

Mario López: Hace de la ilusión una danza

Ha dedicado muchos años a convertir los sueños de miles de jovencitas en ritmos y coreografías inolvidables

POR ALFREDO GARCÍA
ESPECIAL PARA LA VOZ

Sus ojos observaban a todo el grupo, la quinceañera llega al centro de la pista y el chambelán principal no debe fallar al disparar el dardo que romperá el globo central conteniendo los miles de pétalos de rosas que caerán sobre ella.

Sin ser notado por los cientos de asistentes que ponen toda su atención en la escena culminante del baile, Mario López Monroy aprieta en una de sus manos el otro dardo que mantiene como reserva ante cualquier falla; de pronto, la explosión da paso a los emocionados aplausos de los asistentes.

“Todo debe salir como lo planeamos. Buscamos que cada baile sea un espectáculo que se recuerde para toda la vida, tanto para la quinceañera como para los asistentes a la fiesta”, aseguró en entrevista para **LA VOZ**, el coreógrafo local con más de 20 años de carrera.

Nacido en la ciudad de Querétaro hace 38 años, Mario tuvo de chico las aspiraciones de muchos de sus coterráneos, manteniéndose en la escuela y practicando el fútbol hasta que las lesiones lo marginaron, pero siempre pensando en superarse.

“Busqué mejorar y decidí emigrar, llegando a Arizona con la meta principal de aprender el inglés. Como pude me inscribí en el Phoenix College y encontré trabajo en una compañía que le daba mantenimiento a un edificio en Tempe”, recordó.

Siendo niño había participado en numerosas fiestas de quinceañeras, aprendiendo de gente que se dedicaba exclusivamente a montar los tradicionales bailes y por ello, en Phoenix empezó apoyando a algunos conocidos que planeaban esta celebración.

“Sin darme cuenta ya tenía una lista de gentes buscando mis servicios y por ello decidí empezar mi negocio; dedicándome de lleno y buscando que la inversión de las familias culmine en una coreografía especial, exclusiva y única”, comentó López.

Organizado y decidido, Mario estableció una familia en Arizona y aunque su esposa tiene un origen alemán, gusta mucho que todo lo que envuelve las fiestas y las tradiciones mexicanas, algo que le ha dado color a su relación.

Viviendo de la “pachanga”

El baile y los diferentes ritmos siempre estuvieron presentes en la vida de este queretano, por lo que está pendiente de las tendencias de moda, ajustando la música de actualidad a los pasos que implementa.

“Este tipo de celebraciones es planeada por los padres con mucha anticipa-



ALFREDO GARCÍA/LA VOZ

Mario López ha dedicado muchos años a destacar a las quinceañeras con sus bailes.

CONÓZCALO

Mario López

- » Coreógrafo
- » Nació en Querétaro
- » Tiene 38 años de edad y 20 de experiencia.
- » Mario está presente en cada evento, pendiente del momento ideal para implementar cada baile e incluso coordinando el brindis por la festejada.
- » Sus presentaciones toman un máximo 40 minutos, combinadas entre las 5 horas que dura la festividad.

ción, incluso por años, por ello, tratamos de que todo gire alrededor de sus hijas con gracia y elegancia. Los ensayos son fundamentales y somos estrictos en que se cumplan”.

El trato personalizado que brinda en cada contrato, le ha permitido construir una sólida agencia que implementa los bailes centrales de los conocidos “Sweet 16”, numerosas bodas y desfiles de modas.

“Generalmente las chicas tienen algo en mente y nosotros pulimos sus ideas. Algunas coreografías son muy sencillas; otras futuristas con un robot y disparos de rayos láser; o hay niñas que entran a la pista en un auto o sobre un caballo. Nosotros nos ajustamos a sus deseos”.

Mario está presente en cada evento, pendiente del momento ideal para implementar cada baile e incluso coordinando el brindis por la festejada. Sus presentaciones toman un máximo 40 minutos, combinadas entre las 5 horas que dura la festividad.

“He conformado un equipo que me permite dar servicio alrededor del estado e incluso fuera. Familias mexicanas, salvadoreñas y guatemaltecas son nuestras más frecuente clientela. Pudiéramos crecer como negocio, pero eso nos alejaría del trato directo con nuestra gente...al final, son ellas las que recomiendan nuestro trabajo”, concluye el artista.

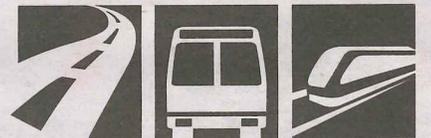


ALFREDO GARCÍA/LA VOZ

Coordina cada una de las celebraciones con un trato personalizado.

¡Por favor, acompáñenos!

La Asociación de Gobiernos de Maricopa (MAG) realizará una audiencia pública acerca de los siguientes programas: Anteproyecto del Programa de Mejoramiento de Transporte de MAG por los Años Fiscales 2017-2021 que incluirá una lista de proyectos, Anteproyecto de Programas y Proyectos de Transito del Año Fiscal 2016, enmiendas al Plan de Transporte Regional 2035 de MAG y el Anteproyecto del Análisis de Conformidad de la Calidad del Aire del Año 2016. El propósito de la audiencia pública es para recibir comentarios del público acerca a los cambios presentados en los documentos que están disponibles en el sitio web <http://azmag.gov>.



Audiencia Pública del plan y programas de Transporte de MAG y el Analisis de Conformidad

Martes, 7 de junio 2016, Audiencia Publica: 5:00 p.m.

302 North 1st Avenue, Phoenix
Sala de Conferencias Saguario – Segundo Piso

¡Animamos su participación y de antemano, le agradecemos!

Comentarios del público son bienvenidos en la audiencia o pueden ser sometidos por escrito por correo electrónico o directo antes de las 5:00 p.m. del día 7 de junio 2016. Todos los comentarios recibidos serán presentados a los comités de política de MAG para revisión y consideración. Para más información o para hacer arreglos de acomodaciones especiales, por favor llame a Leila Gamiz, especialista de alcance público al 602-254-6300 o por correo electrónico a lgamiz@azmag.gov.



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

From: [Teri Kennedy](#)
To: [Leila Gamiz](#); [Audra Koester Thomas](#)
Subject: FW: Question on June 7 meeting
Date: Tuesday, May 24, 2016 2:19:42 PM

From: Amina Donna Kruck [mailto:Aminak@ability360.org]
Sent: Monday, May 23, 2016 4:19 PM
To: Marc Pearsall; Teri Kennedy
Cc: Alice Chen; DeDe Gaisthea
Subject: RE: Question on June 7 meeting

Thank you everyone, My concern is that the committee almost voted for a plan that had no ADA improvement money. I am writing an alert to encourage people to attend the meeting on the 7th and it sounds like there will be no discussion or “voting” for a plan for anyone to advocate for or against. I want to keep the disability community engaged so that we continue to be a “squeaky” wheel to make sure we don’t get put on the back burner. I need to let them know how to take an action besides just attending.

AMINA DONNA KRUCK, M.C.,L.P.C

Vice President Advocacy

AminaK@ability360.org

| | |
|---|----------------------------|
| 5025 E. Washington St. | 602.443.0722 Direct |
| Suite 200 | 602.980.1155 Cell |
| Phoenix, AZ 85034 | 602.256.2245 Office |
| | 602.443.0721 Fax |
| ABILITY360.ORG | Arizona Relay 7-1-1 |

Ability360 is the proud operator of Ability360 Center and Ability360 Sports & Fitness Center (formerly called the Disability Empowerment Center/DEC and SpoFit).

This is a fragrance-free facility. Thank you for not wearing any of the following during your visit to any of our Ability360 locations: cologne; perfume; body spray; aftershave; scented deodorant, hand lotion or hair products; and/or similar products.

From: Marc Pearsall [mailto:MPearsall@azmag.gov]
Sent: Monday, May 23, 2016 3:34 PM
To: Teri Kennedy; Amina Donna Kruck
Cc: Alice Chen; DeDe Gaisthea
Subject: RE: Question on June 7 meeting

Thanks Teri for explained a very complicated program!

From: Teri Kennedy

Sent: Monday, May 23, 2016 1:22 PM
To: Marc Pearsall; Amina Donna Kruck
Cc: Alice Chen; DeDe Gaisthea
Subject: RE: Question on June 7 meeting

Hi Marc and Amina,

For the TIP, those projects that are known at this time (bus procurements, preventative maintenance, etc.) that have a lead agency identified, are included in the Draft TIP. For the ADA/Bus stop improvements; it is a set-a-side for now due to the timing of the approval.

MAG and RPTA will work on the detail of programming the specific known projects (those agencies that submitted for funding last fall under the Regional Transit Survey) for ADA/Bus stop improvements (a locational list will be generated) and we will work together to formulate a plan to make the most efficient use of the funding. This will include identifying a lead agency to group like projects together to have one contractor implement all in the group. I believe once RPTA completes the bus stop survey, we will see many stops that could use improvements. With the balance of the 6.0 million "not yet programmed funding" coming in the future, we may issue a Call For Projects to address those stops that are identified in the bus stop survey.

Teri Kennedy

Transportation Improvement Program Manager
Maricopa Association of Governments
302 N. 1st Ave., Suite 300
Phoenix, AZ 85003

Phone: 602-759-1752
FAX: 602-254-6490

From: Marc Pearsall
Sent: Monday, May 23, 2016 11:38 AM
To: Amina Donna Kruck
Cc: Teri Kennedy
Subject: RE: Question on June 7 meeting

Thanks Amina,
I'm cc'ing Teri Kennedy on this so that she could answer the TIP question for both of us.
Thx
<Marc

From: Amina Donna Kruck [<mailto:Aminak@ability360.org>]
Sent: Monday, May 23, 2016 11:38 AM
To: Marc Pearsall
Subject: Question on June 7 meeting

Marc, I am putting out an alert to the disability community about the next meeting. I

looked at the TIP and it is huge. Is there a certain page that discusses the decision that was made in the meeting the other day for the option 3?

Do we know yet what item it will be on the agenda?

AMINA DONNA KRUCK, M.C.,L.P.C

Vice President Advocacy

AminaK@ability360.org

5025 E. Washington St.
Suite 200
Phoenix, AZ 85034

ABILITY360.ORG

602.443.0722 Direct

602.980.1155 Cell

602.256.2245 Office

602.443.0721 Fax

Arizona Relay 7-1-1



Ability360 is the proud operator of Ability360 Center and Ability360 Sports & Fitness Center (formerly called the Disability Empowerment Center/DEC and SpoFit).

This is a fragrance-free facility. Thank you for not wearing any of the following during your visit to any of our Ability360 locations: cologne; perfume; body spray; aftershave; scented deodorant, hand lotion or hair products; and/or similar products.

Leila Gamiz

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

Kelly,

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

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

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

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

Kindly,

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

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

Good Afternoon Leila,

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

Kelly Wolff-Krauter

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



THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT

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

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

GOVERNOR

DOUGLAS A. DUCEY

COMMISSIONERS

CHAIRMAN, KURT R. DAVIS, PHOENIX
EDWARD "PAT" MADDEN, FLAGSTAFF
JAMES R. AMMONS, YUMA
JAMES S. ZIELER, ST. JOHNS
ERIC S. SPARKS, TUCSON

DIRECTOR

LARRY D. VOYLES

DEPUTY DIRECTOR

TY E. GRAY



May 5, 2016

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

RE: Mid-Phase Transportation Planning Public Hearing

To Whom It May Concern,

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

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

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

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

Chapter Four - Public Input Process

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

Chapter Six - Consultation on Environmental Mitigation and Resource Conservation

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

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

Sincerely,



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

M16-04193554

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



DRAFT FY 2016 MID-PHASE INPUT OPPORTUNITY REPORT

May, 2016

Maricopa Association of Governments (MAG)

302 North First Avenue, Suite 200

Phoenix, Arizona 85003

Telephone: (602) 254-6300

Fax: (602) 254-6490

E-mail: lgamiz@azmag.gov

Contact Person: Leila C. Gamiz

Title VI Notice to the Public

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

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

Cover Page Photo:

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

TABLE OF CONTENTS

EXECUTIVE SUMMARY

| | |
|------------------------------|---|
| Introduction. | 1 |
| Input Opportunities. | 1 |
| Summary of Input. | 2 |

I. PUBLIC INVOLVEMENT PROCESS

| | |
|--|---|
| Introduction. | 5 |
| History of MAG Public Outreach Process. | 6 |
| Table 1: Development Process of ADOT Five Year Program, MAG Transportation Improvement Program (TIP), and ADOT Life Cycle Program. | 7 |
| Table 2: Casa Grande Resolves. | 8 |
| Publicity. | 8 |
| Continuous Involvement. | 9 |

II. COMMITTEE/PUBLIC MEETING COMMENTS AND RESPONSES. 11

III. PUBLIC MEETING AGENDA. 15

IV. APPENDIX A: PUBLICITY MATERIAL. 51

V. APPENDIX B: CORRESPONDENCE RECEIVED DURING THE MID-PHASE INPUT OPPORTUNITY. 59

EXECUTIVE SUMMARY

INTRODUCTION

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

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

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

INPUT OPPORTUNITIES

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

SUMMARY OF INPUT

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

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

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

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

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

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

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

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

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

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

HISTORY OF MAG PUBLIC OUTREACH PROCESS

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

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

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

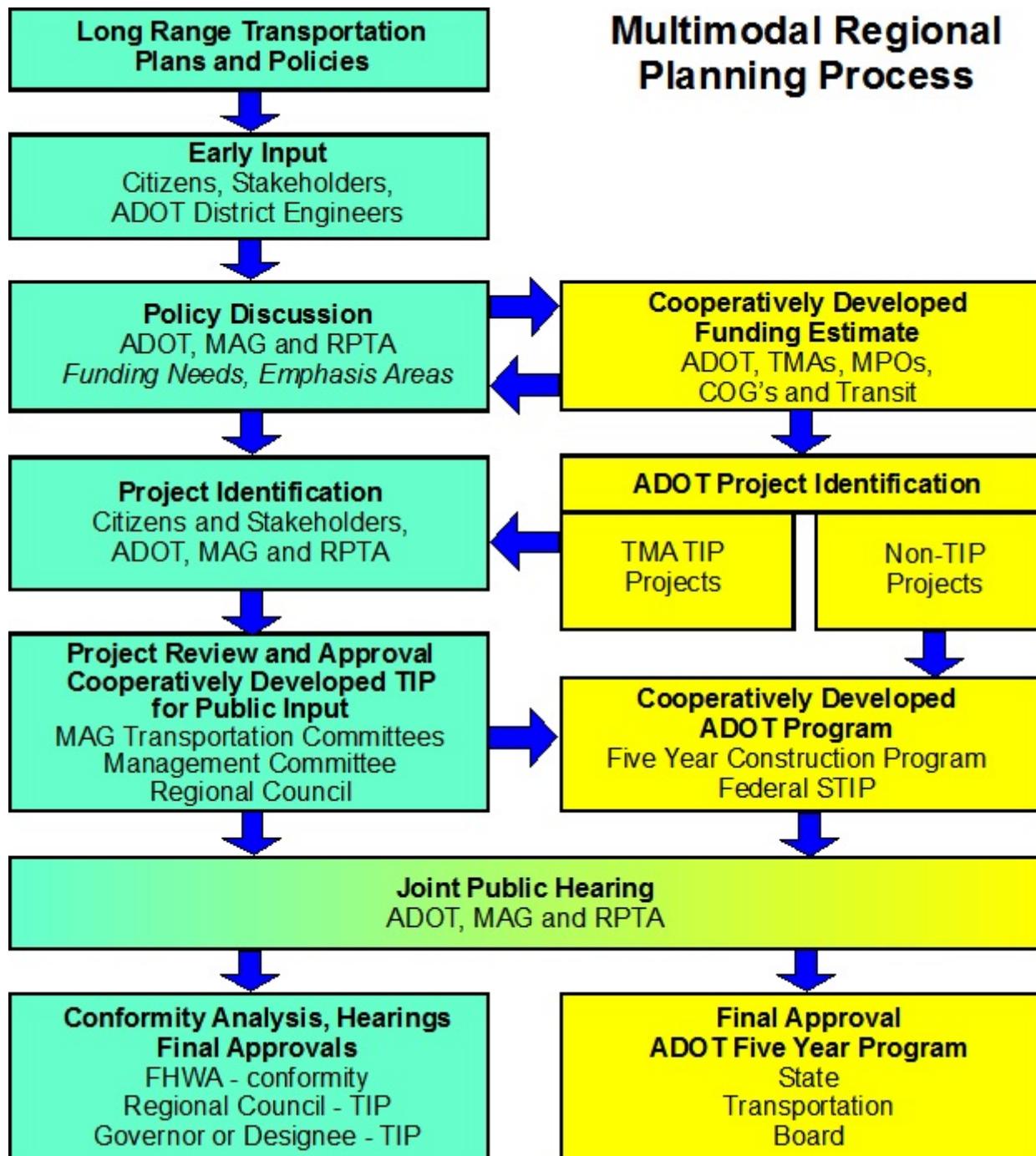


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

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

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

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

Table 2: Casa Grande Resolves

PUBLICITY

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

CONTINUOUS INVOLVEMENT

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

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

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

II. COMMITTEE/PUBLIC MEETING COMMENTS AND RESPONSES

INTRODUCTION

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

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

Comment by John Rusinek, Valley Resident

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

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

Comments by Dianne Barker, Valley resident

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

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

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

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

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

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

Comment by Marvin Rochelle, Valley resident

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

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

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

Comments by John Rusinek, Valley Resident

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

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

Comments by Dianne Barker, Valley resident

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

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

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

Comments by Howard May, Valley resident

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

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

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

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

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

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

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

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

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

Comments by Sharon Heftick, Valley resident

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

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

III. PUBLIC HEARING TRANSCRIPT AND AGENDA



AGENDA

MID-PHASE PUBLIC HEARING

Wednesday, April 27, 2016

10:00 a.m.

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

I. INTRODUCTION

- MAG Transportation Director Eric Anderson

II. PRESENTATION OF PROGRAM

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

III. PUBLIC COMMENT

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

IV. ADJOURN

MID-PHASE PUBLIC HEARING

Wednesday, April 27, 2016

10:00 a.m.

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

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

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

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

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

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

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

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

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

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

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

MR. SPEAKER: Robert Forrest with Valley Metro.

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

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

I'd like to quickly go over the agenda for

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MR. CHAIRMAN: Thank you, Marc.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

We recently got new ones from, I think,

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

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

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

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

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

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

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

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

MR. KESSLER: Sure.

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

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

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

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

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

There are some parts in this town where there

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

and go back.

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

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

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

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

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

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

made part of our decision making process.

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

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

STATE OF ARIZONA)
)
)
COUNTY OF MARICOPA)

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

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

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

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

**IV. APPENDIX A.
PUBLICITY MATERIAL**

MID-PHASE TRANSPORTATION PLANNING PUBLIC HEARING

Wednesday, April 27, 2016

Open House: 9:30 a.m.

Public Hearing: 10:00 a.m.

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

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

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

Please Join Us!

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

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

ON THE MOVE



PARTNERS IN PROGRESS

Mid Phase Public Hearing

Wednesday, April 27, 2016

Open House: 9:30 a.m.

Public Hearing: 10:00 a.m.

MAG Offices, Suite 200

Ironwood Room - second floor

302 North 1st Avenue, Phoenix

**Your participation is
encouraged and appreciated.**





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

You're invited!

Please Join Us!

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

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

ON THE MOVE



PARTNERS IN PROGRESS

Mid Phase Public Hearing

Wednesday, April 27, 2016

Open House: 9:30 a.m.

Public Hearing: 10:00 a.m.

MAG Offices, Suite 200

Ironwood Room - second floor

302 North 1st Avenue, Phoenix

**Your participation is
encouraged and appreciated.**



¡Por favor, acompáñenos!

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



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

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

Audiencia Pública de la Fase Intermedia

Miércoles, 27 de abril 2016

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

302 North 1st Avenue, Phoenix

Sala de Conferencias Ironwood – Segundo Piso

¡Animamos su participación y de antemano, le agradecemos!

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

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

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

TO: MAG Policy Committee via email to Leila Gamiz (lgamiz@azmag.gov)

RE: requested input for mid-phase hearing on 2035 RTP

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

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

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

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

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

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

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

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

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

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

Dan Heim

President

Desert Foothills Astronomy Club (member society of the IDA)

www.dfacaz.org

48412 N. Black Canyon HWY, #299

New River, AZ 85087

623.465.7307

dan@heimhenge.com

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

Ms. Lewis,

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

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

Kindly,

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



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

Subject: Email From MAG Website

To: Leila Gamiz

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

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

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

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

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

Mr. Johnson,

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

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

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

Kindly,

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



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

Subject: RTP missing projects

To: Leila Gamiz

Name of Sender: Eric Johnson

Email Address: itsericz@gmail.com

Organization:

City/State: Goodyear, Ar

Phone: 623-628-8543

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

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

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

Leila Gamiz

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

Response:

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

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

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

Subject: Email From MAG Website

To: Kelly Taft

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

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

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

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

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

Ms. Lombard,

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

Kindly,

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



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

Hi Leila:

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

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

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

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

www.valleypartnership.org



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

Ms. Lombard,

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

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

Kindly,

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



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

Subject: Email From MAG Website

To: Leila Gamiz

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

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

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

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

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

Mr. Heim,

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

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

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

Kindly,

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



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

Greetings Leila Gamiz,

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

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

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

Ms. Jones,

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

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

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

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

Kindly,

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



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

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

--

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

NOTICE-The information contained in this transmission may contain privileged and confidential information, including patient information protected by federal and state privacy laws. It is intended only for the use of the person(s) named above. If you are not the intended recipient, you are hereby notified that any review, dissemination, distribution, or duplication of this communication is strictly prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.



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

April 19, 2016

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

BOARD OF DIRECTORS

Chair
Molly Ryan Carson
Ryan Companies

Vice Chair
Brett Hopper
The OPUS Group

Treasurer
Todd Chester
WDP Partners

Secretary
Carolyn Oberholtzer
Bergin, Frakes, Smalley & Oberholtzer

General Counsel
Jay Kramer
Fennemore Craig

Past Chair
Scott Nelson
Macerich

Chris Anaradian
Town of Queen Creek

Lisa Atkins
Arizona State Land Commissioner

Mike Atkinson
AZ Big Media

Roger Baele
M+W Group

Chapin Bell
P.B. Bell Companies

Tim Brislin
Harvard Investments

Ryan Cochran
Kitchell

John Creer
ASU University Real Estate Development

Mari Flynn
Ashton Woods

Brian Frakes
Common Bond Development Group

Andrew Gasparro
Evergreen Devco

Molly Greene
SRP

Jill Hegardt
DMB Associates

Dena Jones
Fidelity National Title

Heidi Kimball
Sunbell Holdings

Bryce Lloyd
First/Bank

Mike Martin
APS

Rusty Mitchell
Luke Air Force Base

Paul Rhodes
Vestar

Ben Shunk
Gorman & Company

Eric Sloan
Arizona Department of Gaming

Derek Sorenson
Quarles & Brady

Dear Ms. Gamiz:

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

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

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

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

Thank you.

Sincerely,

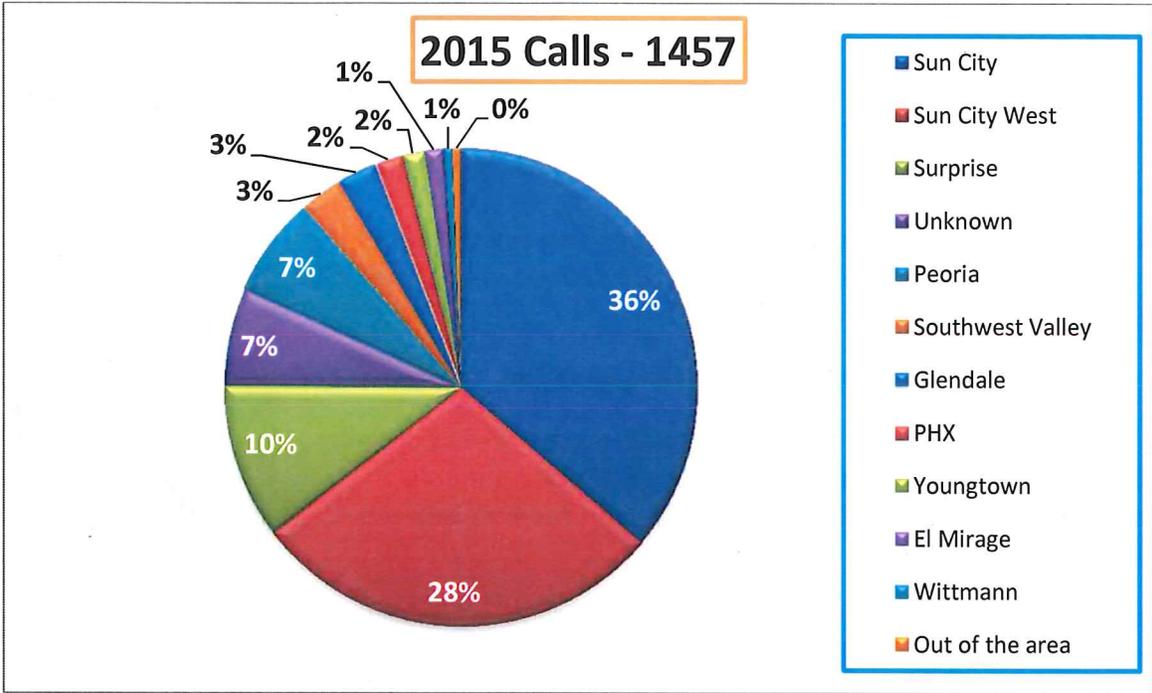
Cheryl Lombard
President & CEO



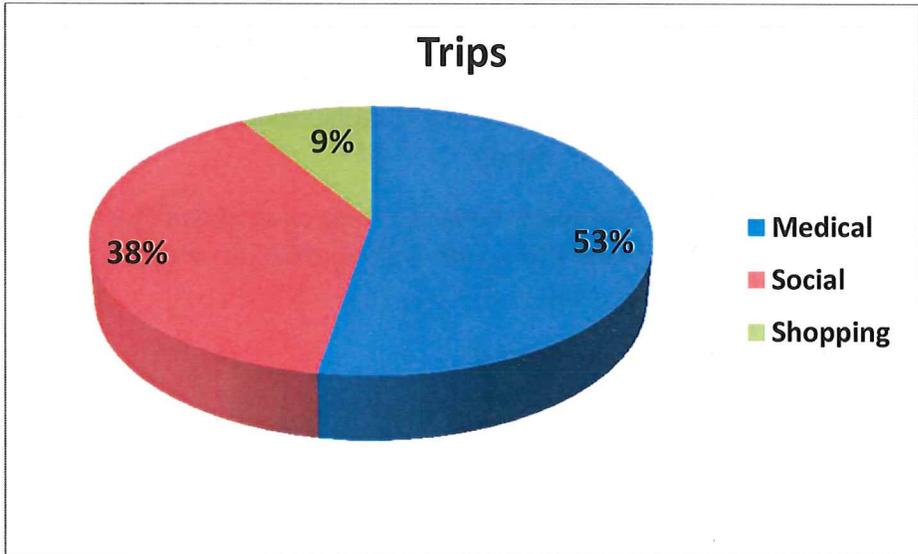
- The Northwest Valley is home to a rapidly expanding population of more than 100,000 seniors, each with their own unique needs, many with limiting disability
- Basic to this population is the **NEED for transportation**.
- Many of these aging citizens **cannot** or **should not** be driving, thereby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

2016 BOARD OF DIRECTORS

| | | |
|---------------------|------------------|--|
| Darl Bachman | Tom Profico | Ex-Officio: |
| Bonnie Boyce-Wilson | Joyce Stoffers | Michelle Dionisio |
| Jennifer Drago | Dr. Carol Struck | Ron Guziak |
| Frank Joyce | Joanne Thomson | Executive Director/Mobility Manager: Kathryn Chandler |



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



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

MID-PHASE INPUT OPPORTUNITY REPORT ADDENDUM

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

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

Comments from Dianne Barker, Valley Resident:

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

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

Comments from John Rusinek, Valley Resident:

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

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

ATTACHMENT

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



THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT

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

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

GOVERNOR

DOUGLAS A. DUCEY

COMMISSIONERS

CHAIRMAN, KURT R. DAVIS, PHOENIX
EDWARD "PAT" MADDEN, FLAGSTAFF
JAMES R. AMMONS, YUMA
JAMES S. ZIELER, ST. JOHNS
ERIC S. SPARKS, TUCSON

DIRECTOR

LARRY D. VOYLES

DEPUTY DIRECTOR

TY E. GRAY



May 5, 2016

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

RE: Mid-Phase Transportation Planning Public Hearing

To Whom It May Concern,

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

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

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

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

Chapter Four - Public Input Process

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

Chapter Six - Consultation on Environmental Mitigation and Resource Conservation

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

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

Sincerely,



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

M16-04193554

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

Leila Gamiz

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

Kelly,

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

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

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

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

Kindly,

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

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

Good Afternoon Leila,

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

Kelly Wolff-Krauter

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

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

For information about where to hunt, please visit:

<http://habimap.org/>

<http://azaccessmap.com/>

<http://gis.azgfd.gov/fishandboat/>

Sign up for E-News

Renew WC Registration



I Support Wildlife

One-year membership: \$25

JOIN NOW

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 8, 2016

SUBJECT:

Draft FY 2017 Arterial Life Cycle Program

SUMMARY:

A.R.S. 28-6352 (B) requires MAG to develop a budgeting process that ensures the costs for the arterial program do not exceed available revenues from the regional sales tax extension and MAG federal funds. The Arterial Life Cycle Program (ALCP) provides a listing of 81 of the original 94 Regional Transportation Plan (RTP) arterial projects and maintains the fiscal constraint of the life cycle program over the remainder of the 20-year sales tax. The projects follow the priorities established in the RTP. In some cases, projects are advanced, deleted, deferred, exchanged, or substituted per the ALCP Policies and Procedures (Policies). Every year, the program is updated based on new revenue forecasts and changes to project schedules.

In early January, MAG distributed ALCP project workbooks to each lead agency to update and/or verify their project schedules and costs. The information that was returned by each lead agency was used to generate MAG Transportation Improvement Program (TIP) listings included as part of the Draft Fiscal Year (FY) 2017-2021 MAG TIP. The TIP listings also include proposed changes to five projects programmed in the ALCP. In accordance with the Policies, specific proposed changes must be recommended by the MAG Street Committee before the changes may be included in the draft ALCP. The MAG Street Committee heard proposed project changes to the draft FY 2017 ALCP on January 12, 2016 and February 9, 2016. These changes included:

- Replace the Val Vista Drive: Southern Avenue to University Drive project with Baseline Road: 24th Street to Consolidated Canal (January 12, 2016 Street Committee)
- Expansion in scope of the Southern Avenue at Higley Road intersection improvement project to a corridor improvement project on Southern Avenue from Greenfield Road to Higley Road (February 9, 2016 Street Committee)
- Expansion in scope of the Southern Avenue at Lindsay Road intersection improvement project to a corridor improvement project on Southern Avenue from Gilbert Road to Val Vista Drive (February 9, 2016 Street Committee)
- Expansion in scope of the University Drive: Higley Road to Hawes Road project to University Drive: Higley Road to 88th Street (February 9, 2016 Street Committee)
- Expansion in scope of the Val Vista Drive: Baseline Road to Southern Avenue project to Val Vista Drive: Baseline Road to Pueblo Avenue

The above projects also underwent an analysis using the ALCP Project Change Tool. With the exception of the University Drive: Higley Road to 88th Street project, all proposed changes received a higher ALCP Project Change score than the original projects.

The information that was returned by each lead agency in the project workbook was also used as the basis for reimbursement advancements and deferrals. Programmed reimbursements were adjusted if the work was deferred beyond the programmed reimbursement year. Further, programmed reimbursements were deferred in accordance with the programming principles set forth in the draft Policies. As a result of the

deferrals, reimbursements were advanced consistent with the priorities identified in the draft Policies and project readiness.

The ALCP is funded from the half-cent sales tax, also known as the Regional Area Road Fund (RARF), and federal transportation revenues. The last RARF forecast, released by the Arizona Department of Transportation (ADOT) in the fall of 2015, indicated a 4.89 percent increase in program revenues over the previous year's forecast. The projection of federal revenue into the program also increased under the new federal transportation authorization act, Fixing America's Surface Transportation Act (FAST Act). The total increase in federal revenue into the program is projected at 6.15 percent over last year's forecast.

The increase in forecasted RARF and federal revenues has resulted in a program surplus totaling \$20.3 million. Due to the small surplus, the draft FY 2017 ALCP continues the temporary elimination of program inflation and bonding.

Please refer to the enclosed draft FY 2017 ALCP Workbook and copies of the proposed project change requests. TIP listings have been included as part of the Draft FY 2017-2021 MAG Transportation Improvement Program agenda item.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The Draft Fiscal Year (FY) 2017 ALCP meets the legal requirement of MAG for the arterial street component of the RTP. If the proposed Draft FY 2017 ALCP is approved, it will allow jurisdictions and MAG to complete Project Overviews, enter into Project Agreements and allow Lead Agencies to receive regional reimbursements for FY 2017 ALCP Projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will have a current Life Cycle budget for the arterial portion of Proposition 400, which totals about \$1.616 billion. This information also will be reflected in the MAG Draft FY 2017-2021 MAG TIP and 2035 Regional Transportation Plan.

POLICY: A.R.S. 28-6352 (B) requires that MAG develop a budgeting process for the arterial street component of the RTP.

ACTION NEEDED:

Recommend approval of the Draft FY 2017 Arterial Life Cycle Program, amendments and modifications to the 2035 Regional Transportation Plan, and inclusion into the Draft FY 2017-2021 MAG Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:

On June 8, 2016, the MAG Management Committee recommended approval of the draft FY 2017 Arterial Life Cycle Program, amendments and modifications to the 2035 Regional Transportation Plan, and inclusion into the Draft FY 2017-2021 MAG Transportation Improvement Program.

MEMBERS ATTENDING

Darryl H. Crossman, Litchfield Park, Chair
Ed Zuercher, Phoenix, Vice Chair
Bryant Powell, Apache Junction
David Fitzhugh, Avondale

Stephen Cleveland, Buckeye
Gary Neiss, Carefree
Peter Jankowski, Cave Creek
Ryan Peters for Marsha Reed, Chandler

Amber Wakeman for Dr. Spencer Isom,
El Mirage
Brent Billingsley, Florence
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Grady Miller, Fountain Hills
Michael Celaya, Gila Bend
* Pamela Thompson, Gila River Indian
Community
Patrick Banger, Gilbert
Kevin Phelps, Glendale
Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Gregory Rose, City of Maricopa
Christopher Brady, Mesa
Kevin Burke, Paradise Valley
Carl Swenson, Peoria

Louis Anderson for Greg Stanley, Pinal
County
Tracy Corman for John Kross, Queen
Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Brian Biesemeyer, Scottsdale
Bob Wingenroth, Surprise
Marge Zylla for Andrew Ching, Tempe
Pilar Sinawi for Reyes Medrano, Jr.,
Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Floyd Roehrich for John Halikowski,
ADOT
Reid Spaulding for Joy Rich, Maricopa
County
John Farry for Scott Smith, Valley
Metro/RPTA

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

On May 26, 2016, the MAG Transportation Review Committee recommended approval of the draft FY 2017 Arterial Life Cycle Program, amendments and modifications to the 2035 Regional Transportation Plan, and inclusion into the Draft FY 2017-2021 MAG Transportation Improvement Program.

MEMBERS ATTENDING

Avondale: David Janover
ADOT: Kwi-Sung Kang for Mike Kies
Apache Junction: Shane Kiesow for Giao
Pham
Buckeye: Jose Heredia for Scott Lowe
* Cave Creek: Ian Cordwell
Chandler: R.J. Zeder for Dan Cook
El Mirage: Jorge Gastelum
* Florence: Jess Knudson
* Fountain Hills: Randy Harrel
Gila River Indian Community: Tim Oliver
Gilbert: Leah Hubbard
Glendale: Debbie Albert, Vice Chair
Goodyear: Rebecca Zook

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

EX-OFFICIO MEMBERS ATTENDING

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

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

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

On May 10, 2016, the MAG Street Committee reviewed the draft FY 2017 Arterial Life Cycle Program – Reimbursement Listings.

MEMBERS ATTENDING

Chris Hauser, El Mirage,, Chair
Susan Anderson for Eric Boyles, ADOT
Emile Schmid, Apache Junction
David Janover, Avondale
* Jose Heredia, Buckeye
Kevin Lair, Chandler
Aryan Lirange, FHWA
Jess Knudson for Wayne Costa, Florence
Tim Oliver, Gila River Indian Community
Ken Morgan, Gilbert
Patrick Sage, Glendale
* Hugh Bigalk, Goodyear
* Bill Fay, City of Maricopa
Maria Angelica Deeb, Mesa

Robert Woodring, Maricopa County
Mike Gillespie, Litchfield Park
* James Shano, Paradise Valley
Kini Knudson, Vice Chair, Phoenix
Angeline To for Scott Bender, Pinal County
Ben Wilson, Peoria
* Janet Martin, Queen Creek
Jennifer Jack, Salt River Pima-Maricopa
Indian Community
Andrew Merkley for Phil Kercher, Scottsdale
Dana Owsiany, Surprise
German Piedrahita, Tempe
Jamie McCracken, Tolleson
Grant Anderson, Youngtown

* Members neither present nor represented by Proxy # Members attending by phone
@Ex-officio member, non voting member

On February 9, 2016, the MAG Street Committee recommended to include proposed project changes to the Southern Avenue at Higley Road, Southern Avenue at Lindsay Road, University Drive: Higley Road to Hawes Road, and Val Vista Drive: Baseline Road to Southern Avenue projects in the draft Fiscal Year 2017 ALCP.

MEMBERS ATTENDING

Chris Hauser, El Mirage, Chair
Eric Boyles for Susan Anderson, ADOT
Emile Schmid, Apache Junction
David Janover, Avondale
* Jose Heredia, Buckeye
Kevin Lair, Chandler
@Ed Stillings for Aryan Lirange, FHWA
* Wayne Costa, Florence
Gregory McDowell for Tim Oliver, Gila
River Indian Community
Ken Morgan, Gilbert
Patrick Sage, Glendale
* Hugh Bigalk, Goodyear
* Bill Fay, City of Maricopa
Maria Angelica Deeb, Mesa

Robert Woodring, Maricopa County
Mike Gillespie, Litchfield Park
* James Shano, Paradise Valley
Jenny Grote, Phoenix
John Kraft for Scott Bender, Pinal County
Ben Wilson, Peoria
* Janet Martin, Queen Creek
Jennifer Jack, Salt River Pima-Maricopa
Indian Community
Andrew Merkley for Phil Kercher, Scottsdale
Dana Owsiany, Surprise
German Piedrahita, Tempe
Jamie McCracken, Tolleson
Grant Anderson, Youngtown

* Members neither present nor represented by Proxy # Members attending by phone
@Ex-officio member, non voting member

On January 12, 2016, the MAG Street Committee recommended to include a proposed project change to the Val Vista Drive: Southern Avenue to University Drive project in the draft Fiscal Year 2017 ALCP.

MEMBERS ATTENDING

- Chris Hauser, El Mirage, Chair
- Eric Boyles for Susan Anderson, ADOT
- Emile Schmid, Apache Junction
- David Janover, Avondale
- Jose Heredia, Buckeye
- Kevin Lair, Chandler
- @Tom Deitering for Aryan Lirange, FHWA
- * Wayne Costa, Florence
- Tim Oliver, Gila River Indian Community
- Kristin Myers for Ken Morgan, Gilbert
- Robert Woodring for Lee Jimenez, Maricopa County
- * Mike Gillespie, Litchfield Park
- * James Shano, Paradise Valley
- Jenny Grote, Phoenix

- Angeline To for Scott Bender, Pinal County
- Ben Wilson, Peoria
- Janet Martin, Queen Creek
- Jennifer Jack, Salt River Pima-Maricopa Indian Community
- Patrick Sage, Glendale
- # Hugh Bigalk, Goodyear
- * Bill Fay, City of Maricopa
- Maria Angelica Deeb, Mesa
- Andrew Merkley for Phil Kercher, Scottsdale
- Dana Owsiany, Surprise
- German Piedrahita, Tempe
- Jason Earp, Tolleson
- # Grant Anderson, Youngtown

* Members neither present nor represented by proxy
@Ex-officio member, non voting member

Members attending by phone

CONTACT PERSON:

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

Draft FY 2017 Arterial Life Cycle Program

| RTP Project | RTP Code | Remaining Regional Budget (FY17) | Unfunded Due to Deficit | Fund Type | Work Phase | FY for Work | Original RTP Phase | Status | FY06 2005\$ | FY07 2006\$ | FY08 2007\$ | FY09 2008\$ | FY10 2009\$ | FY11 2010\$ | FY12 2011\$ | FY13 2012\$* | FY14 2013\$* | FY15 2014\$* | FY16 2015\$* | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unfunded Due to Deficit | | |
|-------------------------------------|---------------|----------------------------------|-------------------------|-----------|------------|-------------|--------------------|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------|---------|--------|--------|--------|---------|---------|--------|--------|---------|-------------------------|--|--|
| PHASE I | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Legacy Dr: Hayden Rd to 88th Street | ACL-UH-10-03 | \$ 2,072,944 | \$ 10,021,458 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | RARE | DES | 2023 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | RARE | ROW | 2024 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | RARE | CONST | 2025 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| PHASE II | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PHASE III | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PHASE IV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAGNUM UT AGENCY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ITS Program | AOP-ITS-10-03 | | \$ - | CMAQ | | 2006-2026 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Implementation Studies | AOP-APL-10-03 | | \$ - | RARE | | 2006-2026 | | 0.560 | 1,424 | 1,382 | 4,926 | 4,993 | 4,536 | 5,393 | 5,340 | 6,891 | 7,464 | 6,235 | 6,194 | 6,626 | 3,679 | 3,679 | 1,727 | 1,780 | 1,829 | 1,874 | 1,923 | 1,971 | 1,177 | | | |
| | | | | | | TOTAL | | 7,027 | 14,208 | 27,693 | 63,802 | 58,470 | 78,594 | 110,118 | 75,311 | 84,017 | 69,238 | 70,077 | 104,263 | 89,736 | 102,225 | 87,162 | 74,570 | 91,456 | 112,566 | 114,149 | 86,320 | 95,514 | 196,451 | | | |

Project Change Request:

Val Vista Dr: Southern Ave to University Dr
(ACI-VAL-10-03-B)

ALCP Project Change Request - General

| | | |
|---|--|--|
| 1. General | Lead Agency (Requesting Agency) | City of Mesa |
| | Multi-Jurisdictional Project (Yes/No) | Yes |
| | Other Participating Agencies (if applicable) | Town of Gilbert |
| 2. Contact Information | Primary Staff Contact Name | Maria Angelica Deeb |
| | Primary Staff Contact Title | Projects Coordinator |
| | Primary Staff Contact Email | Maria.Deeb@mesaaz.gov |
| | Primary Staff Contact Phone | (480) 644-2845 |
| | Secondary Staff Contact Name | Al Zubi |
| | Secondary Staff Contact E-Mail | Al.Zubi@mesaaz.gov |
| 3. Original Project | Original Project Name | Val Vista Drive: Southern Avenue to University Drive |
| | Original Project RTP ID | ACI-VAL-10-03-B |
| | Are you requesting to rescope/substitute more than one original project? (yes/no) | No |
| | List any additional original projects and RTP IDs you are requesting to rescope/substitute | No |
| 4. Proposed Rescoped/ Substitute Project | Roadway Name | Baseline Road |
| | Starting Limit | 24th Street |
| | Ending Limit | Consolidated Canal |
| | Length (to nearest 10th of a mile) | 1 mile |

| Criteria | Baseline Road: 24th Street to Consolidated Canal (Proposed Project) | Val Vista Drive: Southern Ave to University Drive (Original Project) |
|--|---|---|
| Volume – AAWT | 26,769 | 29,769 |
| V/C Ratio | 0.9 | 0.6 |
| Peak PM Volume | 2,448 | 2,213 |
| Peak AM Volume | 1,960 | 2,093 |
| Crash Rates by VMT | 3.450 | 4.970 |
| Serious Crashes/Fatalities (Structural Causes Only) | 0 | 7 |
| Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance? | Yes | Yes |
| Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders? | Yes | No |
| Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities? | Yes | No |
| Total Quantitative Weighted Score | 0.6 | 0.6 |
| Total Qualitative Weighted Score | 0.7 | 0.4 |
| Total Score | 1.3 | 1.0 |

Project Change Request:

Southern Ave at Higley Rd
(ACI-SOU-10-03-D)

ALCP Project Change Request - General

| | | |
|---|--|---------------------------|
| 1. General | Lead Agency (Requesting Agency) | City of Mesa |
| | Multi-Jurisdictional Project (Yes/No) | Yes |
| | Other Participating Agencies (if applicable) | N/A |
| 2. Contact Information | Primary Staff Contact Name | Maria Angelica Deeb |
| | Primary Staff Contact Title | Projects Coordinator |
| | Primary Staff Contact Email | Maria.Deeb@mesaaz.gov |
| | Primary Staff Contact Phone | (480) 644-2845 |
| | Secondary Staff Contact Name | Al Zubi |
| | Secondary Staff Contact E-Mail | Al.Zubi@mesaaz.gov |
| 3. Original Project | Original Project Name | Southern Avenue to Higley |
| | Original Project RTP ID | ACI-SOU-10-03-D |
| | Are you requesting to rescope/substitute more than one original project? (yes/no) | No |
| | List any additional original projects and RTP IDs you are requesting to rescope/substitute | No |
| 4. Proposed Rescoped/ Substitute Project | Roadway Name | Southern Avenue |
| | Starting Limit | Greenfield Road |
| | Ending Limit | Higley Rd |
| | Length (to nearest 10th of a mile) | 1.3 |

| Criteria | Southern Ave: Greenfield Rd to Higley Rd (Proposed Project) | Southern Ave at Higley Rd (Original Project) |
|--|--|---|
| Volume – AAWT | 14,157 | 53,169 |
| V/C Ratio | 0.9 | 0.9 |
| Peak PM Volume | 1,257 | 5,219 |
| Peak AM Volume | 968 | 4,976 |
| Crash Rates by VMT | 8.070 | 1.490 |
| Serious Crashes/Fatalities (Structural Causes Only) | 4 | 0 |
| Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance? | Yes | Yes |
| Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders? | Yes | No |
| Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities? | Yes | No |
| Total Quantitative Weighted Score | 0.6 | 0.4 |
| Total Qualitative Weighted Score | 0.7 | 0.4 |
| Total Score | 1.3 | 0.8 |

Project Change Request:

Southern Ave at Lindsay Rd
(ACI-SOU-10-03-C)

ALCP Project Change Request - General

| | | |
|---|--|----------------------------------|
| 1. General | Lead Agency (Requesting Agency) | City of Mesa |
| | Multi-Jurisdictional Project (Yes/No) | No |
| | Other Participating Agencies (if applicable) | N/A |
| 2. Contact Information | Primary Staff Contact Name | Maria Angelica Deeb |
| | Primary Staff Contact Title | Projects Coordinator |
| | Primary Staff Contact Email | Maria.Deeb@mesaaz.gov |
| | Primary Staff Contact Phone | (480) 644-2845 |
| | Secondary Staff Contact Name | Al Zubi |
| | Secondary Staff Contact E-Mail | Al.Zubi@mesaaz.gov |
| 3. Original Project | Original Project Name | Southern Avenue and Lindsay Road |
| | Original Project RTP ID | ACI-SOU-10-03-C |
| | Are you requesting to rescope/substitute more than one original project? (yes/no) | No |
| | List any additional original projects and RTP IDs you are requesting to rescope/substitute | |
| 4. Proposed Rescoped/ Substitute Project | Roadway Name | Southern Avenue |
| | Starting Limit | Gilbert Road |
| | Ending Limit | Val Vista Drive |
| | Length (to nearest 10th of a mile) | 2 |

| Criteria | Southern Ave: Gilbert Rd to Val Vista Dr (Proposed Project) | Southern Ave at Lindsay Rd (Original Project) |
|--|--|--|
| Volume – AAWT | 20,505 | 40,072 |
| V/C Ratio | 0.9 | 0.9 |
| Peak PM Volume | 1,857 | 3,812 |
| Peak AM Volume | 1,707 | 3,110 |
| Crash Rates by VMT | 4.080 | 0.830 |
| Serious Crashes/Fatalities (Structural Causes Only) | 10 | 3 |
| Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance? | Yes | Yes |
| Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders? | Yes | No |
| Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities? | Yes | No |
| Total Quantitative Weighted Score | 0.55 | 0.5 |
| Total Qualitative Weighted Score | 0.7 | 0.4 |
| Total Score | 1.25 | 0.9 |

Project Change Request:

Val Vista Dr: Baseline Rd to
Southern Ave
(ACI-VAL-10-03-A)

ALCP Project Change Request - General

| | | |
|---|--|--|
| 1. General | Lead Agency (Requesting Agency) | City of Mesa |
| | Multi-Jurisdictional Project (Yes/No) | Yes |
| | Other Participating Agencies (if applicable) | N/A |
| 2. Contact Information | Primary Staff Contact Name | Maria Angelica Deeb |
| | Primary Staff Contact Title | Projects Coordinator |
| | Primary Staff Contact Email | Maria.Deeb@mesaaz.gov |
| | Primary Staff Contact Phone | (480) 644-2845 |
| | Secondary Staff Contact Name | Al Zubi |
| | Secondary Staff Contact E-Mail | Al.Zubi@mesaaz.gov |
| 3. Original Project | Original Project Name | Val Vista Drive: Baseline to Southern Avenue |
| | Original Project RTP ID | ACI-VAL-10-03-A |
| | Are you requesting to rescope/substitute more than one original project? (yes/no) | No |
| | List any additional original projects and RTP IDs you are requesting to rescope/substitute | No |
| 4. Proposed Rescoped/ Substitute Project | Roadway Name | Val Vista Drive |
| | Starting Limit | Baseline Road |
| | Ending Limit | Pueblo |
| | Length (to nearest 10th of a mile) | 1.5 |

| Criteria | Val Vista Dr: Baseline to Pueblo (Proposed Project) | Val Vista Dr: Baseline to Southern (Original Project) |
|--|--|--|
| Volume – AAWT | 36,971 | 40,578 |
| V/C Ratio | 0.9 | 0.9 |
| Peak PM Volume | 3,391 | 3,391 |
| Peak AM Volume | 2,703 | 2,703 |
| Crash Rates by VMT | 6.260 | 7.710 |
| Serious Crashes/Fatalities (Structural Causes Only) | 8 | 8 |
| Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance? | Yes | Yes |
| Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders? | Yes | Yes |
| Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities? | Yes | Yes |
| Total Quantitative Weighted Score | 0.5 | 0.4 |
| Total Qualitative Weighted Score | 0.4 | 0.4 |
| Total Score | 0.9 | 0.8 |

Project Change Request:

University Dr: Higley Rd to Hawes Rd
(ACI-UNV-10-03-B)

ALCP Project Change Request - General

| | | |
|---|--|---|
| 1. General | Lead Agency (Requesting Agency) | City of Mesa |
| | Multi-Jurisdictional Project (Yes/No) | Yes |
| | Other Participating Agencies (if applicable) | N/A |
| 2. Contact Information | Primary Staff Contact Name | Maria Angelica Deeb |
| | Primary Staff Contact Title | Projects Coordinator |
| | Primary Staff Contact Email | Maria.Deeb@mesaaz.gov |
| | Primary Staff Contact Phone | (480) 644-2845 |
| | Secondary Staff Contact Name | Al Zubi |
| | Secondary Staff Contact E-Mail | Al.Zubi@mesaaz.gov |
| 3. Original Project | Original Project Name | University Drive: Higley Road to Hawes Road |
| | Original Project RTP ID | ACI-UNV-10-03-B |
| | Are you requesting to rescope/substitute more than one original project? (yes/no) | No |
| | List any additional original projects and RTP IDs you are requesting to rescope/substitute | No |
| 4. Proposed Rescoped/ Substitute Project | Roadway Name | University Drive |
| | Starting Limit | Higley Road |
| | Ending Limit | 88th Street |
| | Length (to nearest 10th of a mile) | 4.5 |

| Criteria | University Dr: Higley Rd to 88th St (Proposed Project) | University Dr: Higley Rd to Hawes Rd (Original Project) |
|--|--|--|
| Volume – AAWT | 16,562 | 16,290 |
| V/C Ratio | 0.58 | 0.58 |
| Peak PM Volume | 1,425 | 1,425 |
| Peak AM Volume | 1,227 | 1,227 |
| Crash Rates by VMT | 2.460 | 2.820 |
| Serious Crashes/Fatalities (Structural Causes Only) | 9 | 8 |
| Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance? | Yes | Yes |
| Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders? | Yes | Yes |
| Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities? | Yes | Yes |
| Total Quantitative Weighted Score | 0.4 | 0.5 |
| Total Qualitative Weighted Score | 0.4 | 0.4 |
| Total Score | 0.8 | 0.9 |

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 8, 2016

SUBJECT:

Draft FY 2017-2021 MAG Transportation Improvement Program

SUMMARY:

The Draft Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP) has been under development since March 2015. All federally funded projects and regionally significant transportation projects (including local and privately funded projects) are required by federal law to be included in the draft TIP for the purpose of meeting the air quality conformity analysis requirements. In April 2016, the Draft FY 2017-2021 MAG TIP Listing of Projects was approved by the MAG Regional Council to undergo this analysis, which is now complete. The Mid-Phase public hearing on the interim TIP listings was conducted on April 27, 2016, and the Final Phase public hearing is scheduled for June 7, 2016. The Draft FY 2017-2021 MAG TIP may be viewed on the MAG website at: www.azmag.gov/TIP.

Each chapter has a date of revision if updates have been made since the public posting of the Draft FY 2017-2021 MAG TIP. If changes to the project listings are needed an errata sheet and tables will be provided.

PUBLIC INPUT:

Public input received on the Draft FY 2017-2021 MAG TIP is included in the Mid-Phase Input Opportunity Report and the Final Phase Opportunity Report (attached as a separate item to this agenda).

PROS & CONS:

PROS: Approval of the TIP will help ensure the timely construction and implementation of regionwide transportation projects.

CONS: Approval of the TIP indicates approval of local projects by local agencies.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The TIP is a listing of projects that are scheduled for construction and/or implementation within the next five years. The current TIP is the FY 2014-2018 MAG TIP, which is valid under Federal rules until January 2018. Approval of the Draft FY 2017-2021 MAG TIP is required to update and validate construction and implementation of new transportation projects in years 2017, 2018, 2019, 2020, and 2021. The FY 2017-2021 MAG TIP contains as a subset the MAG Federal Transit Administration Section 5307 program for FY 2016 and FY 2017 Program of Projects for the MAG region.

POLICY: The TIP is developed with input from all MAG member agencies, the Arizona Department of Transportation, the Federal Highway Administration, the Federal Transit

Administration, Indian Communities, Tribal Governments, the general public, and incorporates controls to ensure fiscal constraint and compliance with air quality regulations.

ACTION NEEDED:

Recommend approval of the Draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and amendment to the 2035 Regional Transportation Plan (RTP), contingent on a finding of conformity.

PRIOR COMMITTEE ACTIONS:

On June 8, 2016, the MAG Management Committee recommended approval of the Draft FY 2017-2021 MAG Transportation Improvement Program (TIP), errata sheet, and amendment to the 2035 Regional Transportation Plan (RTP), contingent on a finding of conformity.

MEMBERS ATTENDING

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

- Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Carl Swenson, Peoria
- # Louis Anderson for Greg Stanley, Pinal County
- Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- # Brian Biesemeyer, Scottsdale
- # Bob Wingenroth, Surprise
- Marge Zylla for Andrew Ching, Tempe
- Pilar Sinawi for Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- Reid Spaulding for Joy Rich, Maricopa County
- John Farry for Scott Smith, Valley Metro/RPTA

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

The Draft FY 2017-2021 MAG Transportation Improvement Program (TIP), errata sheet, and amendment to the 2035 Regional Transportation Plan (RTP), contingent on a finding of conformity, was recommended for approval at the May 26, 2016 MAG Transportation Review Committee.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Kwi-Sung Kang for Mike Kies
- Apache Junction: Shane Kiesow for Giao Pham
- Buckeye: Jose Heredia for Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: R.J. Zeder for Dan Cook
- El Mirage: Jorge Gastelum
- * Florence: Jess Knudson
- * Fountain Hills: Randy Harrel
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Rebecca Zook

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

EX-OFFICIO MEMBERS ATTENDING

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

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

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

CONTACT PERSON:

Teri Kennedy, (602) 254-6300.

June 8, 2016

TO: Members of the Transportation Policy Committee

FROM: Bob Hazlett, P.E., Senior Engineering Manager

SUBJECT: 2016 REBALANCING CRITERIA FOR THE MAG REGIONAL FREEWAY AND HIGHWAY PROGRAM

On April 20, 2016, the Transportation Policy Committee received an update on the Regional Freeway and Highway Program that identified a projected \$640 million surplus in the program cash flow balance by 2026. The committee also received a MAG staff recommendation to reprogram \$500 million of these funds for constructing potentially deferred Proposition 400 projects from the 2009 and 2012 rebalancing efforts or on other freeway and highway needs throughout the Phoenix Metropolitan area. Attached to this memorandum are tables summarizing the proposed evaluation criteria, as well as a list of projects, for consideration in this 2016 rebalancing effort.

During the April 20 meeting, the Transportation Policy Committee discussed various criteria to consider as the 'walls of a corral' for identifying a set of projects to use the surplus funds. Based upon this discussion, as well as comments received at briefings of the Regional Council, Management Committee, and Transportation Review Committee, MAG staff developed criteria and sub-criteria, as well as recommended weightings, for scoring potential projects. This criteria is summarized in the first table attached to this memorandum.

The second attached table is a list of projects for consideration in this rebalancing effort. The list contains projects that were deferred during both previous rebalancing efforts in 2009 and 2012, as well as additional regionally significant projects that have been identified over the past seven-years to meet safety concerns and emerging economic development opportunities throughout the Valley. If the project was balanced from the program, the table identifies the original phase of the Regional Freeway and Highway Program it was identified for construction, as envisioned in 2003. Added projects, or those outside of the program, do not have an identified phase. All projects have the best available 2016 cost opinions developed by MAG staff with assistance from ADOT.

MAG staff plans to present information on a tentative scenario of projects for this 2016 rebalancing effort at the June 15, 2016 Transportation Policy Committee meeting. At the time of this memorandum, this scenario was under development by applying the evaluation criteria and cost opinion figures identified in the attached tables. The scenario, when developed, is planned to meet the \$500 million amount recommended at the April 20 meeting.

This item is on the agenda for information and discussion. If additional information is needed, please feel free to contact me at 602-254-6300 or bhazlett@azmag.gov.

DRAFT

REGIONAL FREEWAY AND HIGHWAY PROGRAM

Tentative 2016 Rebalancing Criteria and Weight Recommendation

| Primary Criteria | Supporting Criteria | |
|---|--|--|
| PROJECT PRIORITIES (60% total weight) | RFHP Legacy Phasing (25% weight) | Credit was applied to projects that were a part of the Regional Freeway and Highway Program and deferred during the 2009 and 2012 rebalancing. Phase II and III projects received the highest weights; Phase IV projects were divided into delivery phases where right-of-way acquisition received greater weight, followed by phase 1, and ultimate construction. |
| | Safety Needs (15% weight) | Three-year crash frequencies were identified and converted to a crash rate based on the project length. Higher weights were applied to the higher crash rate locations. |
| | Economic Opportunity (20% weight) | Qualitative measure assigned to the project based on its relative location to emerging economic development opportunities or function as a trade corridor. |
| PROJECT READINESS (20% total weight) | NEPA Clearances (10% weight) | Qualitative measure assigned to the project based on the degree of NEPA documentation needed and the ability to receive clearance in a timely manner. |
| | ROW Acquisition and Utilities Accommodation (10% weight) | Qualitative measure assigned to the project based on the anticipated level of right-of-way need and the ability to easily accommodate existing utilities and flood control. |
| TRAVEL DEMAND (15% total weight) | Present Day Traffic Volumes (5% weight) | Weight applied to average present-day (2015) traffic volumes identified for the project. |
| | 2030 Project Volumes (3% weight) | Weight applied to the forecasted 2030 travel demand projected for the project using data from the MAG Travel Demand Model. |
| | Vehicle-Miles-Travel (VMT) Growth (7% weight) | Weight applied to account for the relative growth in travel demand along the project limits. Higher weights applied to the faster growing VMT segments. |
| FUNDING REALITIES (5% total weight) | Cost Factor (5% weight) | Lower planning-level project costs receive higher weights over greater project estimates. |

**Deferred Projects from 2009 and 2012 Rebalancing Scenarios
COSTS IN YOE MILLIONS; COST OPINIONS UNDER REVIEW AND SUBJECT TO CHANGE**

| Freeway | Corridor | RTP Segment | Project Type | RTP Proposal | Length (miles) | RTP Phase | 2003 RTP Estimate | 2016 MAG Cost Opinion |
|---------|------------------|--|--------------|--|----------------|-----------|-------------------|-----------------------|
| I-10 | Papago | SR-85 to SR-303L | GP | Add one lane in each direction; Verrado Way to SR-85 | 7.0 | IV | \$ 61.8 | \$ 74.8 |
| I-10 | Papago | SR-85 to SR-303L | TI | Reconstruct Watson Rd (Exit 117) Traffic Interchange | 1.0 | - | \$ - | \$ 20.8 |
| I-10 | Papago | SR-85 to SR-303L | TI | Reconstruct Miller Rd (Exit 114) Traffic Interchange | 1.0 | - | \$ - | \$ 28.8 |
| I-17 | Black Canyon | Anthem Way to New River Rd | GP | Add one lane in each direction | 3.0 | IV | \$ 26.0 | \$ 30.3 |
| I-17 | Black Canyon | SR-101L/Agua Fria-Pima to SR-74/Carefree Hwy | TI | Reconstruct Pinnacle Peak Rd (Exit 217) and Happy Valley Rd (Exit 218) Traffic Interchanges | 2.0 | - | \$ - | \$ 53.0 |
| I-17 | Black Canyon | SR-74/Carefree Hwy to Anthem Way | HOV | Add one HOV lane in each direction | 5.0 | IV | \$ 72.0 | \$ 22.0 |
| SR-101L | Agua Fria | I-10 to US-60/Grand Ave | DHOV | Construct Direct HOV Ramp to/from I-10/Papago on East | 3.0 | IV | \$ 60.0 | \$ 68.1 |
| SR-101L | Agua Fria | I-10 to US-60/Grand Ave | GP | Add one lane in each direction | 10.0 | IV | \$ 85.0 | \$ 101.0 |
| SR-101L | Agua Fria | US-60/Grand Ave to I-17 | DHOV | Construct Direct HOV Ramp to/from I-17/Black Canyon on the South | 3.0 | IV | \$ 72.0 | \$ 81.1 |
| SR-101L | Agua Fria | US-60/Grand Ave to I-17 | GP | Add one lane in each direction | 12.0 | IV | \$ 102.0 | \$ 121.2 |
| SR-202L | Red Mountain | Gilbert Rd to Higley Rd | GP | Add one lane in each direction | 5.0 | IV | \$ 42.0 | \$ 50.5 |
| SR-202L | Red Mountain | Higley Rd to US-60/Superstition | DHOV | Construct Direct HOV Ramp to/from US-60/Superstition on the West | 3.0 | IV | \$ 20.0 | \$ 42.7 |
| SR-202L | Red Mountain | Higley Rd to US-60/Superstition | GP | Add one lane in each direction | 10.0 | IV | \$ 85.0 | \$ 101.0 |
| SR-202L | Red Mountain | SR-101L to Gilbert Rd | TI | Construct Mesa Dr interchange with ramps to/from West | 1.0 | IV | \$ 4.6 | \$ 15.0 |
| SR-202L | Santan | Gilbert Rd to I-10/Maricopa Fwy | GP | Add one lane in each direction | 12.0 | IV | \$ 81.6 | \$ 121.2 |
| SR-202L | Santan | US-60/Superstition to Val Vista Rd | GP | Add one lane in each direction | 11.0 | IV | \$ 93.0 | \$ 111.1 |
| SR-202L | Santan | Val Vista Rd to Gilbert Rd | GP | Add one lane in each direction | 2.0 | IV | \$ 16.9 | \$ 20.2 |
| SR-202L | Santan | Val Vista Rd to Gilbert Rd | TI | Construct Lindsay Rd traffic interchange | 1.0 | - | \$ - | \$ 18.2 |
| SR-24 | Gateway | Ellsworth Rd to Meridian Rd | GP | Add one general purpose lanes in each direction; finish service interchanges | 3.0 | III | \$ 170.0 | \$ 88.2 |
| SR-24 | Gateway | Ellsworth Rd to Meridian Rd | GP | ROW and Phase I Construction in 2016 Cost Opinion | 3.0 | III | \$ - | \$ 152.0 |
| SR-24 | Gateway | SR-202L to Ellsworth Rd | TI | Finish system traffic interchange ramps | 1.0 | III | \$ 155.0 | \$ 45.0 |
| SR-30 | I-10 Reliever | Avondale Blvd to SR-202L/South Mountain | GP | Construct Phase I facility, 2 general purpose lanes in each direction | 6.0 | IV | \$ - | \$ 96.3 |
| SR-30 | I-10 Reliever | Avondale Blvd to SR-202L/South Mountain | GP | Add one general purpose lanes in each direction; finish service interchanges | 6.0 | IV | \$ 369.8 | \$ 657.6 |
| SR-30 | I-10 Reliever | Avondale Blvd to SR-202L/South Mountain | ROW | Purchase full-build ROW. | 6.0 | IV | \$ - | \$ 55.2 |
| SR-30 | I-10 Reliever | SR-303L to Avondale Blvd | GP | Construct Phase I facility, 2 general purpose lanes in each direction | 7.0 | IV | \$ - | \$ 195.6 |
| SR-30 | I-10 Reliever | SR-303L to Avondale Blvd | GP | Add one general purpose lanes in each direction; finish service interchanges | 7.0 | IV | \$ 352.2 | \$ 543.4 |
| SR-30 | I-10 Reliever | SR-303L to Avondale Blvd | ROW | Purchase full-build ROW. | 7.0 | IV | \$ - | \$ 55.2 |
| SR-30 | I-10 Reliever | SR-85 to SR-303L | GP | Construct Phase I facility, 1 general purpose lane in each direction | 11.0 | IV | \$ 83.0 | \$ 200.0 |
| SR-303L | Estrella | Riggs Rd to SR-30/MC-85 | ROW | Provide for ROW protection for extension of Loop 303 corridor | 15.0 | IV | \$ 50.0 | \$ 50.0 |
| SR-303L | Estrella | I-10/Papago to US-60/Grand Ave | TI | Construct ramps to/from north at Olive Ave and connecting southbound frontage road to Northern Ave. | 1.0 | - | \$ - | \$ 25.0 |
| SR-303L | Estrella | US-60/Grand Ave to Interstate 17 | GP | Add one lane in each direction | 18.0 | II | \$ - | \$ 79.2 |
| SR-303L | Estrella | US-60/Grand Ave to Interstate 17 | TI | Construct System Interchange Ramps at Interstate 17 | 18.0 | II | \$ 290.3 | \$ 80.0 |
| SR-303L | Estrella | US-60/Grand Ave to Interstate 17 | TI | Construct service traffic interchanges at 51st Ave, 67th Ave, 96th Ave, Dixileta Dr, and Jomax Rd | 18.0 | II | \$ - | \$ 75.0 |
| SR-51 | Piestewa | SR-101L/Pima to Shea Blvd | GP | Add one lane in each direction | 6.0 | IV | \$ 51.0 | \$ 60.6 |
| SR-51 | Piestewa | SR-101L/Pima to Shea Blvd | ITS | Implement Managed Motorways concept. | 6.0 | - | | \$ 2.8 |
| SR-51 | Piestewa | Shea Blvd to I-10/SR-202L | ITS | Implement Managed Motorways concept. | 9.0 | - | | \$ 4.2 |
| SR-74 | Carefree Hwy | SR-303L to I-17 | ROW | Provide for ROW protection for future Lake Pleasant Fwy corridor | 5.4 | IV | \$ 40.0 | \$ 40.0 |
| US-60 | Grand | SR-303L to SR-101L/Agua Fria | GP | Reconstruct Inbound Frontage Roads between Greenway Rd and Thunderbird Rd. | 1.0 | - | \$ - | \$ 6.0 |
| US-60 | Grand | SR-101L/Agua Fria to Van Buren St | TI | Construct up to two additional arterial grade separated traffic interchanges at locations to be determined | 11.0 | IV | \$ 97.0 | \$ 80.0 |
| US-60 | Grand | SR-101L/Agua Fria to Van Buren St | TI | Reconstruct 35th Ave/Indian School Rd intersection and grade separated interchange. | 1.0 | IV | \$ - | \$ 55.0 |
| US-60 | Superstition | SR-101L/Price to Val Vista Dr | TI | Construct Lindsay Rd interchange with ramps to/from West | 1.0 | II | \$ 4.6 | \$ 12.0 |
| XS/W | Noise Mitigation | Noise Mitigation | S/W | Phase III Expenditures | - | III | \$ 150.0 | \$ 150.0 |
| XS/W | Noise Mitigation | Noise Mitigation | S/W | Phase IV Expenditures | - | IV | \$ 150.0 | \$ 150.0 |
| | | | | | | | \$ 2,841.5 | \$ 4,039.3 |

Project Type Key:
GP - General Purpose Lane Widening
HOV - High Occupancy Vehicle Lane Widening
TI - New Traffic Interchange
ROW - Right-of-Way Protection/Purchase
DHOV - Direct HOV Ramp Connection
S/W - System-wide Project