

January 17, 2013

TO: Members of the MAG Transportation Review Committee

FROM: David Meinhart, City of Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, January 24, 2013, 10:00 a.m.  
MAG Office, Suite 200, Saguaro Room  
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Alice Chen or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or fourteen people for the MAG TRC. If the Transportation Review Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Eric Anderson or Alice Chen at (602) 254-6300 if you have any questions or need additional information.

## TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft December 13, 2012 Minutes</u>	2. Approve Draft minutes of the December 13, 2012 meeting.
3. <u>Call to the Audience</u>  An opportunity will be provided to members of the public to address the Transportation Review 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 Review Committee requests an exception to this limit.	3. For information and discussion.
4. <u>Transportation Director's Report</u>  Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information and discussion.
5. <u>Consent Agenda</u>  Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.	5. Recommend approval of the Consent Agenda.

## CONSENT AGENDA\*

*5A. <u>Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program</u>  The fiscal year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update	*5A. Recommend approval of the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, the 2012 Arterial Life Cycle Program, and as appropriate to the Regional Transportation Plan 2010 Update.
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were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty one times with the twenty second modification pending approval on January 30, 2013. Since then, there is a need to modify projects in the programs. Please refer to Attachment One for a list of proposed administrative corrections and project changes in the Arterial Life Cycle Program, Highway, and Transit programs. These modifications are mainly clerical and minor adjustments to financial information.

\*5B. Arterial Life Cycle Program Status Report - April 2012 through November 2012

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between April 2012 and November 2012. This is the Program's sixteenth Status Report and the first published in FY2013. Please see attachment two for additional information.

\*5C. Arizona Department of Transportation Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2012 to December 31, 2012. Please refer to the materials in Attachment Three.

\*5B. For information and discussion.

\*5C. For information and discussion.

ITEMS TO BE HEARD

6. Programming of Projects for Federal Congestion Mitigation and Air Quality Funding in the Draft 2014-2018 MAG Transportation Improvement Program.

6. Recommendation for approval of the lists of FY2015 Congestion Mitigation and Air Quality funded projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, and to add the list

The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality (CMAQ) funds to specific modes. For Intelligent Transportation Systems (ITS), Bicycle, Pedestrian and Air Quality projects, the RTP identified CMAQ allocations. Funding levels are still estimated and are subject to change based on the Federal Surface Transportation Authorization, apportionments, and regional distributions. The estimated total amount of CMAQ funding available for programming in FFY 2015 through 2017 for PM-10 Pave Unpaved Road projects is \$12.8 million; \$18.5 million is available for ITS projects; \$23.5 million is available for Bicycle and Pedestrian projects; and \$7.4 million is available for Air Quality/Travel Demand Management Programs. In developing a draft FY2015-2018 Transportation Improvement Program, a Call for Projects was held on August 6, 2012, with applications turned in on September 19, 2012. The results and recommendations are included. Please see Attachment Four.

7. Road Safety Assessments at Intersections

Each year over 70,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections. They result in a total of nearly 20,000 injuries and fatalities each year. The MAG Transportation Safety Committee has recommended Road Safety Assessments (RSA) as a regional road safety initiative to help identify and address safety issues at high risk intersections. A total of 18 RSAs have been successfully completed by MAG. Based on a prior MAG action, a total of \$300,000 is currently available for conducting Road Safety Assessments, utilizing qualified MAG on-call consultants. The MAG Transportation

of FY2015-2017 projects to the Draft FY 2015-2018 MAG Transportation Improvement Program.

7. For information, discussion, and possible recommendation to approve the list of 10 intersections for performing RSAs.

Safety Committee has recommended a list of 10 intersections for the second cycle of RSAs to be performed (See Attachment Five). This recommendation was generated considering:

1. Intersections nominated by MAG member agencies and their crash risk rank
2. Intersection crash history or observed safety/risk concerns

A map showing the recommended list of 10 intersections is provided.

8. 2010 Census Boundary Smoothing Methodology

A draft census boundary smoothing map for the MAG urbanized area will be presented. Federal Surface Transportation legislation - MAP-21 and its predecessors - allows the US Census defined boundaries to be smoothed to address transportation needs. This smoothing does not affect funding apportioned and allocated to the region, but does affect:

- where MAG Surface Transportation Program funds may be expended;
- reporting and programming requirements for federal funding,
- allocations of some types of Federal Transit Administration transit funding and;
- the application of certain standards for the development of some types of roadways.

MAG staff will present an overview of the urban area boundaries, the key Federal Highway Administration and Federal Transit Administration programs impacted by urban area designation, and a draft smoothed urban area map for the region. Please refer to Attachment Six.

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

8. For information, discussion, and recommendation to approve the presented map of the smoothed areas for the MAG urbanized areas to be adopted.

9. For information, discussion, and recommendation to approve the presented map and listing of roadways to be

MAP-21 mandated the expansion of the National Highway System (NHS) to include all locally owned, federally classified Principal Arterials. This expansion will impose significant federal requirements for these facilities without providing a reasonable expectation of increased federal funding. To address this issue, MAG is preparing a proposal to revise the NHS system in the MAG area. This proposal will start from a base consisting of only roadways that were part of the NHS prior to the enactment of MAP-21 and be modified to include Principal Arterial roadways recommended by member agencies for inclusions in the NHS. This item was discussed at the Street Committee on November 13, 2012 and December 11, 2012. An update will be provided. Please refer to Attachment Seven.

included in the NHS system for FHWA and ADOT approval.

10. Request for Future Agenda Items

10. For information and discussion.

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

11. Member Agency Update

11. For information.

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

12. Next Meeting Date

12. For information.

The next regular Transportation Review Committee meeting will be scheduled Thursday, February 28, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

December 13, 2012

Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Scottsdale: David Meinhart, Chair	Litchfield Park: Woody Scoutten
Avondale: David Fitzhugh, Vice-Chair	*Maricopa County: John Hauskins
ADOT: Kwi-Sung Kang for Floyd Roehrich	Mesa: Jeff Martin for Scott Butler
*Buckeye: Scott Lowe	*Paradise Valley: Jim Shano
Chandler: Dan Cook for Patrice Kraus	Peoria: Andrew Granger
El Mirage: Sue McDermott	Phoenix: Rick Naimark
Fountain Hills: Randy Harrel	#Queen Creek: Troy White
*Gila Bend: Eric Fitzer	*Surprise: Bob Beckley
*Gila River: Doug Torres	Tempe: Chad Heinrich
Gilbert: Leah Hubbard	Valley Metro: John Farry
Glendale: Terry Johnson	*Wickenburg: Rick Austin
*Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce Robinson
*Guadalupe: Gino Turrubiarres	

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale	Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
ITS Committee: Debbie Albert, Glendale	*Transportation Safety Committee: Julian Dresang, City of Tempe

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

OTHERS PRESENT

Eric Anderson, MAG	Patrick Stone, ADOT
Christine McMurdy, Goodyear	Kristen Sexton, Avondale
Amy St. Peter, MAG	Jayne Hubbard, Foothills Curing Corporation
DeDe Gaisthea, MAG	Mark Wavering, Gannett Flemming
Sarath Joshua, MAG	Paul Porell, General Public
Teri Kennedy, MAG	Marvin Rochelle, General Public
Mike Normand, ADOT	Clem Ligocki, McDOT
Dan Harrigan, ADOT	

1. Call to Order

Chairman David Meinhart from the City of Scottsdale called the meeting to order at 10:03 a.m.

2. Call to the Audience

Chairman Meinhart announced that he had received two speaker cards. Both were related to Agenda Item #9 and will be addressed during that item on the agenda.

3. Approval of Draft October 25, 2012 Minutes

Chairman Meinhart asked if there were any changes or amendments to the October 25, 2012 meeting minutes, and there were none.

Mr. Rick Naimark from City of Phoenix motioned to approve the minutes. Jeff Martin from the City of Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

4. Transportation Director's Report

Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by Eric Anderson, MAG Transportation Director.

Mr. Anderson reported that revenues are up 4% compared to the first fiscal months of last Fiscal Year. However, the concerning trend is 7.7% growth in July, 5.2% in August, 2.2% September to 1.3% in October, reflecting a downward slide. ADOT revised sales tax forecast indicate a \$56 million cumulative decrease over life of the tax. Highway User Revenue Fund (HURF) revenues are down 2.4% compared October 2012. Year-to-date revenues are down about 4% to level similar to 2004. With regard to VLT tax and sales tax revenues, there are signs of recovery but use and gas tax revenues continue to be down.

Lastly, Mr. Anderson discussed the Resource Allocation Committee meeting held the prior week. This is a process to look at new 5th year at funding availability. The current 5 year program is over-programmed by \$350 million. HURF is flat and ADOT is holding future federal funds constant although there is small growth from MAP-21 for 2014 and 2015. These forecast projections are reflected in the forecast that will be used for the Transportation Improvement Plan (TIP) and plan.

Chairman Meinhart inquired if there were any questions or comments. There were none, and he proceeded to the next item on the agenda.

5. Consent Agenda

Addressing the next item of business, Chairman Meinhart directed the Committee's attention to the consent agenda. He asked the Committee if there were any questions or comments

regarding consent Agenda 5a Recommendation of Projects for FY 2013 Traffic Signal Optimization Program (TSOP), or 5b Transportation Review Committee 2013 Committee Tentative Meeting Schedule. There were none. Mr. Martin motioned to approve the remaining consent agenda. Mr. Grant Anderson seconded, and the motion passed with a unanimous voice vote of the Committee.

6. MAG Federally Funded Locally Sponsored Project Development: Status Report, December 5, 2012

Chairman Meinhart invited Ms. Teri Kennedy, MAG Transportation Improvement Program Manager, to present on MAG Federally Funded Locally Sponsored Project Development: Status Report, December 5, 2012.

Teri Kennedy stated that twice a year, member agencies are required to provide status report updates on Federal funded projects. The workbooks are used to prepare the financial analysis and updates. Scheduling is reviewed to ensure that projects are moving forward at a reasonable rate. Currently there are no deferrals this year. Several agencies have requested deferrals, and some deletions have been requested. There are some corrections in the handout provided today that will be updated for the MAG Management Committee meeting. GLN11-702, the project description will be updated to reflect the modified scope. They have eliminated some paving and lighting portions of the project. There is a correction to the status report on page 17 for PHX09-624. That item is not a procurement project as listed but is a construction project. If you see any other corrections that are needed, please let us know and we will update for Management Committee.

Mr. Naimark pointed out that the description is incorrect for TIP item PHX09-624. The project is an ITS fiber project not as listed in the report Ms Kennedy noted that the report would be updated for the Management Committee.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Martin motioned to approval of federal fund projects to be deferred, deleted, advanced, and changed; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. Mr. Cook seconded, and the motion passed with a unanimous voice vote of the Committee.

7. Year End Closeout Report Of Federal Fiscal Year (FFY) 2012 Funds, & FFY 2013 Funding Levels for Tier 3 Programming

Chairman Meinhart invited Teri Kennedy, MAG Transportation Improvement Program Manager, to present on Year End Closeout Report Of Federal Fiscal Year (FFY) 2012 Funds, & FFY 2013 Funding Levels for Tier 3 Programming

Ms. Kennedy reported that MAG staff conducted an analysis of 2012 and 4th quarter financials received from ADOT in December, the report included authorized projects and revenue streams. During January and February 2012 close out session, there was 42 million

dollars available for carry forward for reprogramming. There was a call for projects, transfers to transit, and some project modifications. As a result of this activity there is still a carryover of 16.5 million dollars in 2012 for closeout of FY2013. Regarding FHWA CMAQ funds for 2013, including carryover, and assuming 94.6% obligation authority (OA) on the regional allocations, funding is estimated presented is estimated, and is dependent on legislative action and the pending fiscal cliff. Under Map-21 funding levels for FFY2013 closeout, we are expecting 45.7 in CMAQ and 48.8 million in STP with carryover of approximately 62.7 million for the 2013 budget. For 2013 paving, air quality, bike pedestrian, and ITS projects we currently have programmed in TIP are. we have 24.8 programmed.. Also included are 16.4 million dollars transferred to rail projects. For 2014 currently we have 38.4m programmed and 16.5 million dollars in rail transfers scheduled which results in a deficit of 8 million dollars in CMAQ funding. We have 22 million in CMAQ funds which need to be obligated by June 2013. If they not authorized by then, OA could be lost from the region.

During the 2012 close out all projects programmed where expecting to make the authorization deadline, however three could not authorize on time which is what is contributing to the carryover. ADOT and FHWA have encouraged MPOs to not carry forward OA, ADOT is not able to absorb unobligated OA.

STP funds are used for projects in the ALCP and to repay the Grant Anticipation Notes payments. Currently we have one project in 2013 that may not obligate on time. For 2014 we have one project may not go forward. Staff is meeting with ALCP lead agencies and getting updated status reports. If we receive OA at 94%, we are \$800,000 overprogrammed. If we get 100% OA we are under-programmed by 200,000. All projects need to submit for obligation at ADOT by June 28, 2013.

Addressing the overprogramming, typically we see projects request to defer at a rate of over \$4.5 million each year (an additional \$6 million CMAQ after the Federal Fund Status Report was finalized were not submitted & missed authorization in FFY 2012). With \$8.8 over programmed for FFY2014, we expect some projects to defer to FFY2015. One option would be to request ADOT/FHWA to allow up to \$11 million of CMAQ carry forward to address FY2014 and program FFY2013 to \$11 million of un-programmed.

Ms. Kennedy presented scenario 1, which would fund all currently programmed projects phases of in FY2013 for ITS, Bicycle Pedestrian, and paving projects in the TIP at the maximum 94.3% federal level for eligible activities. This utilizes an estimated 11 million dollars, leaving a balance of 10.9 million un-programmed. Scenario 2 incorporates scenario 1 and in addition, creates a design phase in 2013 for all 2014 construction projects, funding design at an estimated rate of 10% of the total construction costs. This would decrease the balance of unprogrammed funds to under \$7.7 million.

Ms. Kennedy added that transferring funds to transit for bus purchase and preventive maintenance was also an option and had been exercised in the past. Also worth mentioning, rail is currently over-programmed under current projections. Another option would be to review ALCP projects that could accept CMAQ for eligible activities.

Mr. Farry inquired why on a state-level, it appears that CMAQ and STP has increased in MAP-21. Why there are lower funds available while overall apportionment went up.

Mr. Eric Anderson replied that 1.2 million dollars of CMAQ now goes to 2.5 non attainment areas which are outside of the Maricopa County region. He iterated that the other issue with apportionment is the obligation amount that can be spent. There has been three years of 100% OA however, based on guidance from ADOT, it is likely that the OA this year will be around 94.6%. The resulting OA percentage may be higher or lower, however, given the uncertainties as well there are the fiscal cliff negotiations, this is staff's current best estimate.

Mr. Naimark inquired if design phase as shown in option 2 include right-of-way.

Ms. Kennedy replied that design is part of the option. However, ROW is more expensive than design. Design is the easier option for future programmed construction projects to keep projects moving. As well, many projects have different needs for ROW.

Mr. Johnson asked if payment may be used to reimburse project in ALCP that has already been built. Ms. Kennedy replied that if the projects are not CMAQ eligible then the answer is no. Projects that are underway or about to be underway, then the projects may be competed for. CMAQ projects must go through competitive process using the CMP tool and require an air quality score. Currently there is a \$200,000 design project in ALCP that is federal project and could be evaluated and considered. In 2014 there are several intersection improvements that also could meet eligibility requirements.

Mr. Cook related the discussion about preventive maintenance at the transit management meeting. Funding is lower under Map-21 and City of phoenix will be receiving \$3M less in funds than originally projected. After all the projects have been funded, there is still a balance of about \$7 million, it may be an option that late in the fiscal year a transfer to Preventive Maintenance (PM) money for funds that cannot obligate.

Ms. Kennedy replied that CMAQ funds cannot be used for PM directly. It must be used for capital, exchanging for 5307 funding.

Chairman Meinhart asked if under scenario 2 the recommendation to add design is only for projects already programmed for CMAQ and not new projects. Ms. Kennedy replied in the affirmative, that it would be for existing construction projects.

Chairman Meinhart inquired if any projects for accelerations of construction were an option. Ms. Kennedy replied that no advancements were requested.

Mr. Meinhart requested clarification that on the balance of \$7.7 million due to overprogramming in later years. Ms. Kennedy replied that it was the hope that ADOT would allow a balance from FY2013 to carry forward to FY2014 to address the overprogramming. She would follow up with ADOT to confirm.

Mr. Naimark asked does it make sense to include design for 2015 construction projects. One of the options was recent call for projects for 2017. We could amend the TIP and look at design for those.

Ms. Kennedy replied that all 2014 projects eligible. Based on the policies, we look at current project first. For the Call For Projects in FY2015, it will be an agenda item in January, and we can include in the action to amend them into the current TIP and if funding is available, suggest to fund design in FY2013 for the FY2015 projects.

Mr. Naimark made a motion to approve scenario 2 with consideration for FY 2015 projects be included in the recommendation. Mr. Terry Johnson seconded.

Mr. Farry asked if there design funds for rail. Ms. Kennedy replied that the cost savings were from ITS, Bicycling and pedestrian, and paving projects and that the standard transfer for rail was included for each year. Mr. Farry requested design funds for rail as part of the options.

Chairman Meinhart asked if there was any additional discussion on the motion.

Mr. Anderson requested to modify the motion to add to rail design as an option. Mr. Naimark and Mr. Johnson agreed to the modification.

Mr. Grant Anderson expressed concern over the addition of design funds on future programming. Chairman Meinhart stated his support for evaluating all options, with priority given to projects currently in the TIP for future funding years.

Ms. Kennedy offered to find out from ADOT the amount that they would allow to be un-programmed. There are still uncertainties in the reporting that will be done in May 2013, however, by then, the amount of time for a transfer will be limited. Scenario 2 would support possible rail needs, possible design requests, as well as any new design requests to be submitted to MAG by the Jan 2, 2013 deadline.

Mr. Fitzhugh stated that funding priority should that be part of analysis. Mr. Eric Anderson iterated that Scenario 2 is an appropriate baseline. MAG staff will continue to communicate with ADOT to determine other funding opportunities. Those options can be discussed at future committee meetings. As well, there may be a higher OA than currently anticipated which will lead to additional funding opportunities.

Mr. Naimark expressed concern over unobligated funds. Ms. Kenney agreed that any funding that does not obligate is at risk of being swept by FHWA.

Chairman Meinhart asked if there was any further discussion on the motion. There being none, the motion to recommend approval for Scenario 2, with consideration for design funds for FY 2015 construction projects, with priority given to existing projects that can obligate by June 2013 passed with an unanimous voice vote of the committee.

Mr. Heinrich left the meeting.

8. MAP-21 A Federal Highway Administration (FHWA) Program Overview and Estimated Funding Levels for the MAG Region

Chairman Meinhart requested this item to be heard after Agenda Item 9.

Chairman Meinhart invited Ms. Kennedy to present MAP-21 A Federal Highway Administration (FHWA) Program Overview and Estimated Funding Levels for the MAG Region.

Ms. Kennedy began with some background. On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 restructures core highway formula programs, merges and consolidates Transit formula programs.

Although MAP-21 achieves dramatic policy and programmatic changes, reform of the way highway & transit programs are funded remains a challenge for the future.

- Surface Transportation Program is authorized through FFY14
- SAFETEA-LU funding was extended through end of FFY12
- Most new provisions go into effect on October 1st, 2012, performance levels tba
- Overall Surface Transportation Program at FFY2012 levels. Average annual funding for CMAQ and PL at FFY09 levels (OA unknown at this time).
- Extends Highway Trust Fund taxes and ensures 2 years of solvency for Highway Trust Fund (HTF)
- No earmarks
- Most discretionary programs eliminated

MAP-21 is a 2 year bill to address a 5 year project development process. MAG will work under the reasonable assumption that MAP-21 will be continued through extensions & continuing resolutions to program the FY14-18 TIP and the RTP update. A summary of MAP-21:

- Funding for some programs eliminated, combined, reduced
- Existing projects programmed for FFY 2013 & 2014 under SAFETEA LU rules and guidance
- MAG is working with ADOT and FHWA to implement new MAP-21 rules and guidance
- Comments About MAP-21
- Overall Funding levels for Statewide Program is at 2012 distribution levels.
- Funding for MAP-21 CMAQ and PL programs, are based on each state's 2009 total apportionment of CMAQ and PL.
- More concentration on Safety
- Funding distributed within the state based on 2010 Census info

AZ has 3 new eligible MPOs which impacts our regional funding.

- Sierra Vista
- Lake Havasu City
- Casa Grande

The Transportation Alternatives (TA) program incorporates eligibilities from many current programs. It includes most (but not all) formerly Transportation Enhancements (TE) - eligible activities,

- Safe Routes to Schools program (SRTS)
- New: Planning, designing, or constructing roadways within the ROW of former Interstate or other divided highways
- Similar funding level to TEs under SAFETEA-LU
- Total TA \$ equal to 2% of MAP-21 highway funding
- Funded via takedown from each State's formula funds
- 50% sub-allocated for more local control
- 50% State allocation can be transferred to other formula programs

With the reduction in Statewide funding for Transportation Enhancements, Rec Trails, and SRTS, ADOT is evaluating all statewide STIP project listings for FFY2012, 13, 14, 15. MAG staff is recommending a two-step approach for TA Program:

Near Term FY 2013-14

- Evaluate current TE & SRTS projects in STIP/TIP
- Workbooks sent out in October; collected in November, Report January
- Evaluate funding shortages for programmed projects, in MAG region
- Develop & Present scenarios to utilize TA program OA for FFY 2013-14

Long Term FY 2015-18

- Determine MAG priorities and eligible activities
- Assign staff and committee
- Develop program evaluation & performance criteria
- Schedule Call For Projects
- Collect and evaluate applications
- Program in the TIP

Mr. Farry inquired why it appears as if the apportionment has increased statewide however regional funding has decreased. Mr. Eric Anderson replied that given the differences under SAFEA-LU and 2013 MAP-21 it is difficult to do a direct comparison. There will be increased emphasis on performance measures under MAP-21.

Mr. Grant Anderson requested that information be shared with member agency staff who can then provide TRC members input as to how to program Transportation Alternative funds.

Ms. Kennedy stated that preliminary information will be made available to the Managers working group members to address near term goals. However, long term goals will still need to be addressed.

Chairman Meinhart asked if there were questions. There being none, he moved on to the next item on the agenda.

9. Assignment of Designated Recipient for Federal Transit Administration (FTA), Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (Sr/ID) Program in the MAG Region

This item was heard out of order.

Chairman Meinhart invited Ms. Terri Kennedy to present on Assignment of Designated Recipient for Federal Transit Administration (FTA), Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (Sr/ID) Program in the MAG Region.

Ms. Kennedy began with an over view of MAP-21 legislation. Under MAP-21, Urbanized Areas over 200,000 in population in coordination with the State may determine which agency will be their Designated Recipient (DR) of FTA, Section 5310 Sr/ID Program funding. Previously under SAFETEA-LU, the State of Arizona, Department of Transportation, Multimodal Planning Division was the DR of the Elderly and Persons with Disabilities program and the City of Phoenix was the DR for the Section 5317 New Freedom Program. Under MAP-21 the two programs have been combined and renamed, and several agencies are eligible to accept the responsibilities of the DR. While there are several eligible agencies, the top two candidates are ADOT and City of Phoenix.

A few of the responsibilities as DR include quarterly reporting on each project, ensuring all compliance with Federal and FTA regulations, certifications and assurances, and program guidance, applying for, maintaining and management of grants based on a Program Of Projects as developed by the region each year, and to procure capital items.

Chairman Meinhart invited Ms. Jayne Hubbard from Foothills Caring Corp to speak. Ms. Hubbard stated that her agency has been a grantee for the past 5 years working for ADOT. She offered support for the City of Phoenix as DR to move the process to a more regional level. Although ADOT has done a good job, she believed that they would be better served by a regional recipient rather than a statewide DR.

Chairman Meinhart invited Mr. Mike Normand, ADOT Transportation Director to speak. Mr. Norman offered to answer any questions for the committee and discuss ADOT's qualifications. He stated that ADOT has been DR for several years for the state. The agency has an organized structure in place for the program and has recently invested in key items such as a web based grant program to submit applications, facilitate reporting, invoicing, and reimbursing of funds for FTA grants. The agency has identified many improvements closing out old grants including reinvesting over 3 million dollars tied up in old grants. The agency conducts annual surveys and has a process to procure vehicles and schedule compliance reviews.

Mr. Martin inquired if the recommendation from MAG is in favor of City of Phoenix.

Ms. Kennedy replied that staff is requesting comments from all committees involved in the process, including Human Services and Transit. Mr. Eric Anderson added that both options are being presented.

Mr. Grant Anderson inquired how long would the designation last. Ms. Kennedy responded that it remains in effect until legislation changes, and maybe be revisited at the request of the committee. Mr. Grant Anderson questioned the commitment and staffing capability of COP staff to undertake the role of DR. Mr. Naimark referred to the letter from City of Phoenix (COP), indicating its commitment to take on the responsibility.

Mr. Johnson expressed concern over conflict of interest of having the City of Phoenix being the designated recipient, as they are also an applicant. He did not prescribe one agency over another.

Ms. Kennedy replied that 5310 recipients are typically private nonprofit based and not public agencies under this program. Mr. Farry indicated that Valley Metro is not currently able to assume the responsibility of the DR. He also supported decision making at local level through City of Phoenix.

Mr. Grant Anderson motioned to recommend the City of Phoenix Transit Department take over the responsibility as the FTA Designated Recipient of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (Sr/ID) Program beginning with FFY 2013.

Mr. Martin seconded.

Chairman Meinhart stated support of having a more regional DR rather than the state wide coordinator.

The motion to recommend the City of Phoenix Transit Department take over the responsibility as the FTA Designated Recipient of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (Sr/ID) Program beginning with FFY 2013 was approved with Mr. Kwi-Kang opposing.

Mr. Naimark left the meeting and Mr. Remus substituted for him

10. Request for Future Agenda Items

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

11. Member Agency Update

Chairman Meinhart stated that he no longer be a full time Scottsdale employee at the end of the year but will return as a part time employee. His first assignment will be to continue his role as Chair until a replacement is found.

Mr. Terry Johnson shared that he will be retiring as of January 22, 2013.

12. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, January 24, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.

# **ATTACHMENT #1**

**Agenda #5A**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

January 16, 2013

**SUBJECT:**

Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update.

**SUMMARY:**

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010 and have been modified twenty two times. The last modification was approved on December 5, 2012.

On September 26, 2012, the MAG Regional Council approved the FY 2013 ALCP update. An integrity check of the TIP database against the update indicated that additional amendments and modifications need to be made. The amendments and administrative modifications included in this action will align the FY 2011-2015 TIP to the FY2013 ALCP update in preparation for the FY2014-2018 TIP. The amendments and modifications include deferrals of work and reimbursement years, revisions to project costs, revisions to reimbursement amounts, and new listings. ALCP projects within the FY 2011-2014 TIP window are included in Table A; ALCP project changes that are outside of the TIP window are included in Table B. Additional Federal Highway Administration funded project changes to the FY 2011-2014 TIP are included in Table C.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

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

**CONS:** None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Recommend approval of amendments and administrative modifications to the FY2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

**TABLE A. Amendments and Administrative Modifications to the FY2011-2015 TIP and the FY2013 ALCP**

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2012	2014	GLB12-107CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 642,857	\$ 2,142,857	RARF	\$ 1,500,000	Admin: Correction to the reimbursement year to match the approved FY13 ALCP.
Maricopa County	2014	2017	MMA14-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2	2	6	Local	\$ -	\$ -	\$ 1,669,024	\$ 5,563,413	RARF	\$ 3,894,389	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.
Maricopa County	2015	2018	MMA15-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2	2	6	Local	\$ -	\$ -	\$ 1,669,024	\$ 5,563,413	RARF	\$ 3,894,389	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.
Maricopa County	2015	2016	MMA14-112RWZ	Northern Parkway: Northern Avenue at Loop 101	Acquisition of right-of-way for roadway widening	0.5	4	6	Local	\$ -	\$ -	\$ 1,002,702	\$ 3,342,340	STP-MAG	\$ 2,339,638	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Increase project costs and reimbursement.
Maricopa County	2012	2012	MMA12-117DZ	Northern Parkway: Reems and Litchfield Overpasses	Design roadway widening	0.2	0	4	Local	\$ -	\$ -	\$ 331,053	\$ 331,053	STP-MAG	\$ -	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. ALCP FY13 update.
Maricopa County	2011	2011	MMA10-009CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	6	STP-MAG	\$ 13,798,180	\$ -	\$ 567,961	\$ 14,366,141	STP-MAG	\$ 13,798,180	Admin: Reimbursement year deferred from 2010 to 2011.
Maricopa County	2012	2011	MMA12-106CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	6	STP-MAG	\$ 5,026,583	\$ -	\$ 281,319	\$ 5,307,902	STP-MAG	\$ 5,026,583	Admin: Correction to the programmed amounts to match the approved FY2013 ALCP.
Maricopa County	2013	2010	MMA11-106CZ2	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	6	STP-MAG	\$ 9,396,272	\$ -	\$ 525,874	\$ 9,922,146	STP-MAG	\$ 9,396,272	Admin: Correction to the programmed amounts to match the approved FY2013 ALCP.
Mesa	2012	2013	MES12-125DZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	1	4	6	Local	\$ -	\$ -	\$ 389,514	\$ 389,514	RARF	\$ 272,660	Amend: Decrease design project costs and reimbursement amount. Reassign project reimbursement to TIPID MES150-10CZ2.
Mesa	2013	2013	MES150-10CZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1	4	6	RARF	\$ -	\$ 2,113,392	\$ 905,739	\$ 3,019,131	RARF	\$ 2,113,392	Amend: Increase construction costs and reimbursement amount. Project reimbursement reassigned from TIPID MES12-125DZ2.
Mesa	2011	2012	MES11-016DZ3	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 48,679	\$ 48,679	RARF	\$ 34,076	Amend: Decrease costs to reflect actual project expenditures. FY2012 reimbursement split with TIPID MES12-016DZ2.
Mesa	2011	2011	MES11-016DZ4	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ 40,480	\$ 17,349	\$ 57,828	RARF	\$ 40,480	Amend: New TIP ID to reflect actual project expenditures. FY2011 reimbursement split with TIPID MES10-016DZ2.
Mesa	2012	2013	MES12-016DZ	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 430,396	\$ 430,396	RARF	\$ 301,277	Amend: Decrease costs to reflect actual project expenditures. FY2013 reimbursement split with TIPID MES13-016DZ.
Mesa	2012	2012	MES12-016DZ2	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ 23,764	\$ 10,184	\$ 33,948	RARF	\$ 23,764	Amend: New TIP ID to reflect actual project expenditures. FY2012 reimbursement split with TIPID MES12-016DZ.
Mesa	2013	2013	MES13-016DZ	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	RARF	\$ -	\$ 381,068	\$ 163,315	\$ 544,383	RARF	\$ 381,068	Amend: New TIP ID to reflect actual project expenditures. Increase FY2013 reimbursement and split with TIPID MES12-016DZ. Increased reimbursement reallocated from the construction phase.

Text in RED indicates changes to the TIP and/or ALCP

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2013	2014	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,809,588	\$ 2,809,588	RARF	\$ 518,041	Amend: Defer work year, increase costs to align with updated cost estimates. Decrease reimbursement and reallocate to MES13-016DZ and MES183-10RW.
Mesa	2013	2013	MES183-10RW	Southern Ave at Stapley Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 2,214,856	\$ 949,224	\$ 3,164,081	RARF	\$ 2,214,856	Amend: Increase project costs to align with updated cost estimates. Increased reimbursest reallocated from the construction phase.
Mesa	2014	2015	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 3,009,830	\$ 10,032,766	RARF	\$ 1,978,185	Amend: Delete TIP line item. Reallocate regional reimbursement to MES14-118RWZ and MES13-118CZ2.
Mesa	2014	---	MES14-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,015,015	\$ 2,015,015	-	\$ -	Amend: New TIP ID to align with updated cost estimates.
Mesa	2014	2014	MES14-118RWZ	Southern Ave at Stapley Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 1,460,144	\$ 625,776	\$ 2,085,919	RARF	\$ 1,460,144	Amend: New TIP ID to align with updated cost estimates. Reimbursement reallocated from the construction phase.
Mesa	2015	2016	MES15-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	HSIP	\$ 6,315,471		\$ 381,741	\$ 6,697,212	RARF	\$ 267,219	Amend: New TIP line item to align with updated cost estimates and project schedule. Regional reimbursement reallocated from the project savings phase.
Phoenix	2012	2012	PHX11-101RWZ	Avendia-Rio Salado- 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	6	0	6	STP-MAG	\$ 7,684,116	\$ -	\$ 3,293,483	\$ 10,977,599	STP-MAG	\$ 7,684,116	Amend: Delete TIP line item to match approved FY2013 ALCP.
Phoenix	2011	2012	PHX09-103RWZ2	Sonoran Blvd: 15th Avenue to Cave Creek	Acquisition of right-of-way for roadway widening	7	4	6	Local	\$ -	\$ -	\$ 3,252,928	\$ 10,843,092	RARF	\$ 7,590,164	Amend: Update project costs and increase reimbursement amount from the construction line item.
Phoenix	2011	2012	PHX10-103DZ	Sonoran Blvd: 15th Avenue to Cave Creek	Design roadway widening	7	4	6	Local	\$ -	\$ -	\$ 1,814,839	\$ 6,049,462	RARF	\$ 4,234,623	Amend: Update project costs and increase reimbursement amount from the construction line item.
Phoenix	2011	2012	PHX11-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7	4	6	Local	\$ -	\$ -	\$ 10,796,071	\$ 17,179,589	RARF	\$ 6,383,518	Amend: Decrease reimbursement amount and apply difference to design and right-of-way line items.
Scottsdale	2011	2012	SCT13-105DZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	0.4	2	4	Local	\$ -	\$ -	\$ 164,784	\$ 549,301	RARF	\$ 384,517	Admin: Correction to the project cost and reimbursement amount to match the approved FY2013 ALCP.
Scottsdale	2013	2014	SCT13-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Local	\$ -	\$ -	\$ 935,241	\$ 3,117,471	RARF	\$ 2,182,229	Admin: Correction to the project cost and reimbursement amount to match the approved FY2013 ALCP.
Scottsdale	2013	2015	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Local	\$ -	\$ -	\$ 438,330	\$ 1,461,101	RARF	\$ 1,022,771	Admin: Correction to the project cost and reimbursement amount to match the approved FY2013 ALCP.
Scottsdale	2015	2015	SCT13-105SAVZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Project savings for roadway widening	0.4	2	4	RARF	\$ -	\$ 2,746,786	\$ 1,177,194	\$ 3,923,980	RARF	\$ 2,746,786	Admin: Correction to the project phase to match the approved FY2013 ALCP.
Scottsdale	2015	2017	SCT11-112DZ	Pima Rd: Krail to Chaparral Rd	Design roadway widening	1.8	2	4	Local	\$ -	\$ -	\$ 568,174	\$ 1,324,377	RARF	\$ 756,203	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Scottsdale	2013	0	SCT12-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	4	2	4	Local	<del>\$</del>	<del>\$</del>	<del>\$ 3,995,612</del>	<del>\$ 3,995,612</del>	RARF	<del>\$</del>	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Delete from TIP.
Scottsdale	2013	2013	SCT12-111DZ	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	1	2	4	RARF	\$ -	\$ 48,188	\$ 20,652	\$ 68,840	RARF	\$ 48,188	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Add reimbursement phase
Scottsdale	2012	2012	SCT12-110CZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	RARF	\$ -	\$ 1,537,799	\$ 740,875	\$ 2,467,878	RARF	\$ 1,537,799	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. FY13 ALCP Update.
Scottsdale	2014	2015	SCT14-122RWZ	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	0.3	0	4	Local	\$ -	\$ -	\$ 385,714	\$ 1,285,714	RARF	\$ 900,000	Admin: Project was approved as part of the September 26, 2012 action. Update the TIP ID.
Scottsdale	2014	2016	SCT14-122RWZ	Raintree Extension: Hayden to Redfield	Acquisition of right-of-way for roadway widening	0.3	0	4	Local	\$ -	\$ -	\$ 1,123,168	\$ 3,743,894	RARF	\$ 2,620,725	Admin: Project was approved as part of the September 26, 2012 action. Update the TIP ID.
Scottsdale	2012	2012	SCT08-930DX	Shea at 120/124th Streets	Construct intersection improvement	0.4	6	6	Local	<del>\$</del>	<del>\$ 637,162</del>	<del>\$ 273,070</del>	<del>\$ 910,232</del>	RARF	<del>\$ 637,162</del>	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Delete from TIP.
Scottsdale	2012	2015	SCT13-120CZ	Shea Blvd at 125th Street	Construct intersection improvement	0.25	6	6	Local	<del>\$</del>	<del>\$</del>	<del>\$ 492,961</del>	<del>\$ 502,961</del>	RARF	<del>\$ 352,073</del>	Amend: Delete TIP line item. Consolidate project costs and reimbursements with SCT12-120CZ.
Scottsdale	2014	2015	SCT12-120CZ	Shea Blvd at 125th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Amend: Defer work year from 2013 and consolidate project costs and reimbursements with SCT13-120CZ.
Scottsdale	2013	2025	SCT12-121CZ	Shea Blvd at 136th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 105,379	\$ 105,379	RARF	\$ 73,765	Amend: Defer work year from 2012 to 2013.
Scottsdale	2013	2025	SCT12-121DZ	Shea Blvd at 136th Street	Design intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 316,147	\$ 316,147	RARF	\$ 221,303	Amend: Defer work year from 2012 to 2013.
Scottsdale	2013	2025	SCT12-121RWZ	Shea Blvd at 136th Street	Acquisition of right-of-way for intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 10,533	\$ 10,533	RARF	\$ 7,373	Amend: Defer work year from 2012 to 2013.
Scottsdale	2014	2025	SCT13-121CZ	Shea Blvd at 136th Street	Construct intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 105,379	\$ 105,379	RARF	\$ 73,765	Amend: Defer work year from 2012 to 2014.

TABLE B. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Chandler	2013	2027	CHN14-102RWZ	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	1	2	4	Local	\$ -	\$ -	\$ 286,761	\$ 955,872	RARF	\$ 669,110	Admin: Project change was inadvertently omitted from September 26, 2012 list. Add new reimbursement phase.
Mesa	2016	2016	None	Southern Ave at Stapley Dr	Project Savings for intersection improvement	0.5	4	6	RARF	\$ -	\$ 1,488,291	\$ 637,839	\$ 2,126,129	RARF	\$ 1,488,291	Amend: Decrease regional reimbursement amount. Allocated to TIPID MES15-118CZ.
Chandler	2016	2016	CHN15-106RWZ	Ray Rd at McClintock Dr	Acquisition of right-of-way for intersection improvement	0.3	4	6	RARF	\$ -	\$ 889,000	\$ 381,000	\$ 1,270,000	RARF	\$ 381,000	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year, decrease and advance reimbursement.

Text in RED indicates changes to the TIP and/or ALCP

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Chandler	2017	2017	CHN15-106CZ	Ray Rd at McClintock Dr	Construct intersection improvement	0.3	4	6	RARF	\$ -	\$ 3,225,857	\$ 1,382,510	\$ 4,608,367	RARF	\$ 3,225,857	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year, split reimbursement, and advance reimbursement year.
Gilbert	2017	2021	GLB400-11AD	Elliot Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 54,195	\$ 179,935	RARF	\$ 125,740	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Split work year and defer reimbursement year.
Gilbert	2017	2021	GLB15-101DZ	Elliot Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 218,641	\$ 327,280	RARF	\$ 108,640	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year and split reimbursement.
Gilbert	2017	2023	GLB11-810D	Greenfield Rd: Elliot Rd to Ray Rd	Design roadway widening	2	4	6	Local	\$ -	\$ -	\$ 218,641	\$ 299,621	RARF	\$ 299,803	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.
Gilbert	2018	2023	GLB12-815RW	Greenfield Rd: Elliot Rd to Ray Rd	Acquisition of right-of-way for roadway widening	2	4	6	Local	\$ -	\$ -	\$ 229,600	\$ 1,226,333	RARF	\$ 801,217	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.
Gilbert	2019	2021	GLB12-818D	Warner Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 71,467	\$ 238,222	RARF	\$ 166,755	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.
Gilbert	2020	2021	GLB13-008RWZ	Warner Rd at Greenfield Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 439,735	\$ 1,464,770	RARF	\$ 1,025,034	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer work year.
Maricopa County	2016	2016	MMA15-112CZ	Northern Parkway: Northern Avenue at Loop 101	Construct intersection improvement	0.5	4	6	STP-MAG	\$ 2,008,124	\$ -	\$ 860,625	\$ 2,868,749	STP-MAG	\$ 2,008,124	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Split and advance reimbursement.
Maricopa County	2016	2017	MMA15-112CZ2	Northern Parkway: Northern Avenue at Loop 101	Construct intersection improvement	0.5	4	6	Local	\$ 3,000,000	\$ -	\$ 1,285,714	\$ 4,285,714	STP-MAG	\$ 3,000,000	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Split reimbursement.
Maricopa County	2011	2020	MMA11-107CZ2	EI Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	3	2	4	Local	\$ -	\$ -	\$ 2,083,981	\$ 6,946,605	RARF	\$ 4,862,623	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer and split ALCP Reimbursement.
Maricopa County	2011	2019	MMA11-107CZ	EI Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	3	2	4	Local	\$ -	\$ -	\$ 4,862,623	\$ 9,725,247	RARF	\$ 4,862,623	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer and split ALCP reimbursement.
Scottsdale	2012	2025	SCT12-121DZ	Shea Blvd at 136th Street	Design intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 94,844	\$ 316,147	RARF	\$ 221,303	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.
Scottsdale	2012	2025	SCT12-121RWZ	Shea Blvd at 136th Street	Acquisition of right-of-way for intersection improvement	0.25	6	6	Local	\$ -	\$ -	\$ 3,160	\$ 10,533	RARF	\$ 7,373	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.

**Table C. Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program**

1/14/2013

HIGHWAY		REQUESTED CHANGE												
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Date for Completion/Open to Traffic	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MES13-171	Mesa	East Valley; Ellsworth and Germann, Ellsworth and Queen Creek Rd	Procure and Install East Valley RCN components	2013	2014	1	-	-	CMAQ	0	298,931	18,069	317,000	Admin: Lead agency project change, ADOT required. Change lead agency from MAG to Mesa. Change TIP ID from MAG12-115, to MES13-171
MAG14-102	MAG	Regionwide	<del>Pave dirt roads program</del>	2014	2014	0	0	0	CMAQ	0	4,898,000	279,186	5,177,186	Amed: Delete placeholder for paving projects. Projects are programmed individually. Duplicate listing.

Text in RED indicates changes to the TIP

# **ATTACHMENT #2**

**Agenda Item #5B**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

January 16, 2013

**SUBJECT:**

Arterial Life Cycle Program Status Report - April 2012 through November 2012

**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 December 9, 2009. The ALCP Policies and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. The ALCP Status Report has traditionally been published on a semiannual basis.

The April 2012 through November 2012 Status Report is the first for FY2013. The report provides information on the 45 projects scheduled for work and/or reimbursement this fiscal year. Of these 45 projects, 12 are in the design phase, 12 are in the right-of-way-acquisition phase, and 21 are in the construction phase. It is anticipated that four of these projects will be completed and open to traffic by July 1, 2013.

Scheduled ALCP project reimbursements in FY2013 total \$52.1 million. Federal funds comprise \$13.2 million of the total programmed reimbursements while the remaining balance of \$38.9 million is programmed with the ½-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). Actual RARF revenue collections in FY2012 totaled \$34 million, which was slightly higher than what had been projected in the October 2011 Arizona Department of Transportation revenue forecast. Through November 2012, current fiscal year collections have totaled \$14.3 million.

Greater detail about the status of projects, revenues, and other relevant program information is provided in the ALCP Status Report, which can be found on the MAG website at:  
[http://www.azmag.gov/transportation/ALCP/ALCP\\_Policies\\_Procedures\\_Status\\_Reports.asp](http://www.azmag.gov/transportation/ALCP/ALCP_Policies_Procedures_Status_Reports.asp)

**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 December 9, 2009.

ACTION NEEDED:  
Information and discussion.

PRIOR COMMITTEE ACTIONS:  
On December 11, 2012, the ALCP Status Report was presented to the Street Committee for information and discussion. No comments were received.

MEMBERS ATTENDING

- |  |  |
|--|--|
| Charles Andrews, Avondale, Chairman              | Maria Deeb, Mesa   |
| Lupe Harriger, ADOT                              | * James Shano, Paradise Valley                                 |
| * Jose Heredia, Buckeye                          | Ben Wilson, Peoria   |
| Dan Cook, Chandler                               | Dana Owsiany, for Shane L. Silsby,<br>Phoenix                  |
| * Bob Senita, El Mirage                          | Janet Martin, Queen Creek                                      |
| * Tony Rodriguez, Gila River Indian<br>Community | * Elaine Cabrera, Salt River Pima-Maricopa<br>Indian Community |
| * Michael Gillespie, Gilbert                     | Tom Taylor, for Phil Kercher, Scottsdale                       |
| Bob Darr, Glendale                               | Nicholas Mascia, Surprise                                      |
| Hugh Bigalk, Goodyear                            | Shelly Seyler, Tempe   |
| * Gino Turrubiates, Guadalupe                    | * Jason Earp, Tolleson   |
| Thomas Chlebanowski for                          | Grant Anderson for Jim Fox, Youngtown                          |
| Darryl Crossman, Litchfield Park                 |  |
| Chris Plumb, Maricopa County                     |  |

\*Members neither present nor represented by Proxy  
+ Attended by Videoconference # Attended by Audioconference

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

# **ATTACHMENT #3**

**Agenda Item #5C**



**Arizona Department of Transportation**  
**Intermodal Transportation Division**  
 206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Jennifer Toth  
*State Engineer*

January 7, 2013

Mr. Dennis Smith  
 Executive Director  
 Maricopa Association of Governments  
 302 North First Avenue, Suite 300  
 Phoenix, Arizona 85003

Re: Red Letter Report - Notices from July 01, 2012 to December 31, 2012

Dear Mr. Smith:

The Red Letter process is notification by local Public Agencies to ADOT of potential development plans within a quarter mile of established or proposed project corridors. Receipt of early notification in the planning and design process helps to reduce costs, saving money for both ADOT and tax payers. This update is provided for information on the number of notices received within the stated period of time.

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 1, 2012 to December 31, 2012. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	03	00
City of Avondale	05	00
City of Scottsdale	07	00
Town of Buckeye	00	00
City of Chandler	04	00
Town of Gilbert	03	00
City of Glendale	00	00
City of Goodyear	36	00
Maricopa County	09	00
City of Mesa	02	00
City of Peoria	03	00
City of Phoenix	16	00
City of Surprise	12	00
City of Tempe	00	00
Other	<u>18</u>	<u>00</u>
<b>Total Received</b>	<b>118</b>	<b>00</b>

**MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES**

**ARIZONA STATE LAND DEPARTMENT: No impact responses sent.**

**CITY OF AVONDALE: No impact responses sent.**

**CITY OF SCOTTSDALE: No impact responses sent.**

**TOWN OF BUCKEYE: No impact responses sent.**

**CITY OF CHANDLER: No impact responses sent.**

**TOWN OF GILBERT: No impact responses sent.**

**CITY OF GLENDALE: No impact responses sent.**

**CITY OF GOODYEAR: No impact responses sent.**

**MARICOPA COUNTY: No impact responses sent.**

**CITY OF MESA: No impact responses sent.**

**CITY OF PEORIA: No impact responses sent.**

**CITY OF PHOENIX: No impact responses sent.**

**CITY OF SURPRISE: No impact responses sent.**

**CITY OF TEMPE: No impact responses sent.**

**OTHER: No impact responses sent.**

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7085, or by email at [rerickson@azdot.gov](mailto:rerickson@azdot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "R. Erickson", written over a faint, larger version of the same signature.

Richard Erickson, Manager  
Right of Way Project Management

cc: John S. Halikowski, Director, ADOT  
Paula Gibson, Chief Right of Way Agent  
Kwisung Kang, ADOT

**ATTACHMENT  
#4**

**Agenda Item #6**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

January 16, 2013

**SUBJECT:**

Programming of Projects for MAG Federal Congestion Mitigation and Air Quality (CMAQ) Funding in the Draft FFY2014-2018 MAG Transportation Improvement Program

**SUMMARY:**

MAG is developing a new FFY2014-2018 Transportation Improvement Program (TIP). The MAG Regional Transportation Plan (RTP) allocates MAG Federal CMAQ funds to specific modes and in some cases, identifies specific projects for the funds. Funding for all programs is currently an estimate, based on MAP-21 and the Arizona Department of Transportation (ADOT) estimated regional distribution of funding as of November 27, 2012. Funding levels for the CMAQ programs in the MAG region are subject to change. For the Intelligent Transportation Systems (ITS), Bicycle, Pedestrian and Air Quality projects, the RTP identifies CMAQ funding allocations, and individual projects need to be identified for the new TIP. A competitive based Call For Projects was announced on August 6, 2012.

Application forms were made available on August 6, 2012 on the MAG website. A Call For Projects overview and application process meeting was held on August 13, 2012. Two additional open working groups were held on August 27, and on September 10, 2012 to provide technical and staff assistance in completing applications and answering questions. Applications were due at MAG on September 19, 2012, and eighty-four applications were received. All information explained below pertains to on-time, complete, and eligible applications.

According to federal CMAQ guidance, the purpose of the program is to fund transportation projects or programs that will contribute to attainment or maintenance of the federal air quality standards for ozone, carbon monoxide, and particulate matter. For Bicycle, Pedestrian and ITS projects to be eligible to receive CMAQ funding, the project must be located within the 8-hour Ozone Nonattainment Area. For PM-10 Paving Unpaved Road eligibility, projects must be located within the Maricopa County PM-10 Nonattainment Area. Each application received is displayed by mode on a map. See attachments.

All proposed FY 2015, 2016, and 2017 Congestion Mitigation and Air Quality Improvement (CMAQ) projects are evaluated by MAG Air Quality staff and receive a cost-effectiveness number (AQ score) within each modal category. Where appropriate, the emission reduction benefits and cost-effectiveness of CMAQ eligible projects have been quantified using The Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects, dated September 30, 2011. On October 25, 2012, the MAG Air Quality Technical Advisory Committee made a recommendation to forward the evaluation of proposed FY 2015, 2016, and 2017 CMAQ projects for the FY 2014-2018 MAG TIP to the MAG Transportation Review Committee and modal committees for use in prioritizing projects. In addition, the committee recommended a ranking of the Air Quality projects to be forwarded to the TRC.

Also, on October 25, 2012 the MAG Air Quality Technical Advisory Committee made a recommendation to forward a ranking of proposed PM-10 Paving Unpaved Road Project for FY 2015, 2016, and 2017 CMAQ funding to the TRC.

The related modal technical advisory committees (TAC) assisted in defining the evaluation criteria for each mode beginning in April of 2012. Criteria for project evaluation included both qualitative and quantitative data. The criteria for the competitive process was originally identified in the Congestion Management Process (CMP) study and report. The CMP criteria and the CMP tool were used to evaluate the Bicycle and Pedestrian projects and the ITS committee used a modified CMP tool for each of the four categories of ITS projects in combination with their newly adopted ITS plan. PM-10 Paving of UnPaved Road projects used the AQ score. Projects then went through a two-tiered committee review process starting in October that resulted in project rankings by the ITS and the Bicycle and Pedestrian Committees in November and December, and the Air Quality TAC in October. MAG staff coordinated the modified project funding amounts and information with the corresponding agency for agreement and modification of project costs as needed to meet program funding levels. This process follows the approved MAG Federal Fund Programming Principles. The process for evaluating and selecting projects follows the federal requirements for programming CMAQ funds.

There were thirty-five ITS project applications submitted requesting a total of \$23,437,205 in CMAQ funds. There are \$18,548,845 of CMAQ funds estimated to be available for ITS projects in FFY 2015-2017. Thirty-one projects are recommended for programming. Projects not recommended for programming total \$2,426,392.

There were twenty-nine Bicycle and Pedestrian applications submitted requesting a total of \$25,804,786 of CMAQ funds. There are \$23,532,117 of CMAQ funds estimated to be available for Bicycle and Pedestrian projects in FY 2015-2017. One project was not able to be awarded full funding and the lead agency has agreed to accept partial funding, rounding up. One project was recommended for funding in another program. A total of twenty-six projects are recommended for programming. Projects not recommended total \$1,637,391.

There were twelve PM-10 Pave Unpaved Road applications submitted requesting a total of \$14,128,078 of CMAQ funds. One project requested to be withdrawn by the submitting agency. There are \$12,771,000 of CMAQ funds available for PM-10 Pave Unpaved Road Projects in FY 2015-2017. All projects are recommended for funding in the PM-10 Pave Unpaved Roads program totaling \$10,686,128. In addition to the application process, \$9,523,808 of CMAQ funds are identified via the Regional Transportation Plan (RTP) of CMAQ funding programmed for Air Quality Projects in FY 2015-2017.

#### PUBLIC INPUT:

None.

#### PROS & CONS:

**PROS:** Approval of the funding for these projects will enable their inclusion in the Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner. By adding the FY2015 to the current FY2011-15 TIP, those projects will be eligible for FY2014 closeout funding if available.

**CONS:** If these projects are not approved, the time to develop projects will be limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and to enhance opportunities for additional federal funds.

## TECHNICAL & POLICY IMPLICATIONS:

**TECHNICAL:** Project selection criteria has been fully addressed by members of MAG technical advisory committees. Air Quality emission reduction scores were considered and integrated into the recommended listings based on updated funding availability, and the program is fiscally balanced. The paving of dirt roads and alley projects supports the committed measures to “Reduce Particulate Emissions from Unpaved Roads and Alleys” in the Revised MAG 1999 Serious Area Particulate Plan for PM-10. The MAG 2012 Five Percent Plan for PM-10 includes the paving of unpaved roads.

**POLICY:** The MAG federally funded program has been developed in accord with federal regulations and MAG policies. The Congestion Mitigation Process has been followed as appropriate by modal category.

## **ACTION NEEDED:**

Approval of the list of Congestion Mitigation and Air Quality (CMAQ) funded projects to be added to the Draft FY 2014-2018 MAG Transportation Improvement Program and to the 2014 RTP update. And to recommend approval of the list of Congestion Mitigation and Air Quality funded projects for FY2015 to be added to the FY2011-2015 TIP, and as appropriate to be added to the 2010 RTP update.

## PRIOR COMMITTEE ACTIONS:

**Bicycle and Pedestrian Committee:** On December 11, 2012 the Bicycle and Pedestrian Committee recommended a list of CMAQ Bike/Ped funded projects to be added to the Draft FFY2014-2018 MAG Transportation Improvement Program.

Reed Kempton, Scottsdale, Chair of  
Bicycle and Pedestrian Committee  
Margaret Boone, Avondale, Vice-  
Chair of Bicycle & Pedestrian  
Committee  
Michael Sanders, ADOT  
Tiffany Halperin, ASLA, Arizona Chapter  
\* Robert Wisener, Buckeye  
\* D.J. Stapley, Carefree  
Ian Cordwell, Cave Creek  
Kathy Mills for Bob Beane, Coalition of  
Arizona Bicyclists  
Jason Crampton, Chandler  
Mark Smith, El Mirage

\* Nicole Dailey, Gilbert  
Steve Hancock, Glendale  
\* Joe Schmitz, Goodyear  
\* Julius Diogenes, Litchfield Park  
Denise Lacey, Maricopa County  
Jim Hash, Mesa  
\* Brandon Forrey, Peoria,  
Katherine Coles, Phoenix  
Dawn Coomer for Ben Limmer, RPTA  
Karen Savage, Surprise  
Eric Iwersen, Tempe  
\* Mark Hannah, Youngtown

\*Members neither present nor represented by proxy

^Attended via audio-conference

## OTHERS PRESENT

Vince Lopez, Maricopa County Public Health  
Ann Marie Riley, Chandler  
Stuart Boggs, Valley Metro  
Alice Chen, MAG  
Brian Sager, Kimley-Hort  
Jim Coffman, Coffman Studio  
Stephen Chang, Surprise

Kathy Mills, Coalition of AZ Bicyclists  
Alex Oreschak, MAG  
Cavan Noone, MAG  
Lee Jimenez, MCDOT  
Anissa Janovich  
Ryan Wozniak  
Susan Conklu, Scottsdale

**Street Committee:** At the December 11, 2012 Street Committee meeting, the members recommended a list of CMAQ funded PM-10 Paving Unpaved Roads projects to be added to the Draft FFY2014-2018 MAG Transportation Improvement Program.

**MEMBERS ATTENDING**

- |  |   |
|--|---|
| Charles Andrews, Avondale, Chairman                      | Chris Plumb, Maricopa County                                |
| Lupe Harriger, ADOT                                      | Maria Deeb, Mesa  |
| * Jose Heredia, Buckeye                                  | * James Shano, Paradise Valley                              |
| Dan Cook, Chandler                                       | * Ben Wilson, Peoria  |
| * Bob Senita, El Mirage                                  | Dana Owsiany, for Shane L. Silsby, Phoenix                  |
| * Tony Rodriguez, Gila River Indian Community            | Janet Martin, Queen Creek                                   |
| * Michael Gillespie, Gilbert                             | * Elaine Cabrera, Salt River Pima-Maricopa Indian Community |
| Bob Darr, Glendale                                       | Tom Taylor, for Phil Kercher, Scottsdale                    |
| Hugh Bigalk, Goodyear                                    | Nicholas Mascia, Surprise                                   |
| * Gino Turrubiates, Guadalupe                            | Shelly Seyler, Tempe  |
| Thomas Chlebanowski for Darryl Crossman, Litchfield Park | * Jason Earp, Tolleson                                      |
|  | Grant Anderson for Jim Fox, Youngtown                       |

\* Members neither present nor represented by proxy # - Attended by Audioconference

**OTHERS PRESENT**

- |                          |                              |
|--------------------------|------------------------------|
| Rebecca Metzger, ADOT    | Lee Jimenez, Maricopa County |
| Patrick Stone, ADOT      | John Bullen, MAG             |
| Shirin Marvastian, ADOT  | Teri Kennedy, MAG            |
| Janice Simpson, Avondale | Stephen Tate, MAG            |
| Ed Stillings, FHWA       |                              |

**Intelligent Transportation Systems (ITS) Committee:** On December 5, 2012 the ITS committee recommended a list of CMAQ funded ITS projects to be added to the Draft FFY2014-2018 MAG Transportation Improvement Program.

**MEMBERS ATTENDING**

- |  |  |
|--|--|
| Farzana Yasmin for Reza Karimvand, ADOT                  | Nicolaas Swart, Maricopa County                    |
| + Soyoung Ahn, ASU                                       | Avery Rhodes, City of Mesa                         |
| Chris Hamilton for Bennie Robinson, City of Avondale     | + Ron Amaya, City of Peoria                        |
| **Daymara Cesar for Thomas Chlebanowski, Town of Buckeye | Marshall Riegel, City of Phoenix                   |
| Mike Mah, City of Chandler                               | + Nancy Steptoe, Phoenix Public Transit            |
| + Captain Burley Copeland, DPS                           | **Bill Birdwell, Town of Queen Creek               |
| + Jorge Gastelum, City of El Mirage                      | Steve Ramsey for Bruce Dressel, City of Scottsdale |
| **Jennifer Brown, FHWA                                   | **Nicholas Mascia, City of Surprise                |
| Erik Guderian, Town of Gilbert                           | Catherine Hollow, City of Tempe                    |
| Debbie Albert, City of Glendale                          | Suresh Shrivastava for Ratna Korepella, RPTA       |
| Luke Albert, City of Goodyear                            |  |

+ Not present  
\*\* Teleconference

## OTHERS PRESENT

Darryl Crossman, Litchfield Park  
Arthur Dock, Mesa  
Arnab Gupta, PB  
Lisa Burgess, KHA  
Ray Yparraguirre, KHA  
Doug McCants, Atkins  
Joey Paskey, Atkins  
Paul Porell  
Leo Luo, MAG

Madhu Reddy, ADOT  
Giao Pham, Apache Junction  
David Riley, UCG  
Don Wiltshire, YSMA  
John Hibbard, Atkins  
Ryan Gish, MAG  
Sarath Joshua, MAG  
Kiran Guntupalli, MAG

**Air Quality Technical Advisory Committee:** On October 25, 2012, the MAG Air Quality Technical Advisory Committee made a recommendation to forward the evaluation of proposed FY 2015, 2016, and 2017 CMAQ projects for the FY 2014-2018 MAG TIP to the MAG Transportation Review Committee and modal committees for use in prioritizing projects. In addition, the committee recommended a ranking of the Air Quality projects to be forwarded to the TRC.

Also, on October 25, 2012 the MAG Air Quality Technical Advisory Committee made a recommendation to forward a ranking of proposed PM-10 Paving Unpaved Road Project for FY 2015, 2016, and 2017 CMAQ funding to the TRC.

## MEMBERS ATTENDING

Oddvar Tveit, Tempe, Chairman  
# Elizabeth Biggins-Ramer, Buckeye, Vice Chair  
\* Kristen Sexton, Avondale  
# Jim Weiss, Chandler  
# Jamie McCullough, El Mirage  
Jessica Koberna, Gilbert  
Doug Kukino, Glendale  
\* Cato Esquivel, Goodyear  
# Greg Edwards for Scott Bouchie, Mesa  
William Mattingly, Peoria  
Philip McNeely, Phoenix  
Sam Brown for Tim Conner, Scottsdale  
# Margaret Perez for Antonio DeLaCruz, Surprise  
# Mark Hannah, Youngtown  
Ramona Simpson, Queen Creek  
\* American Lung Association of Arizona  
Kristin Watt, Salt River Project  
Rebecca Hudson, Southwest Gas Corporation  
\* Mark Hajduk, Arizona Public Service Company  
# Gina Grey, Western States Petroleum Association  
Robert Forrest, Valley Metro/RPTA  
\* Dave Berry, Arizona Motor Transport Association

Jeannette Fish, Maricopa County Farm Bureau  
Steve Trussell, Arizona Rock Products Association  
Amy Bratt, Greater Phoenix Chamber of Commerce  
Amanda McGennis, Associated General Contractors  
\* Spencer Kamps, Homebuilders Association of Central Arizona  
\* Mannie Carpenter, Valley Forward  
\* Kai Umeda, University of Arizona Cooperative Extension  
Beverly Chenausky, Arizona Department of Transportation  
Diane Arnst, Arizona Department of Environmental Quality  
\*Environmental Protection Agency  
Frank Shinzel for Jo Crumbaker, Maricopa Co.  
Air Quality Department  
\* Michelle Wilson, Arizona Department of Weights and Measures  
\* Ed Stillings, Federal Highway Administration  
Mary Springer for Judi Nelson, Arizona State University

\* Christopher Horan, Salt River Pima-  
Maricopa Indian Community

\*Members neither present nor represented by  
proxy.

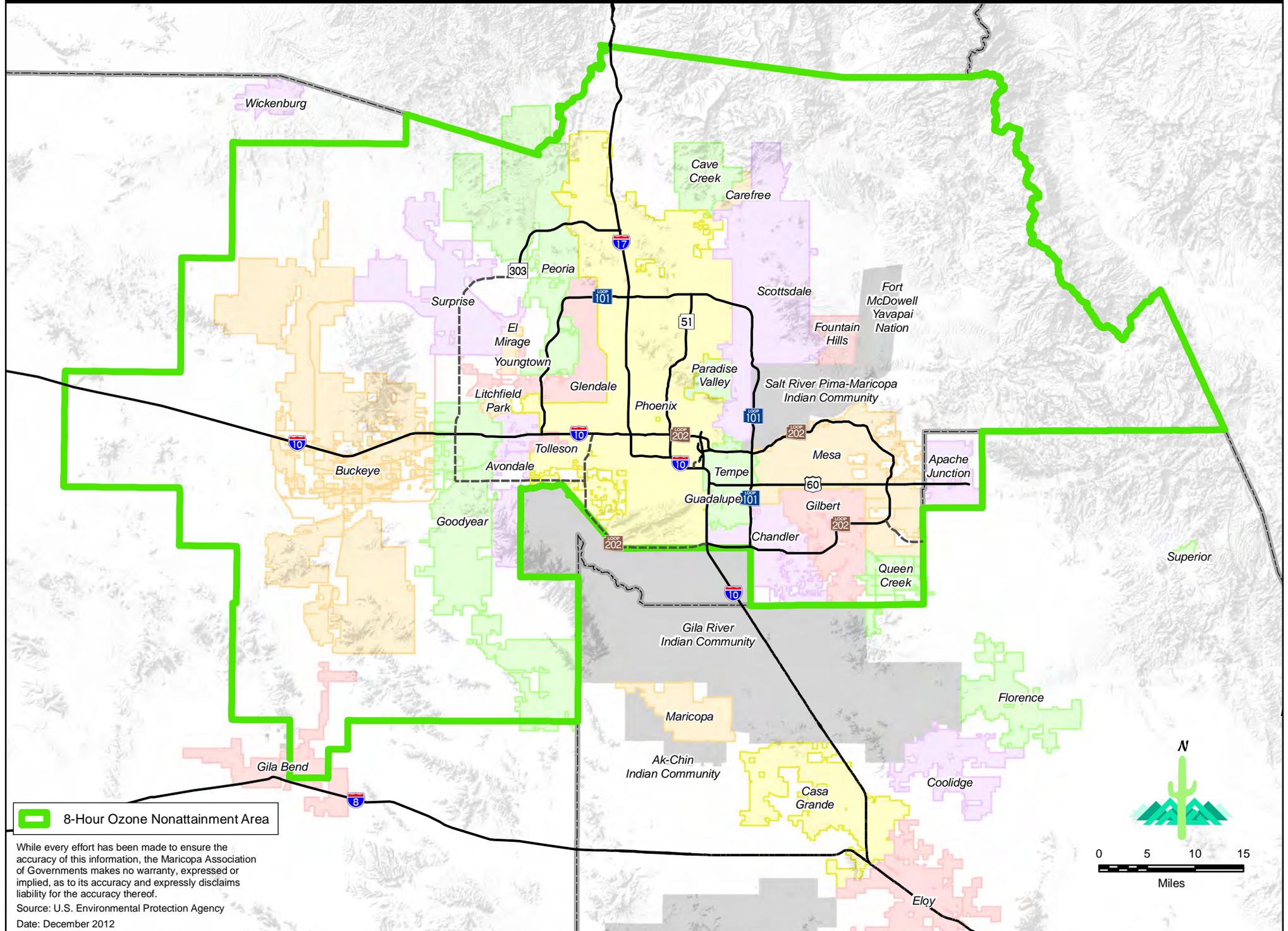
#Participated via telephone conference call.

+Participated via video conference call.

CONTACT PERSON:

Teri Kennedy, (602) 254-6300

# 8-Hour Ozone Nonattainment Area

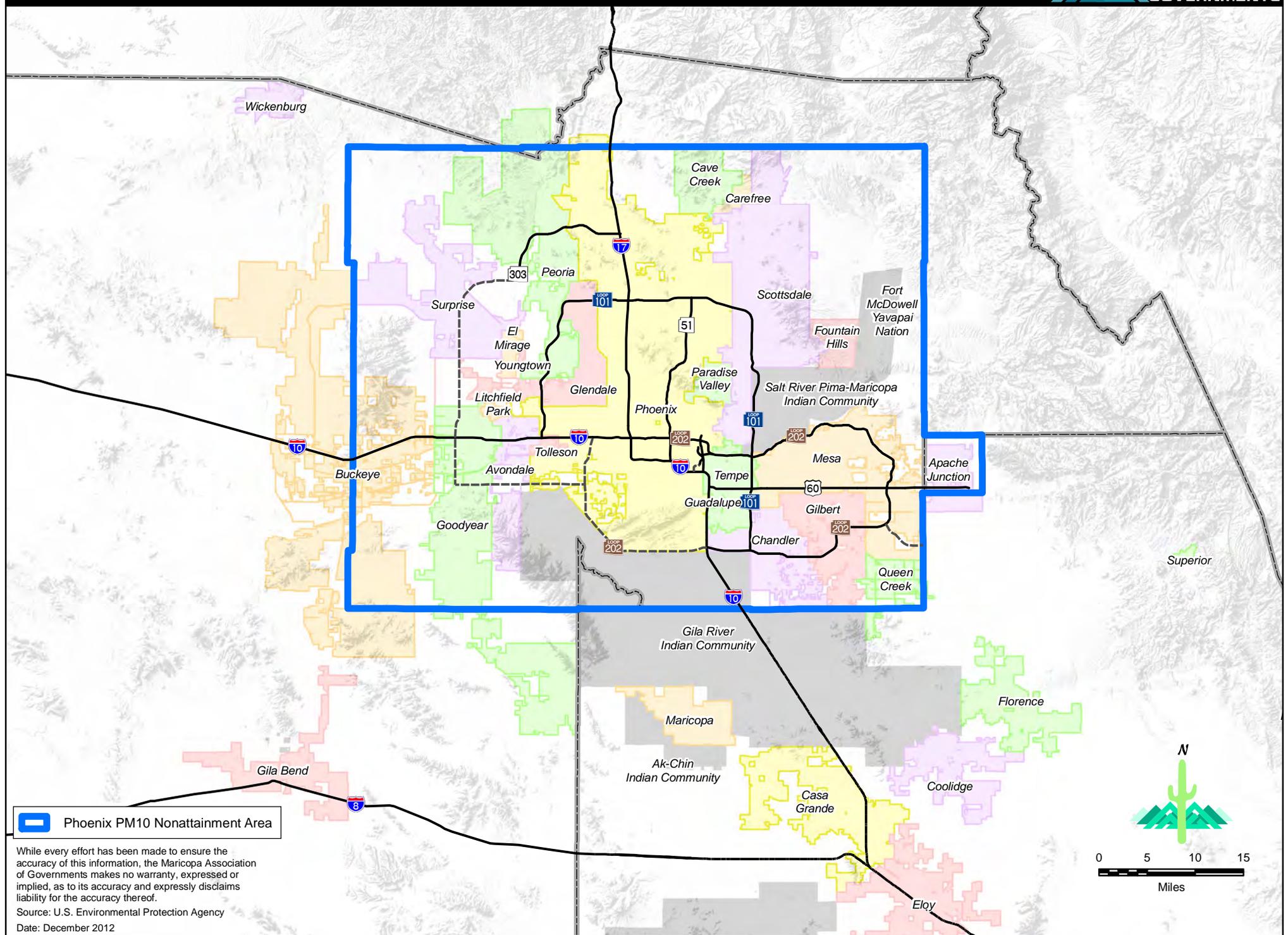


 8-Hour Ozone Nonattainment Area

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

Source: U.S. Environmental Protection Agency  
Date: December 2012

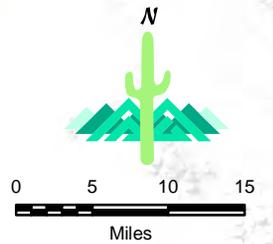
# Phoenix PM10 Nonattainment Area



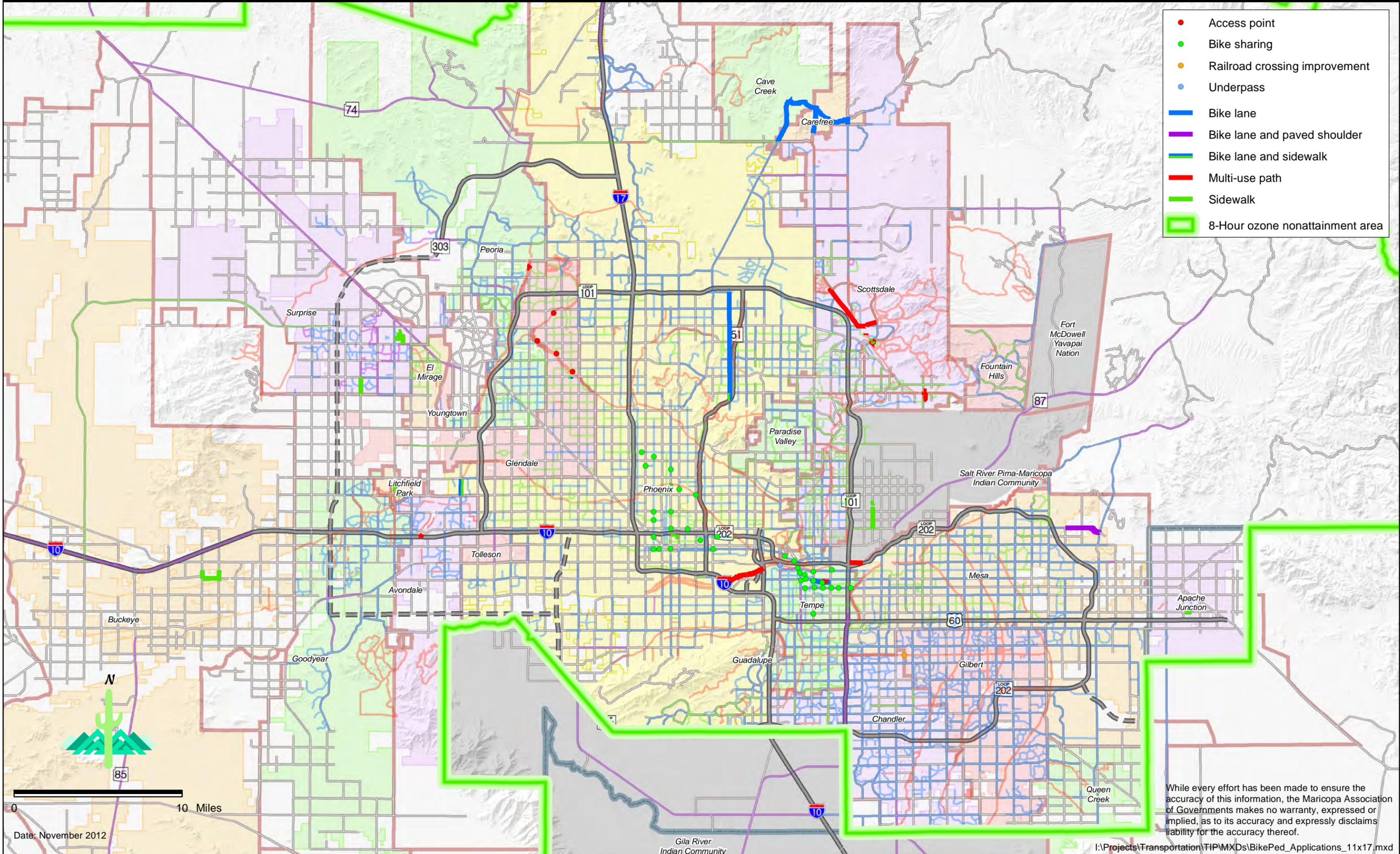
 Phoenix PM10 Nonattainment Area

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Source: U.S. Environmental Protection Agency  
Date: December 2012



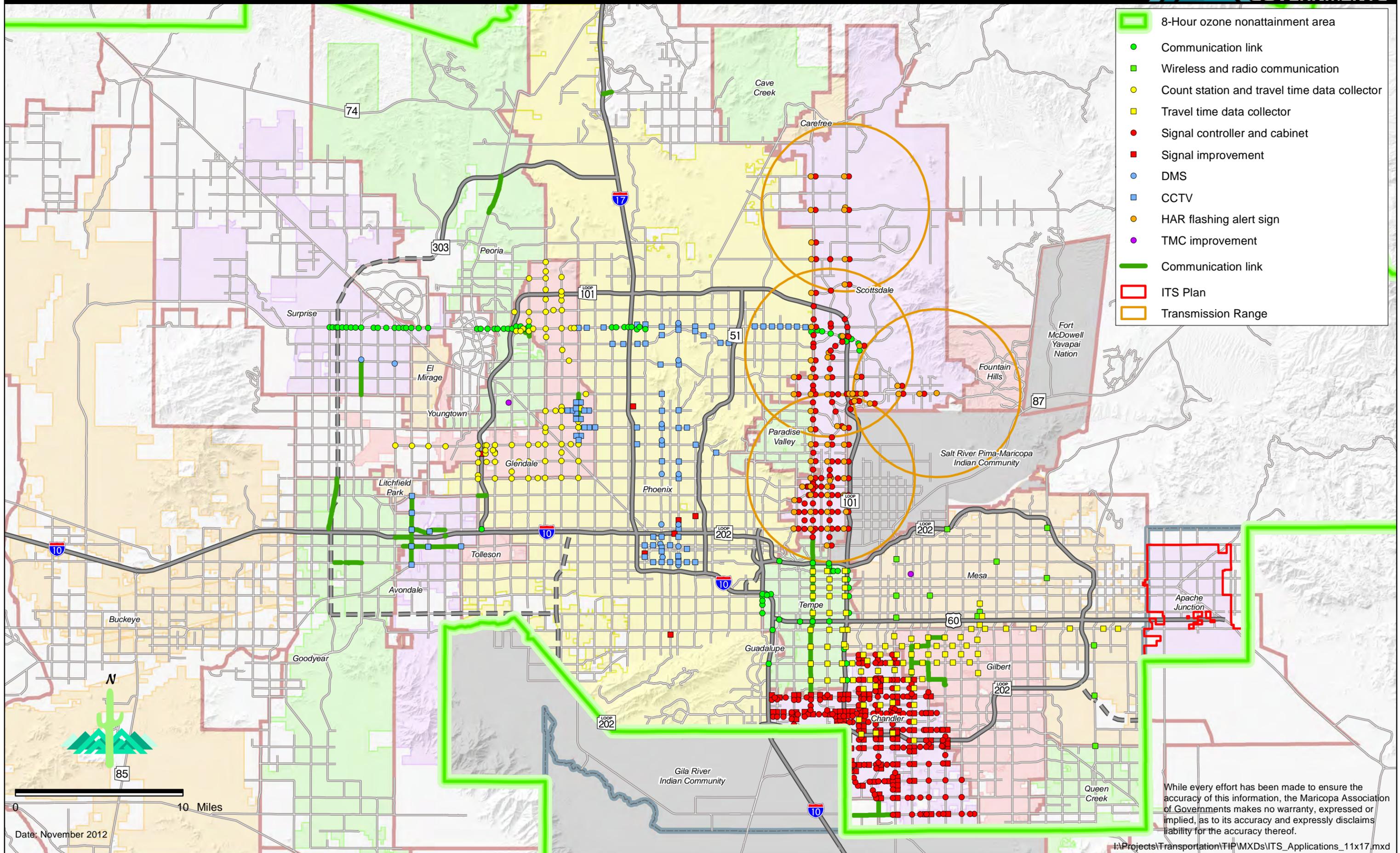
# Bicycle and Pedestrian Project Applications



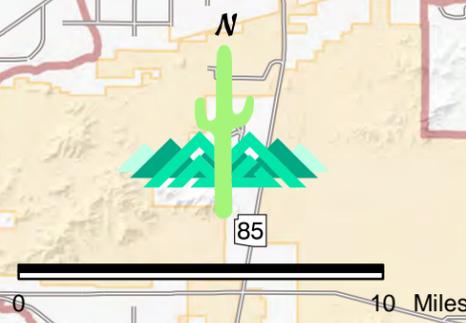
ProjID	City	Project Name	Federal Dollars Requested (From Part C of Application)	Year Requested	Year Granted (based on request and final rank)	CMAQ (Air Quality) Rank	CMP (Congestion) DATA RANK	CMP (Congestion) Reading Rank	Committee Rank	Final Average	Final Rank
			Estimated Total Available: \$23.9 Million			30%	20%	20%	30%	100%	
PHX-BikePed-6	Phoenix	Regional BikeShare Along Metro Rail Corridor Phx to Tempe	\$1,414,500	2015	2015	7	7	3	3	5.0	2.0
CVK-BikePed-1	Cave Creek	Cave Creek/Carefree Bike Lanes	\$2,938,480	2015	2015	3	13	10	2	6.1	3.0
MMA-BikePed-1	Maricopa County	5' Bike Lanes on McDowell Rd, 76th St to Usery Pass	\$556,747	2015	2015	1	12	15	4	6.9	4.0
MES-BikePed-1	Mesa	Rio Salado Shared Use Pathway - Segment 3	\$999,999	2015	2015	16	4	1	6	7.6	5.0
PHX-BikePed-1	Phoenix	Roosevelt Row Bike Lane and Sidewalk Improvement	\$750,260	2015	2015	5	14	9	5	7.6	6.0
AVN-BikePed-1	Avondale	Agua Fria Asphalt I-10 Underpass	\$1,264,427	2015	2015	11	10	5	7	8.4	7.0
TMP-BikePed-2	Tempe	Shared Use Path Priest Drive Underpass	\$1,165,396	2016	2016	2	5	4	1	2.7	1.0
GLN-BikePed-3	Glendale	New River North Shared Use Pathway	\$330,850	2015	2016	8	6	12	8	8.4	7.0
PHX-BikePed-3	Phoenix	Rio Salado 12' Shared Use Pathway, 32nd Street to 40th Street	\$1,122,642	2015	2016	12	9	8	10	10.0	9.0
PHX-BikePed-2	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	\$445,568	2015	2016	4	8	26	11	11.3	10.0
PHX-BikePed-8	Phoenix	12' Shared Use Pathway Rio Salado Pathway - 40th Street to SR143	\$2,058,310	2016	2016	14	17	7	9	11.7	11.0
SCT-BikePed-2	Scottsdale	Shared Use Pathway Shea Tunnel Access / 124th St	\$1,253,032	2015	2016	9	21	11	14	13.3	14.0
CHN-BikePed-1	Chandler	Western Canal Crossing Improvement at UPRR	\$355,275	2016	2016	10	19	14	15	14.1	15.0
PHX-BikePed-1	Phoenix	Shea blvd: 32nd St to SR51	\$364,941	2015	2016	6	19	28	13	15.1	16.0
SRP-BikePed-1	Salt River Indian Comm	8' Sidewalk Longmore Road Pedestrian Project	\$497,796	2015	2016	18	16	13	17	16.3	17.0
GLN-BikePed-1	Glendale	55th Avenue Widening for Bike Lanes and Sidewalk	\$159,266	2015	2016	19	2	27	19	17.2	18.0
GLN-BikePed-2	Glendale	Neighborhood Connections to Shared Use Pathway	\$107,832	2015	2016	25	3	19	18	17.3	19.0
TMP-BikePed-1	Tempe	10' Shared Use Path on 8th Street	\$1,379,021	2017	2017	26	1	2	12	12.0	12.0
SCT-BikePed-1	Scottsdale	Shared Use Pathway WestWorld/Indian Bend	\$4,223,645	2017	2017	15	11	6	16	12.7	13.0
BKY-BikePed-2	Buckeye	Watson Road 10' Shared Use Path	\$302,206	2015	2017	13	26	20	20	19.1	20.0
LPK-BikePed-1	Litchfield Park	6' Sidewalk on Old Litchfield Road	\$213,911	2015	2017	20	21	16	21	19.7	21.0
APJ-BikePed-1	Apache Junction	Southern/Winchester Sidewalk Installation	\$197,604	2015	2017	23	15	23	22	21.1	22.0
SUR-BikePed-1	Surprise	5' Sidewalk Reems Rd	\$198,900	2016	2017	17	27	22	23	21.8	23.0
BKY-BikePed-3	Buckeye	Lower Buckeye 10' Shared Use Path	\$388,830	2017	2017	24	23	18	24	22.6	24.0
BKY-BikePed-1	Buckeye	Rainbow/Lower Buckeye 10' Shared Use Path	\$392,592	2015	2017	22	28	17	25	23.1	25.0
PHX-BikePed-7	Phoenix	10' Detached Shared Use Pathway 107th Ave*	\$900,000	2015	2017	21	23	24	27	23.8	26.0
PHX-BikePed-7	Phoenix	10' Detached Shared Use Pathway 107th Ave*	\$600,000	2015	2017	21	23	24	27	23.8	26.0
PHX-BikePed-4	Phoenix	First Street 8' Sidewalk Project	\$989,631			28	18	21	26	24.0	27.0
SUR-BikePed-2	Surprise	5' Sidewalk West Point	\$233,125			27	23	25	28	26.1	28.0
			Total Federal Dollars Requested			\$25,804,786					
			Total awarded for projects ranked 1-25*			\$23,982,030					
			Total Remaining funds after awarding projects ranked 1-25			\$847,646					

\*Phoenix has accepted the remaining funds (\$847,646) for 107th Ave. TIP Manager change to \$900,000

# ITS Project Applications



- 8-Hour ozone nonattainment area
- Communication link
- Wireless and radio communication
- Count station and travel time data collector
- Travel time data collector
- Signal controller and cabinet
- Signal improvement
- DMS
- CCTV
- HAR flashing alert sign
- TMC improvement
- Communication link
- ITS Plan
- Transmission Range



Date: November 2012

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**Recommended List of ITS Projects for FY2015**

Project	Lead Agency	Partner Agencies	Project Description	CMAQ Request	FINAL Rank	Recommendation for FY2015
ADOT-ITS-1	ADOT	Avondale, Goodyear, MAG	ADOT FMS Phase 11A project is currently planned to extend fiber communications backbone along I-10 up to Dysart Road. This project will expand the FMS Phase 11A scope to include the RCN expansion to City of Avondale (Section 1) and City of Goodyear (Section 2).	\$51,045	1	1
TMP-ITS-1	Tempe		This project will install a fiber connection from ADOT's node 12 building to the signals at Broadway and Ramp K and Broadway and 48th St, and 48th St and Ramp C. The project will also install wireless radios, high speed DSL communications and 22 CCTV cameras at several intersections in Tempe.	\$287,752	2	2
MMA-ITS-1	Maricopa County	ADOT, Peoria, Glendale, Scottsdale, Phoenix, Surprise	This project will add adaptive signal control capabilities to the existing signal system and enable coordination between agencies. Adaptive capability will be provided for all the signals within the Bell Road corridor for four areas operated by Surprise, ADOT, Maricopa County, Peoria, Glendale, Scottsdale, and Phoenix.	\$2,315,065	3	3
CHN-ITS-1	Chandler		The city has about 201 traffic signal controllers operating in field. The existing signal controllers have many limitations. Currently, the city is in the process of upgrading controller firmware. This project will install new compatible traffic signal controller hardware.	\$511,766	4	4
MES-ITS-1	Mesa		This project will install four access points per radio tower on 12 existing radio towers for a total of 48 access points. Purchase 40 remotes to support field device communications back to the radio towers.	\$233,864	5	5
SCT-ITS-3	Scottsdale		This project will install 4 Highway Advisory Radio (HAR) transmission units plus approximately 60 flashing advisory signs with a message such as [ TUNE TO 610AM FOR VITAL INFORMATION WHEN FLASHING ]. The transmission sites will receive data from the Scottsdale TMC, and the flashing signs will be activated through the City's interconnected Signal System.	\$380,040	6	6
GDY-ITS-1	Goodyear		Expand Traffic Management Center (TMC) traffic surveillance and monitoring capability by connecting to existing CCTV cameras at Indian School Road and Camelback Road traffic signals at SR 303L; Facilitate the adjustment of traffic signal timing adjustments at these locations in response to real-time traffic conditions.	\$219,876	8	7
PHX-ITS-1	Phoenix		Procure, install 8 Dynamic Message Signs that will display messages such as real-time travel times, traffic incident information, downtown event information, and advise on alternate routes along 7th street and 7th Avenue. Messages will be generated either automatically by field devices or posted by TMC staff.	\$854,811	9	8
PHX-ITS-3	Phoenix		Install CCTV traffic monitoring cameras at approximately 65 locations along six major corridors, 7th Avenue and 7th Street for North-South movements and on Bell Road, Greenway Road, Northern Road and Glendale Ave. for East-West movements.	\$730,891	10	9
AVN-ITS-1	Avondale		Provide and install fiber communications backbone on Dysart Road north of I-10. This project will allow City of Avondale to view ADOT CCTV Cameras and respond to traffic incidents that occur on I-10. as well as on the surrounding arterial system by adjusting signal timing from the Avondale interim TOC.	\$508,579	11	10
APJ-ITS-1	Apache Junction		This project will develop an ITS Strategic Plan for the City of Apache Junction.	\$141,450	34	11

\$6,235,139 11 projects

**Available  
Remaining**

**\$6,234,885  
-\$254**

**Recommended List of ITS Projects for FY2016**

Project	Lead Agency	Partner Agencies	Project Description	CMAQ Request	FINAL Rank	Recommendation for FY2016
MES-ITS-3	Mesa	Maricopa County	Develop an electronic means of sharing CAD data with RADS. Develop filters for integrating Mesa 9-1-1 CAD data in RADS and a user interface that Traffic Management Center operators can use to monitor incidents.	\$56,580	6	1
GLN-ITS-1	Glendale		Installation of conduit, fiber optic cable, communications equipment and CCTV cameras at intersections along Olive, Northern and 51st Avenues to expand the capabilities of the signal system. Additionally, 7 new CCTV cameras will be installed to allow for real time traffic monitoring.	\$904,728	12	2
MES-ITS-2	Mesa	Chandler, Gilbert, Tempe	Install 91 ARID Bluetooth devices in traffic signal cabinets throughout the East Valley to monitor traffic speeds and travel times. The data from each agency's devices will be shared via RADS and disseminated via a web map that displays travel times, speed or congestion levels. This project will expand a current City of Mesa project which will deploy 80 ARID sensors.	\$655,385	13	3
CHN-ITS-2	Chandler		Add four-section Flashing Yellow Arrows to 114 signalized intersections currently with Protected-only and protected/permissive left turn signals. This will improve traffic safety and signal efficiency by providing the flexibility to restrict left turns by time-of-day.	\$633,281	14	4
GLN-ITS-2	Glendale		Installation of count stations and travel time data collectors at key intersections and locations throughout the city. Additionally, the project will include development of a database and GUI to manage, query, and present the data.	\$555,470	15	5
PEO-ITS-1	Peoria		Establish communication between the TMC and two traffic signals near the Peoria Sports Complex in order to facilitate timing changes during special events and incidents.	\$206,772	16	6
SCT-ITS-1	Scottsdale		Replace standard Signal Cabinets with Advanced Hybrid Cabinets at 60 major intersections	\$678,960	18	7
TMP-ITS-2	Tempe		The project will install conduit and fiber in the Rural Road corridor from US 60 north to City Limit. The installation will be based on the overall design of the Rural Road fiber corridor which will be funded locally through the City's CIP.	\$983,626	18	8
GLB-ITS-2	Gilbert		This project will install segment#1, 3.5 mile fiber optic cable in new and existing conduit, upgrades traffic controllers and CCTV cameras at intersections to improve communication from Gilbert's TOC to multiple intersections in northwest Gilbert.	\$546,072	23	9
GLB-ITS-1	Gilbert		This project will install segment#2 , another 3.5 mile fiber optic cable in new and existing conduit, upgrades traffic controllers and installs CCTV cameras at intersections to improve communication from Gilbert's TOC to multiple intersections in northwest Gilbert.	\$549,599	24	10
AVN-ITS-2	Avondale		Install fiber communications backbone on McDowell Road east of Dysart Road. This project will allow staff at Avondale's interim TMC to view CCTV Cameras and respond to irregular traffic conditions on the surrounding arterial system by adjusting signal timing.	\$424,498	27	11

\$6,194,971 11 projects

**Available  
Remaining**

**\$6,287,258  
\$92,287**

**Recommended List of ITS Projects for FY2017**

Project	Agency		Project Description	CMAQ Request	FINAL Rank	Recommendation for FY2017
PEO-ITS-3	Peoria		Upgrade legacy electronic equipment to continue operation of Peoria's Traffic Mangement Center.	\$482,345	17	1
PHX-ITS-4	Phoenix		The existing DTMS software and hardware will be upgraded/expanded to provide additional flexibility for controlling ingress and egress to the special events. 2 new DMSs will be added for inbound and 3 new DMSs will be added for outbound.	\$566,507	20	2
SCT-ITS-2	Scottsdale		Replace standard Signal Cabinets with Advanced Hybrid Cabinets at 60 arterial/collector intersections	\$678,960	21	3
MMA-ITS-2	Maricopa County	ADOT	Install pull boxes and fiber optic cable at mutiple sites. Project will include any required RADS software updates or integration needs. MCDOT will develop agreements with ADOT and City of Phoenix for the connections/permits.	\$429,988	22	4
SUR-ITS-1	Surprise		Install a fiber optic backbone on Reems Road from Peoria Avenue to Waddell Avenue. Install dynamic message signs at two locations: Reems Road north of Waddell Road; Litchfield Road south of Waddell Road.	\$804,851	25	5
TMP-ITS-3	Tempe		Install conduit and fiber in the Rural Rd corridor from US 60 south to City Limit. Devices to be installed include pull boxes, splice closures, patch panels, fiber optic jumper cables, and ethernet switches. The installation will be based on the overall design of the Rural Rd fiber corridor which will be funded locally through the City's CIP.	\$887,390	26	6
MMA-ITS-3	Maricopa County		Using fiber, connect traffic signals at various sites to the TMC through the RCN network. Project also includes the installation of 2 CCTV cameras along Riggs Road at S Dobson Road and S Alma School Road. This project will require a construction permit from City of Chandler to install fiber and conduit infrastructure in City's ROW.	\$734,295	28	7
GDY-ITS-2	Goodyear		Purchase and install approximately 5,500 LF of 2-2" conduits, 5,500 3" conduit, 15,000 LF of 96 strand SMFO cable, 8 fiber optic splice enclosures, 7 field hardened Ethernet switches, 7 video codecs and 7 CCTV cameras. This project will connect the City of Goodyear TMC to the seven traffic signals along Cotton Lane and Yuma Road.	\$820,001	29	8
GLN-ITS-3	Glendale		Install four lane control signal bridges with overhead signs to allow for dynamic assignment of lanes along Maryland Avenue between 95th and 99th avenues. Install dynamic message signs for both east and westbound traffic on two of the structures.	\$1,222,193	30	9

\$6,626,530 9 projects

**Available** **\$6,340,071**  
**Remaining** **-\$286,459**

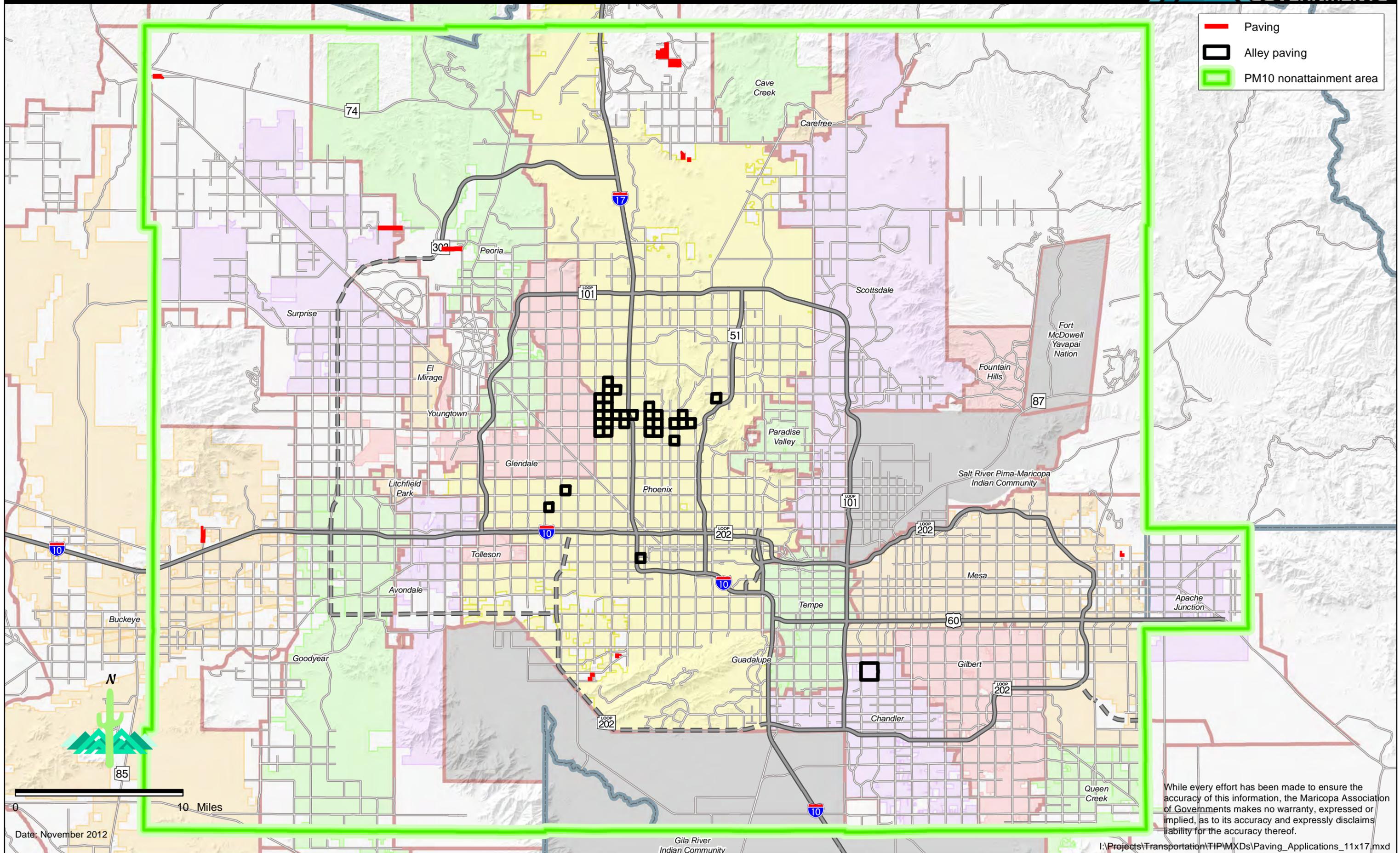
**Remaining ITS Project Applications - Not Recommended**

AVN-ITS-3	Avondale		Provide and install fiber communications backbone on Dysart Road south of the I-10. This project will allow City of Avondale to view ADOT CCTV Cameras and respond to irregular traffic conditions such as incidents occur on I-10 as well as on the surrounding arterial system by adjusting signal timing and coordinating traffic managment.	\$419,118	31	
AVN-ITS-4	Avondale		Install fiber backbone on Van Buren Street from Central Avenue to 107th Avenue. This project will allow City of Avondale to view ADOT CCTV Cameras and respond to irregular traffic conditions such as incidents occur on I-10 as well as on the surrounding arterial system.	\$731,990	32	
PEO-ITS-2	Peoria		Establish communication between the TMC and the traffic signal at Loop 303 and Lake Pleasant Parkway in order to monitor and operate these signals.	\$630,113	33	
PHX-ITS-2	Phoenix		Procure, install and provision the HAWK signals at identified locations. Based on the warranted HAWK list, install up to six HAWK signals on signalized, coordinated corridors with existing transit facilities.	\$839,597	35	

\$2,620,818

# Paving Project Applications

-  Paving
-  Alley paving
-  PM10 nonattainment area



Date: November 2012

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

DECEMBER 5, 2012 MAG PROGRAMMING RECOMMENDATION FOR APPROVAL

Funding and budget adjusted since approval on 12-5-2012 to logically split budget based on work and available funding by year.

Program of Proposed PM-10 Paving Unpaved Road Projects For FY 2015 CMAQ Funding

Scenario #3

\* available in FY 2015

Agency	Location	Work Type	Req'd FY	Length (miles)	Emission Reduction Weighted TOG (kg/day)	Emission Reduction Weighted Nox (kg/day)	Emission Reduction Weighted PM10 (kg/day)	Emission Reduction Weighted Total (kg/day)	Cost Effectiveness (\$/met.ton)	CMAQ Funds Requested
Maricopa County#6	Rockaway Hills Dr	Pave Dirt Roads	2015	0.7	0.00	0.00	114.06	114.06	\$381	\$235,750
Buckeye	Watson (~650' north of Van Buren alignment) to McDowell/Watson	Pave Dirt Roads	2015	0.88	0.00	0.00	236.67	236.67	\$750	\$964,532
Phoenix#1	Various locations in twelve quarter sections	Pave Dirt Alleys	2015	29.3	0.00	0.00	194.07	194.07	\$1,170	\$1,232,662
Maricopa County#4a (orig budget 2,074,600), Phase I	3rd Avenue - Honda Bow Road to Circle Mountain Road, 3rd St - Linda Ln to Honda Bow Rd, 7th Ave - Honda Bow Rd to Leann Rd, 7th St - Linda Ln to Honda Bow Rd, 11th Ave - Honda Bow Rd to 13th Ave, Cavalry Rd - 7th Ave to 3rd Ave, Central Ave - BOM to Honda Bow Rd	Pave Dirt Roads	2015	4.37	0.00	0.00	308.75	308.75	\$1,237	\$1,072,645
<b>Subtotal</b>										<b>\$3,505,589</b>

Program of Proposed PM-10 Paving Unpaved Road Projects For FY 2016 CMAQ Funding

\* available in FY 2016

Agency	Location	Work Type	Req'd FY	Length (miles)	Emission Reduction Weighted TOG (kg/day)	Emission Reduction Weighted Nox (kg/day)	Emission Reduction Weighted PM10 (kg/day)	Emission Reduction Weighted Total (kg/day)	Cost Effectiveness (\$/met.ton)	CMAQ Funds Requested
Chandler	Area between Dobson Rd, Alma School Rd, Elliot Rd and Warner Rd.	Pave Dirt Alleys	2016	15.3	0.00	0.00	118.38	118.38	\$887	\$570,515
Phoenix#2	Various locations in twelve quarter sections	Pave Dirt Alleys	2016	29.2	0.00	0.00	225.93	225.93	\$1,022	\$1,253,410
Maricopa County#4b: Phase II	3rd Avenue - Honda Bow Road to Circle Mountain Road, 3rd St - Linda Ln to Honda Bow Rd, 7th Ave - Honda Bow Rd to Leann Rd, 7th St - Linda Ln to Honda Bow Rd, 11th Ave - Honda Bow Rd to 13th Ave, Cavalry Rd - 7th Ave to 3rd Ave, Central Ave - BOM to Honda Bow Rd	Pave Dirt Roads	2015	**	**	**	**	**	**	\$1,001,955
Maricopa County#2	McLellan Rd from 103rd St to Signal Butte Rd, 104th St to McLellan Rd	Pave Dirt Roads	2015	0.825	0.00	0.00	61.92	61.92	\$1,346	\$452,640
Surprise	Jomax Rd from 147th Ave to East City (133rd Avd)	Pave Dirt Roads	2016	1.5	0.00	0.00	77.06	77.06	\$1,690	\$707,250
<b>Subtotal</b>										<b>\$3,985,770</b>

Program of Proposed PM-10 Paving Unpaved Road Projects For FY 2017 CMAQ Funding

\* available in FY 2017

Agency	Location	Work Type	Req'd FY	Length (miles)	Emission Reduction Weighted TOG(kg/day)	Emission Reduction Weighted NOx(kg/day)	Emission Reduction Weighted PM10(kg/day)	Emission Reduction Weighted Total(kg/day)	Cost Effectiveness (\$/met.ton)	CMAQ Funds Requested
Phoenix#3	Various locations in nine quarter sections	Pave Dirt Alleys	2017	29.1	0.00	0.00	145.85	145.85	\$1,629	\$1,289,909
Maricopa County#5	31st Ave - Olney Ave to McNeil St, 44th Ave - EOM to Carver Rd, 45th Ave - Estrella Dr to EOM, Olney Ave - BOR to 31st Ave	Pave Dirt Roads	2016	0.735	0.00	0.00	50.08	50.08	\$2,913	\$792,120
Maricopa County#1	10th St - Dove Valley Rd to Paint Your Wagon Tr, Dove Valley Rd - 12th St to 14th St	Pave Dirt Roads	2016	0.72	0.00	0.00	47.93	47.93	\$4,275	\$1,112,740
<b>Subtotal</b>										<b>\$3,194,769</b>

\* The estimated CMAQ amount is subject to change based on final funding levels from MAP-21 and the expectation of a continuing resolution.

\*\* MCDOT # 4 split funding across two years. Total AQ benefits listed in 4a.

Call For Projects: FY 2015 CMAQ funded projects, amendments to the FY 2011-2015 TIP														
Year	Application Project ID	TIP ID	Name of Agency	Title	MAG Mode	Description:	Miles	Lanes Before	Lanes After	In ACP	Federal Cost:	Local Match:	Total Cost:	Notes
2015	BKY-Pave-1	BKY15-431c	Buckeye	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Air Quality	Construct: Paving an unpaved dirt road along Watson Road 0.4 miles north of I-10 (650' north of the Van Buren alignment) to the McDowell Road alignment.	1	2	2	No	964,532	84,598	1,049,130	Amend: Add to TIP
2015	MMA-Pave-4	MMA15-434c	Maricopa County	New River Area PM-10 Paving, Phase I.	Air Quality	Construct: New River Area PM-10 Paving - Phase I, in seven locations.	0.5	2	2	No	1,072,645	64,836	1,137,481	Amend: Add to TIP. Project split in two funding years. Phase I of II.
2015	MMA-Pave-6	MMA15-436c	Maricopa County	Rockaway Hills Drive, Beginning of Maintenance to End of Maintenance, PM-10 Paving	Air Quality	Construct: Paving project, Rockaway Hills Drive beginning at the BOM and extending east approximately 3,700 feet to the EOM.	0.7	2	2	No	235,750	14,250	250,000	Amend: Add to TIP
2015	PHX-Pave-1	PHX15-431c	Phoenix	2015 CMAQ Alley Dust Proofing	Air Quality	Construct: Paving project: dust proof approximately 29.2 miles of unstabilized alleys within the City of Phoenix.	1.3	0	0	No	1,232,662	240,000	1,472,662	Amend: Add to TIP
2015	AVN-BikePed-1	AVN15-441c	Avondale	Agua Fria Asphalt 1-10 Underpass	Bike/Ped	Construct an asphalt path and I-10 underpass along the Agua Fria River east bank connecting a privately developed path, which combined will connect Van Buren Street to Friendship Park at McDowell Rd.	0.25	NA	NA	No	1,264,427	76,429	1,340,856	Amend: Add to TIP
2015	CVK-BikePed-1	CVK15-441c	Cave Creek	Bike Lane Project: Cave Creek Road at Carefree Highway to Pima Road (Carefree)	Bike/Ped	Construct: bike lanes via a road diet that narrows existing vehicle lanes to 11 ft. wide in the 30 mph Cave Creek Town Core zone. A 6 in wide painted bike stripe will be provided as separation from travel lanes in the Town Core. Existing landscaped medians will also be narrowed to accommodate the bike lanes.	8.4	NA	NA	No	2,938,480	290,940	3,229,420	Amend: Add to TIP
2015	MMA-BikePed-1	MMA15-441c	Maricopa County	McDowell Road, 76th Street to Usery Pass Road	Bike/Ped	Construct 5 ft. wide bicycle lanes by widening the existing pavement or restriping the existing pavement where the roadway width is adequate. Extend culverts and construct new headwalls as needed to provide proper clear zone widths. Update street signs along the project. Relocate utilities interfering with construction.	2.1	NA	NA	No	556,747	33,653	590,400	Amend: Add to TIP
2015	MES-BikePed-1	MES15-441c	Mesa	Rio Salado Pathway - Segment 3	Bike/Ped	Construct 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).	0.9	NA	NA	No	999,999	199,595	1,199,594	Amend: Add to TIP
2015	PHX-BikePed-1	PHX15-441c	Phoenix	Roosevelt Street Pedestrian and Bicycle Improvements Project	Bike/Ped	Construct: sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements.	0.25	0	0	No	750,260	45,350	795,610	Amend: Add to TIP
2015	PHX-BikePed-6	PHX15-446c	Phoenix	Regional Bike Share	Bike/Ped	Implementation: Bike sharing—the shared use of a bicycle fleet. acquire 375 bicycles, 38 kiosks, related hardware and software. Bikes are available 24 hours per day.	18	0	0	No	1,414,500	85,500	1,500,000	Amend: Add to TIP
2015	ADOT-ITS-1-R	DOT15-461c	ADOT	ADOT FMS Phase 11A project to extend fiber communications backbone along I-10 up to Dysart Road.	ITS	Construct and Install: Add fiber communications from ADOT FMS fiber backbone along I-10 at Avondale Blvd to City of Avondale fiber backbone. Extend fiber communication from ADOT FMS fiber backbone along I-10 at Dysart Rd to Litchfield Rd and branch to City of Goodyear fiber backbone at Litchfield Rd.	2	NA	NA	No	51,045	3,086	54,131	Amend: Add to TIP

Call For Projects: FY 2015 CMAQ funded projects, amendments to the FY 2011-2015 TIP														
Year	Application Project ID	TIP ID	Name of Agency	Title	MAG Mode	Description:	Miles	Lanes Before	Lanes After	In ACP	Federal Cost:	Local Match:	Total Cost:	Notes
2015	APJ-ITS-1-R	APJ15-461	City of Apache Junction	Apache Junction ITS Strategic Plan	ITS	Procure: consultant to complete an ITS Strategic Plan for all current and future traffic signals within the City of Apache Junction	452	NA	NA	No	141,450	18,550	160,000	Amend: Add to TIP
2015	AVN-ITS-1-R	AVN15-461	City of Avondale	Dysart Road - Rancho Santa Fe to Indian School Road	ITS	Procure, Construct and Install: Eight (8) new ASC 3 controllers installed to replace existing to provide compatible ITS applications. Three CCTV cameras will be included for the Indian School, Thomas, and McDowell intersections. The fiber backbone will be installed in Avondale roadway right-of-way.	2.25	NA	NA	No	508,579	30,741	539,320	Amend: Add to TIP
2015	CHN-ITS-1-R	CHN15-461	City of Chandler	Traffic Signal Controller Upgrades	ITS	Procure and install 201 new traffic signal controllers in the City of Chandler.	136	NA	NA	No	511,766	30,934	542,700	Amend: Add to TIP
2015	GDY-ITS-1 R	GDY15-461	City of Goodyear	SR303L - McDowell Road to Camelback Road Connectivity	ITS	Procure and install cable, inner duct, fiber, video, and switch hardware.	3	NA	NA	No	219,876	13,291	233,167	Amend: Add to TIP
2015	MES-ITS-1 R	MES15-461	City of Mesa	Radio Communications Upgrade	ITS	Procure: 4 access points per radio tower on 12 existing radio towers; total of 38 access points, and procure 40 remotes to support field device communications back to the radio towers.	3	NA	NA	No	233,864	14,136	248,000	Amend: Add to TIP
2015	PHX-ITS-1 R	PHX15-461	City of Phoenix	7th Ave 7th St DMS Deployment	ITS	Procure, install and provision the Dynamic Message Signs near identified intersections: 7th Avenue, DMS north of Camelback Road, McDowell Road.	22	NA	NA	No	854,811	51,670	906,481	Amend: Add to TIP
2015	PHX-ITS-3 R	PHX15-463	City of Phoenix	Corridor CCTV Deployment on the Sevens, Bell Rd and Northern Ave	ITS	Procure, install and provision the CCTV PTZ traffic monitoring cameras at identified intersections.	59	NA	NA	No	730,891	45,488	776,379	Amend: Add to TIP
2015	SCT-ITS-3 R	SCT15-463	City of Scottsdale	Highway Advisory Radio Deployment	ITS	Procure and install: Highway Advisory Radio (HAR), 60 flashing advisory signs, fiber, and activation of existing elements.	101	NA	NA	No	380,040	38,000	418,040	Amend: Add to TIP
2015	TMP-ITS-1	TMP15-461	City of Tempe	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop101	ITS	Procure and install new conduit, High speed DSL copper communications, pull boxes, splice closure, patch panels, fiber optics jumper cables, VDSL switches, and Ethernet switches, and make use of existing conduit to provide fiber connection. The project also includes procuring and installing 22 CCTV cameras for each interchange intersection in Tempe.	90	NA	NA	No	287,751	17,394	305,145	Amend: Add to TIP
2015	MMA-ITS-1 R	MMA15-461	Maricopa County	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	ITS	Construct Paving: 10th Street from Dove Valley Road to Paint Your Wagon Trail, and Dove Valley Road from 12th Street to 14th Street.	7	NA	NA	No	2,315,065	139,935	2,455,000	Amend: Add to TIP

**ATTACHMENT  
#5**

**Agenda Item #7**

January 24, 2013

TO: Members of the MAG Transportation Review Committee

FROM: Sarath Joshua, ITS & Safety Program Manager

SUBJECT: PROGRAMMING OF FY 2013/2014 ROAD SAFETY ASSESSMENTS

This memorandum describes the Transportation Safety Committee's recommendation for performing Road Safety Assessment (RSA) projects in FY 2013 and 2014. This recommendation will guide the programming of 10 intersections for RSA projects based on project requests from MAG member agencies.

Each year over 70,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections. They result in a total of nearly 20,000 injuries and fatalities each year. The MAG Transportation Safety Committee has recommended RSAs as a regional road safety initiative to help identify and address safety issues at high risk intersections. A total of 18 RSAs have been successfully completed by MAG.

#### Development of the Road Safety Assessment Program

The 2005 MAG Strategic Transportation Safety Plan recommended the introduction of RSAs in the region. The establishment of an RSA program was identified as a needed statewide safety initiative by the Governor's Traffic Safety Advisory Council (GTSAC). This was reflected in the state's 2007 Strategic Highway Safety Plan. ADOT established an RSA program in 2008 and began performing RSAs across the state, including a few in the MAG region. Due to lack of resources, however, ADOT is unable to meet the need for performing RSAs as requested by MAG jurisdictions. In 2010 MAG developed on-call consulting contracts with several engineering firms qualified in road safety expertise. In addition, with valuable assistance from the Arizona DOT and FHWA, MAG sponsored a workshop that provided hands-on training to both local agency staff and MAG on-call consultants. MAG also developed a standard process for performing urban RSAs and established guidelines for the end products. The first cycle of seven (7) RSAs were performed with Arizona DOT providing the lead role. The remaining eleven (11) RSAs were performed RSA teams that were lead by MAG on-call consultants.

The RSAs provide recommendations in a final report that can lead to safety improvements that range from low cost improvements to major infrastructure changes. Projects that involve major infrastructure changes would require additional investigations such as Project Assessments (PAs) or Design Concept Reports (DCRs). Local agencies could also utilize RSA findings to support their applications to ADOT for statewide HSIP funds.

A total of \$300,000 is currently available from the FY 2013 MAG Work Program for conducting Road Safety Assessments, utilizing qualified MAG on-call consultants. Of this amount \$100,000 has been authorized in FY2013 and the remaining \$200,000 in FY2014.

The MAG Transportation Safety Committee recommends that, for FY 2013/14, the 10 (ten) locations be approved for utilization of the \$300,000 in MAG planning funds be programmed as follows:

- 1) Three intersections as one RSA project in the Phoenix (listed at # 1, 2, and 3 in the attached handout) - estimated at \$45,000
- 2) Two intersections as one RSA project in Avondale (listed as #6 and #10) - estimated at \$35,000
- 3) One intersection in Peoria (listed as #9) - estimated at \$30,000
- 4) The remaining Phoenix intersections individually (listed as # 4 and #5) - estimated at \$30,000 each
- 5) The remaining Avondale intersections individually (listed as #7 and #8) - estimated at \$30,000 each

### Summary of Road Safety Assessment Applications

Priority	Agency	MAG Rank	Intersection Cross Streets	Crash History (2009-2011)			Estimated RSA Cost
				Fatal Crashes	Injury Crashes	All Crashes	
1	Phoenix	3	67th Ave and Indian School Rd.	1	36	99	\$45,000
	Phoenix	10	51st Ave and Indian School Rd.	1	36	109	
	Phoenix	64	67th Ave and Thomas Rd.	0	43	90	
2	Avondale	224	McDowell Rd. and Rancho Santa Fe Blvd.	0	29	59	\$35,000
	Avondale	2834	Dysart Rd and Rancho Santa Fe Blvd.	0	3	8	
3	Peoria	1211	83rd Ave & Paradise Lane	0	16	47	\$30,000
4	Phoenix	102	43rd Ave and Thomas Rd.	0	44	92	\$30,000
5	Phoenix	194	27th Ave and Indian School Rd.	0	31	84	\$30,000
6	Avondale	434	107th Ave & McDowell Rd	0	15	52	\$30,000
7	Avondale	756	Dysart Rd and Van Buren Rd.	0	15	66	\$30,000

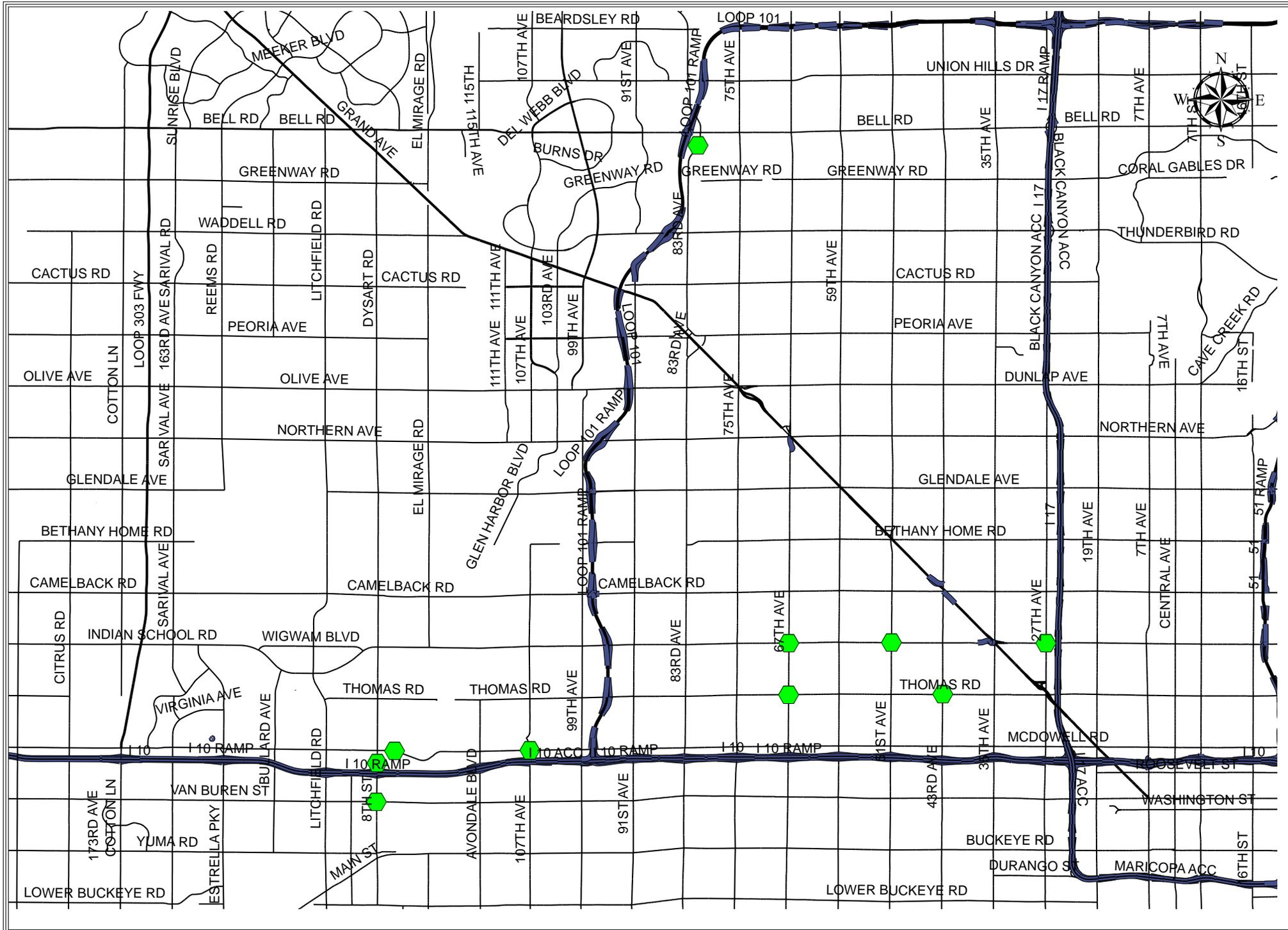
Estimated Total Cost

**\$230,000**

Available Funds

**\$300,000**

# ROAD SAFETY ASSESSMENT SITES IN FY2013 & FY2014



# **ATTACHMENT #6**

**Agenda Item #8**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

January 16, 2013

**SUBJECT:**

Urbanized Boundary Smoothing

**SUMMARY:**

Federal transportation legislation allows for State and local officials to cooperatively expand the Census-defined UZA boundaries. The adjusted UZA must encompass the entire Census-designated UZA and is subject to approval by the Secretary of Transportation (23 USC 101(a)(36) -(37) and 49 USC 5302(a)(16) - (17)).

FHWA provided guidance for States and MPOs to smooth boundaries. FHWA Division Office, MAG and ADOT have reviewed the guidelines and MAG is proposing the smoothing of the urbanized area based on the federal guidance and the ADOT developed rules. Population derived from the Adjusted (Smoothed) UZA is not used in the federal transportation programs where a population count is required for funding allocations. Where a population count is called for, it is the Census-designated UZA population that is used.

MAG staff worked with the ADOT Multimodal Planning Division staff utilizing the Federal Guidelines and ADOT recommended 9 rules and produced a proposed a draft smoothed Urbanized Area Boundary map. MAG has further adjusted the map to include logical additions based on the rules and local agency input, all working within the federal requirements. An overall map of the proposed smoothing and the key for other pages in detail is included in the attachment. The enlarged portions of the proposed smoothed region may be accessed, downloaded, or viewed at the Transportation Improvement Program Page located here: <http://www.azmag.gov/Projects/Project.asp?CMSID=1140&MID=Transportation>

**Requirements of the Smoothed UZA:**

- Must encompass the entire Urbanized Area or urban cluster area as designated by the Bureau of Census.
- Should be one, single contiguous area.
- Should encompass areas outside of municipality boundaries that have urban characteristics with residential, commercial, industrial, or national defense land uses that are consistent with or related to the development patterns with the boundary.
- Should encompass all large traffic generators that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants, etc.). This would include transportation terminals and their access roads (e.g., airports, seaports).
- Maximum hop distance 0.5 miles, maximum jump distance 2.5 miles, and no hops after jumps.

If an Adjusted UZA boundary (smoothed) is not requested and approved by June 2014, FHWA will consider the original 2010 Census UZA boundaries as the official boundaries in place for the 2014 Highway Performance Monitoring System (HPMS) data submission.

Additional information is available from FHWA website at:

[http://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/faq/page01.cfm](http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page01.cfm)

**PUBLIC INPUT:**

None.

**PROS & CONS:**

**PROS:** Approval of the smoothed Urbanized Area Boundaries will allow transportation projects on the perimeter and near adjacent clusters to be fully included for project consideration and will determine how roadways are reported on the Highway Performance Monitoring System (HPMS).

**CONS:** If not approved, the original census boundary will be utilized as the default boundary. Some roadways/highways will have split funding eligibility based on the edge or centerline of the road. Reporting on the roadways for HPMS will be segmented, and not contiguous.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Urbanized Area Census Boundaries may be smoothed to allow for full roadways and right-of-way to be included which eliminates different centerline roadway urban/rural roadway classification. It also allows urban clusters that are within 1/2 mile of another urbanized area or urban cluster to be connected.

**POLICY:** FHWA allows MPOs to request boundary smoothing after each 10 year census. MPO requests are due at ADOT for consideration by March 1, 2013. All requests must receive final approval by FHWA no later than June 2014.

**ACTION NEEDED:**

For information, discussion, and possible action to recommend the smoothed urbanized area boundaries as described in the attached material.

**PRIOR COMMITTEE ACTIONS:**

On January 10, 2013, the **MAG Transit Committee** heard this item, no corrections were requested.

**MEMBERS ATTENDING**

#ADOT: Nicole Patrick

Avondale: Kristen Sexton for Rogene Hill

\*Buckeye: Andrea Marquez

Chandler: Dan Cook for RJ Zeder

El Mirage: Sue McDermott

\*Gilbert: Nicole Dailey

Glendale: Matthew Dudley for Cathy

Colbath, Chair

Goodyear: Cato Esquivel

Maricopa County DOT: Mitch Wagner

Mesa: Jodi Sorrell

Paradise Valley: Jeremy Knapp

Peoria: Maher Hazine

Phoenix: Neal Young

\*Queen Creek: Vacant/proxy not present

Scottsdale: Madeline Clemann, Vice Chair

Surprise: Karen David Kohlbeck

# Tempe: Greg Jordan

\*Tolleson: Chris Hagen

Valley Metro: Wulf Grote

Youngtown: Grant Anderson for Jim Fox

\*Members neither present nor represented by proxy.

+ - Attended by Videoconference

# - Attended by Audioconference

On December 11, 2012 , the **MAG Street Committee** heard this item and requested minor corrections to map showing the smoothed 2000 census and the proposed 2010 census.

MEMBERS ATTENDING

- |   |  |
|---|--|
| Charles Andrews, Avondale, Chairman                         | Maria Deeb, Mesa   |
| Lupe Harriger, ADOT   | * James Shano, Paradise Valley                                 |
| * Jose Heredia, Buckeye                                     | * Ben Wilson, Peoria   |
| Dan Cook, Chandler  | Dana Owsiany, for Shane L. Silsby,<br>Phoenix                  |
| * Bob Senita, El Mirage                                     | Janet Martin, Queen Creek                                      |
| * Tony Rodriguez, Gila River Indian<br>Community            | * Elaine Cabrera, Salt River Pima-Maricopa<br>Indian Community |
| * Michael Gillespie, Gilbert                                | Tom Taylor, for Phil Kercher, Scottsdale                       |
| Bob Darr, Glendale  | Nicholas Mascia, Surprise                                      |
| Hugh Bigalk, Goodyear                                       | Shelly Seyler, Tempe   |
| * Gino Turrubiates, Guadalupe                               | * Jason Earp, Tolleson   |
| Thomas Chlebanowski for<br>Darryl Crossman, Litchfield Park | Grant Anderson for Jim Fox, Youngtown                          |
| Chris Plumb, Maricopa County                                |  |

\*Members neither present nor represented by proxy.

#Participated via telephone conference call.

+Participated via video conference call.

On November 13, 2012 , the **MAG Street Committee** heard this item and requested additional information by MAG and included a map showing the smoothed 2000 census and the proposed 2010 census.

MEMBERS ATTENDING

- |   |  |
|---|--|
| * Charles Andrews, Avondale, Chairman                       | Chris Plumb, Maricopa County                                   |
| Lupe Harriger, ADOT   | Maria Deeb, Mesa   |
| Jose Heredia, Buckeye                                       | James Shano, Paradise Valley                                   |
| Dan Cook, Chandler  | Ben Wilson, Peoria   |
| * Bob Senita, El Mirage                                     | * Shane L. Silsby, Phoenix                                     |
| * Tony Rodriguez,<br>Gila River Indian Community            | Janet Martin, Queen Creek                                      |
| * Michael Gillespie, Gilbert                                | * Elaine Cabrera, Salt River Pima-Maricopa<br>Indian Community |
| * Bob Darr, Glendale  | * Phil Kercher, Scottsdale                                     |
| Hugh Bigalk, Goodyear                                       | Nicholas Mascia, Surprise                                      |
| * Gino Turrubiates, Guadalupe                               | Shelly Seyler, Tempe   |
| Thomas Chlebanowski for Darryl Crossman,<br>Litchfield Park | * Jason Earp, Tolleson   |
|   | * Jim Fox, Youngtown   |

\*Members neither present nor represented by proxy.

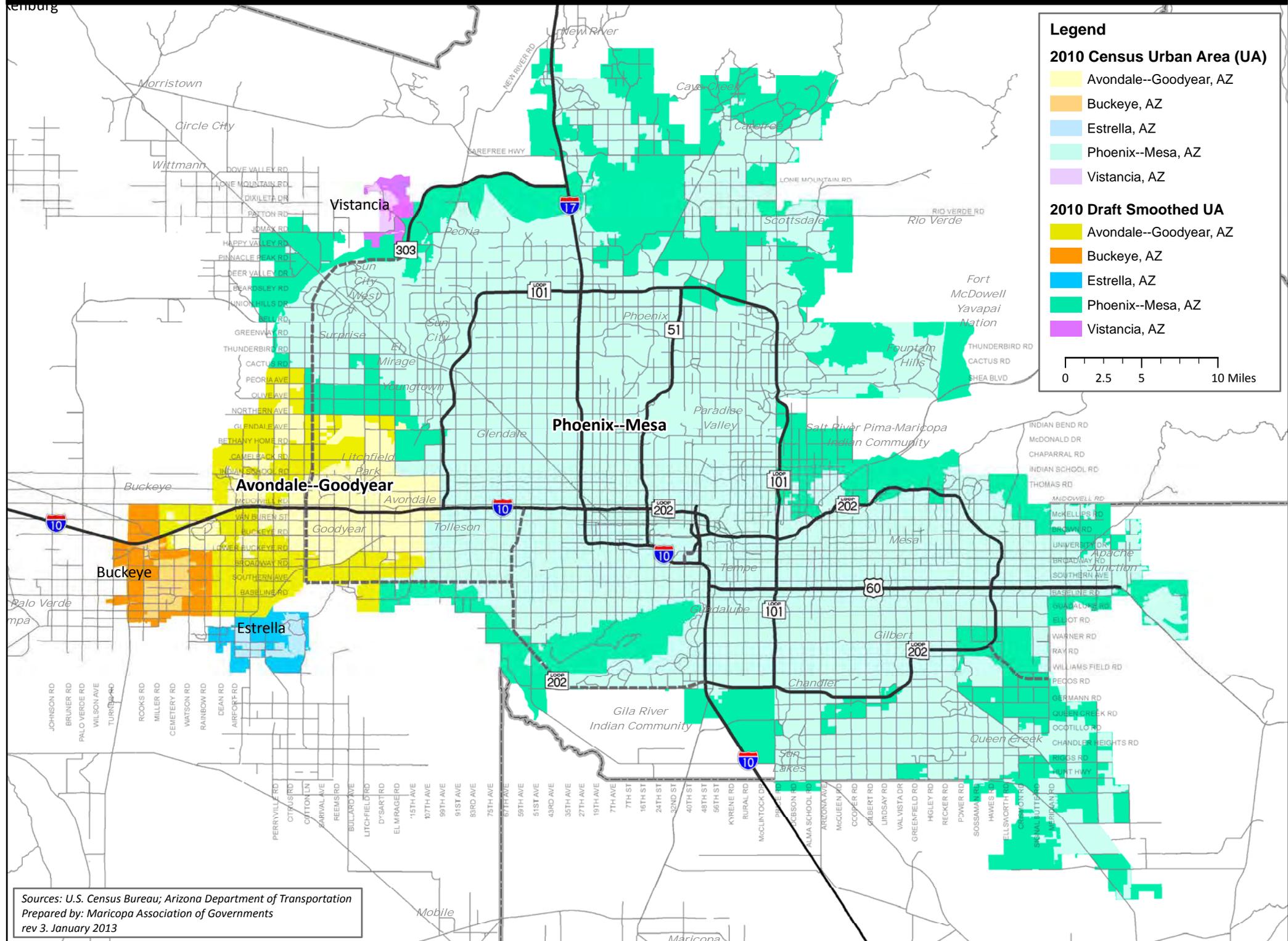
#Participated via telephone conference call.

+Participated via video conference call.

CONTACT PERSON:

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

# Draft Smoothed Boundaries for 2010 Urban Areas



Sources: U.S. Census Bureau; Arizona Department of Transportation  
 Prepared by: Maricopa Association of Governments  
 rev 3. January 2013

# Area Index for Detail Urban Boundary maps

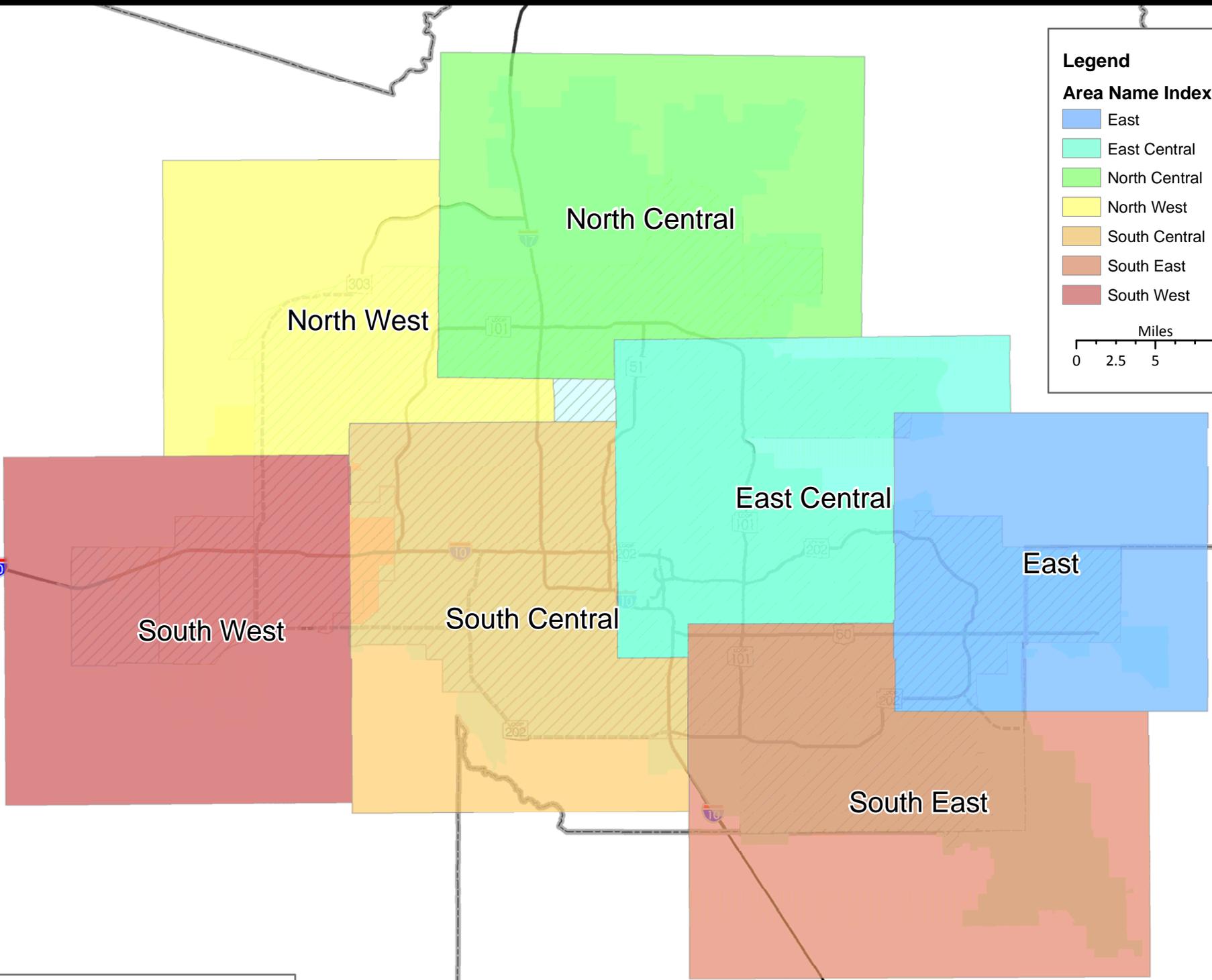
**Legend**

**Area Name Index**

- East
- East Central
- North Central
- North West
- South Central
- South East
- South West

Miles

0 2.5 5 10



Sources: U.S. Census Bureau; Arizona Department of Transportation  
Prepared by: Maricopa Association of Governments

# **ATTACHMENT #7**

**Agenda Item #9**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

January 16, 2013

**SUBJECT:**

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

**SUMMARY:**

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the Interstate Highway System, other principal arterials, Strategic Highway Network (STRAHNET), Major Strategic Highway Network Connectors, and intermodal connectors. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). Moving Ahead for Progress in the 21st Century Act (MAP-21), expands the National Highway System (NHS) to incorporate principal arterials not previously included. Section 1104 expanded the NHS to include urban and rural principal arterials that were not included in the NHS before October 1, 2012, *automatically*. In Maricopa County this added approximately 850 centerline miles to the NHS for a total increase of 137 percent. Statewide, approximately 1,348 miles of principal arterials were added automatically to the NHS, representing an increase of approximately 48.4 percent. By being included on the NHS, additional restrictions and requirements for all facilities must be adhered to. Given the enhanced requirements for principal arterials being included on the NHS, MAG staff is working with ADOT and FHWA in identifying only critical facilities to be kept on the NHS, and is preparing a request to remove the principal arterials from the NHS that are not critical to the nation's economy and defense.

MAP-21 carved out a new federal funding source; the National Highway Performance Program (NHPP) which is to be used to improve and maintain the NHS, and is under the programming authority of the states (e.g. ADOT). The NHPP is also intended to provide support for the construction of new facilities on the NHS and to ensure that investments of Federal-aid funds are directed to support progress toward the achievement of performance targets established in the State's performance and asset management plans for NHS.

Arizona is expected to be fully committed to maintaining and improving interstate, regional freeways, and other major state highway system facilities. With the large increase in the additional centerline miles of principal arterials added to the system statewide, it is likely that the state will have very limited funding available to address the new performance measures and additional MAP-21 NHS facility requirements.

A sampling of the enhanced requirements each agency would be required to comply with for a facility on the NHS include:

- All improvements on NHS facilities *regardless of funding source* are to comply with federal design standards and design exceptions are required to be approved by the Federal Highway Administration.
- An independent quality assurance program is required and this program must use an ASSHTO certified or equivalent laboratory, have personnel that are certified and have detailed data collection and testing plans.

- When projects are completed on the NHS, the project sponsor is required to provide a materials memo to the FHWA. Additional requirements concerning value engineering for large projects, warranties, outdoor sign control and the control of junkyards also apply to NHS facilities.
- NHS facilities are subject to greater federal oversight as they include the federal interstate system and other roadways of national significance. It is anticipated that the FHWA may not allow certified accepted agencies such as Phoenix, Mesa, Tempe, Scottsdale, Chandler and Maricopa County to administer their own federally funded projects and would instead subject the decision to administer these projects to a case-by-case review. (Self administration of projects allows agencies to expedite the development of federally funded projects and in the view of some agency staff, results in lower construction administration costs.)
- Additional data collection requirements for NHS facilities include: traffic counts on a three year basis, classification counts and collecting International Roughness Index (IRI) data on an annual basis. Currently only two MAG member agencies Phoenix and Maricopa County have the ability to collect IRI data.
- NHS facilities are subject to performance standards to be developed by the US DOT, and the states are to develop asset management systems and plans that are to be used to assure attainment of the standards. If the standards are not attained, up to 35 percent of the NHPP funding received by a state is to be redirected to maintenance efforts to achieve the standard.
- As part of the NHS, member agency owned principal arterial would need to be included in the asset management plan to be developed by ADOT. This would require extensive coordination with ADOT and given the span of the data that needs to be collected, member agencies would most likely need to commit their own resources to attaining the federal standards.

In accordance with MAP-21, the Secretary will establish performance measures for Interstate and NHS pavements, NHS bridge conditions, and Interstate and NHS system performance. States will establish targets for these measures, to be periodically updated. States are also required to develop a risk-based, performance-based asset management plan for preserving and improving the condition of the NHS, including all infrastructure assets within the corridor.

MAP-21 also requires minimum standards for conditions of Interstate pavements and NHS bridges by requiring a State to devote resources to improve the conditions until the established minimum is exceeded. The Secretary will establish the minimum standard for Interstate pavement conditions, which may vary by geographic region. If Interstate conditions in a State fall below the minimum set by the Secretary, the State must devote resources (a specified portion of NHPP and STP funds) to improve conditions. MAP-21 establishes the minimum standard for NHS bridge conditions. If more than 10 percent of the total deck area of NHS bridges in a State is on structurally deficient bridges, the State must devote a portion of NHPP funds to improve conditions. Failure to comply with these requirements can make a roadway ineligible to receive federal highway funding including STP and CMAQ. Failure to adhere to the sign and junkyard control requirements can result in the loss of up to ten percent of a state's federal highway funding. States are required to develop a risk- and performance-based asset management plan for the NHS to improve or preserve asset condition and system performance; plan development process must be reviewed and re-certified at least every four years. The penalty for failure to implement this requirement is a reduced Federal share for NHPP projects in that year (65 percent instead of the usual 80 percent).

Materials enclosed include detailed Proposed NHS Map. Data listings of principal arterials proposed to be removed from the NHS under MAP-21 (Locally Owned NHS Roadways to be Removed From the NHS.pdf) will be posted on MAG's website and copies will be available in hard copy at the meeting.

PUBLIC INPUT:  
None has been received.

## PROS & CONS:

**PROS:** Approval of this action will reduce regulatory burden on member agencies resulting from the inclusion of agency owned facilities in the NHS, reduce the scope of anticipated federally required performance and asset management programs for NHS facilities and will not impact the amount of National Highway Performance Program (NHPP) funding.

## CONS:

Approval of this proposal will reduce the number of agency owned roadways eligible to receive NHPP funding and remove the benefit of increased federal oversight and regulation that apply to NHS facilities.

NHS facilities are subject to greatly expanded federal oversight and a variety of federal regulations concerning geometrical design, design approvals, sign and junkyard control and quality assurance programs. All improvements to NHS facilities, regardless of funding source, must comply with these requirements, including those requiring compliance with geometrical design standards and design exceptions. Failure to comply will result in the loss of the eligibility of the facility to receive federal transportation funding and in some cases can lead to the loss of federal transportation funding received by a state.

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

## TECHNICAL & POLICY IMPLICATIONS:

**TECHNICAL:** A Principal arterial review and recommendation has been developed by the MAG Street Committee proposing changes to the MAP-21 NHS facility.

MAP-21 added over eight-hundred miles of locally owned NHS facilities in Maricopa County that are eligible to receive NHPP funding. However, the amount of NHPP funding did not significantly increase above the funding sources it replaced and these funding sources were already committed to improvements on the State Highway System. Under federal regulation, the selection of projects for NHPP funding resides with the State Highway Agency.

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

Failure to comply with these requirements will make the facility ineligible for future federal transportation funding. Violation of requirements for outdoor sign and junkyard control can result in the loss of up to ten percent of federal transportation funding received by a state.

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

**POLICY:** Pursuant to MAP-21 requirements, the USDOT will publish rulemaking establishing the process for states to develop performance and asset management plans. The facilities identified to be

kept in the NHS for the MAG region will be subject to these requirements and have been considered to be critical to the nation's economy and defense. The request to remove a number of principal arterials from the NHS has been the result of a consultation and collaboration between MAG member agencies, ADOT and the FHWA.

**ACTION NEEDED:**

Recommendation for the approval of the changes to the National Highway System as identified in the enclosed materials.

PRIOR COMMITTEE ACTIONS:

**Street Committee:** At the December 11, 2012 Street Committee meeting, the members recommended a corrected list and map of principal arterials to be kept on the NHS.

MEMBERS ATTENDING

- |  |   |
|--|---|
| Charles Andrews, Avondale, Chairman                      | Maria Deeb, Mesa  |
| Lupe Harriger, ADOT                                      | * James Shano, Paradise Valley                              |
| * Jose Heredia, Buckeye                                  | * Ben Wilson, Peoria  |
| Dan Cook, Chandler                                       | Dana Owsiany, for Shane L. Silsby, Phoenix                  |
| * Bob Senita, El Mirage                                  | Janet Martin, Queen Creek                                   |
| * Tony Rodriguez, Gila River Indian Community            | * Elaine Cabrera, Salt River Pima-Maricopa Indian Community |
| * Michael Gillespie, Gilbert                             | Tom Taylor, for Phil Kercher, Scottsdale                    |
| Bob Darr, Glendale                                       | Nicholas Mascia, Surprise                                   |
| Hugh Bigalk, Goodyear                                    | Shelly Seyler, Tempe  |
| * Gino Turrubiates, Guadalupe                            | * Jason Earp, Tolleson                                      |
| Thomas Chlebanowski for Darryl Crossman, Litchfield Park | Grant Anderson for Jim Fox, Youngtown                       |
| Chris Plumb, Maricopa County                             |   |

\* Members neither present nor represented by proxy # - Attended by Audioconference

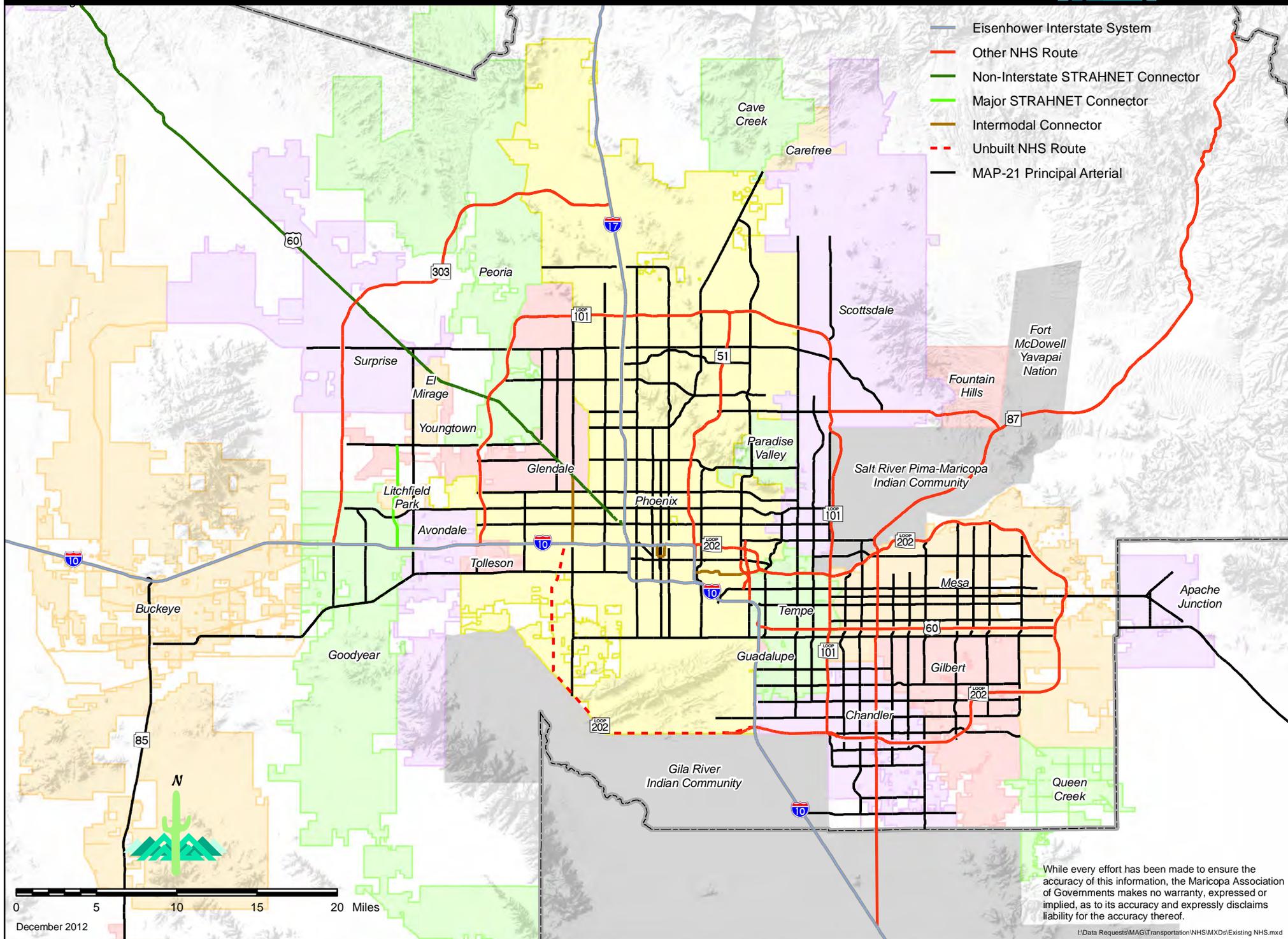
OTHERS PRESENT

- |                          |                              |                  |
|--------------------------|------------------------------|------------------|
| Rebecca Metzger, ADOT    | Lee Jimenez, Maricopa County | John Bullen, MAG |
| Patrick Stone, ADOT      |                              |                  |
| Shirin Marvastian, ADOT  | Teri Kennedy, MAG            |                  |
| Janice Simpson, Avondale | Stephen Tate, MAG            |                  |
| Ed Stillings, FHWA       |                              |                  |

CONTACT PERSON:

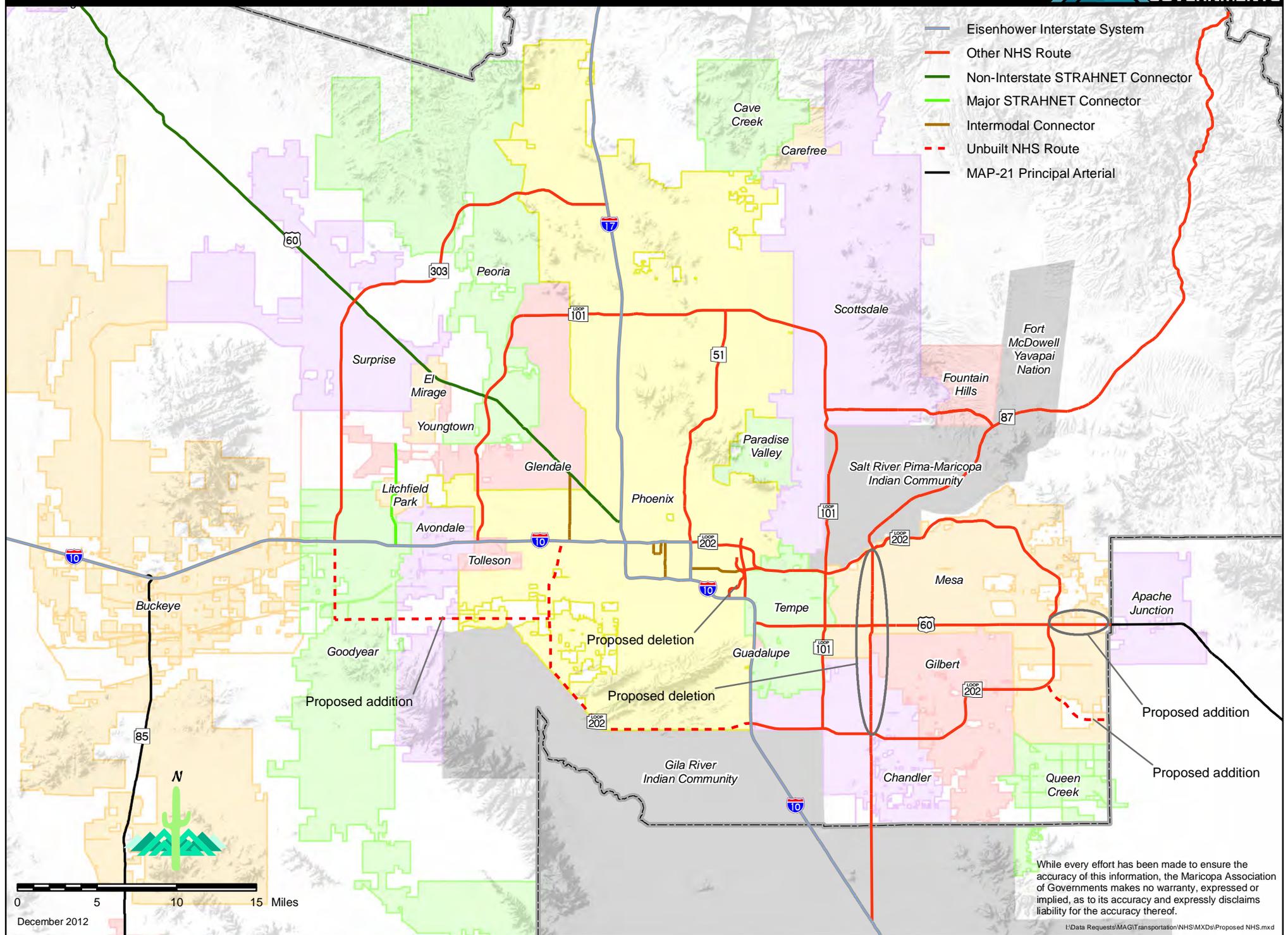
Teri Kennedy, (602) 254-6300

# Existing National Highway System: Phoenix-Mesa, AZ



# Proposed National Highway System: Phoenix-Mesa, AZ

- Eisenhower Interstate System
- Other NHS Route
- Non-Interstate STRAHNET Connector
- Major STRAHNET Connector
- Intermodal Connector
- Unbuilt NHS Route
- MAP-21 Principal Arterial



Proposed addition

Proposed deletion

Proposed addition

Proposed addition

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