

July 25, 2013

TO: Members of the MAG Transportation Review Committee

FROM: David Fitzhugh, City of Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, August 1, 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 Alex Oreschak 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 Alex Oreschak 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 May 23, 2013 Minutes</u>	2. Approve Draft minutes of the May 23, 2013 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>ADOT Red Letter Process</u> 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	5A. For information.
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include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2013 to June 30, 2013. Of the 192 notices received, none had an impact to the State Highway System. Please refer to the enclosed material.

5B. Pedestrian and Bicycle Facilities Design Assistance Program

The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$300,000 for the MAG Design Assistance for Bicycle and Pedestrian Facilities. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. At the July 16, 2013 meeting, the Bicycle and Pedestrian Committee reviewed and ranked applications. The Committee voted to approve five projects for \$300,000. Please refer to the memorandum in Attachment 2 for additional information.

5B. For information, discussion and possible recommendation to approve the projects for the Design Assistance Program.

ITEMS TO BE HEARD

6. Federal Fiscal Year 2013 DRAFT Transit Program of Projects for Federal Funds

The program of projects is utilized to develop the grant for submittal to the Federal Transit Administration (FTA). Upon approval by MAG Regional Council, the City of Phoenix, the region's designated and direct recipient of FTA funds, will build the grant for submittal to FTA. MAG provides the concurrence on the grant application. FTA has advised us that they prefer the grant application to be submitted prior to 2013 Federal Fiscal Year ending September 30, 2013. A draft listing of projects was approved by the Transit Committee meeting on June 13, 2013. Since then, there have been a few modifications. Please refer to Attachment 3.

6. For information, discussion and possible recommended approval of the Federal Fiscal Year 2013 draft Transit Program of Projects for Federal Funds

7. MAG Federally Funded Locally Sponsored Project Development Status Report

The MAG Federal Fund Programming Guidelines & Procedures approved by the Regional Council on October 26, 2011 outline the requirements for local agencies to submit status information on the development of their federal funded projects. The Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality (CMAQ) funds that are programmed to obligate in Federal Fiscal Year (FFY) 2013, 2014, and 2015 and the number of project deferrals. The Project Development Status workbook sent to member agencies in May/June required that a project development schedule be completed and that project changes could be requested. Information submitted by local agencies was at times cross checked with ADOT Local Government section for feasibility and further inquiries were made by MAG staff.

The Project Development Status Report identifies the projects programmed to obligate in FY2014 and 2015 that are requesting a deferral to a later year, requesting to be deleted or have funds reprogrammed, and that are projected to obligate based on the schedule submitted.

The Project Development Status Report also is a final inventory for ADOT of the projects programmed to obligate in FFY 2013. A copy of the Project Development Status Report will be provided to the Committee electronically prior to the meeting. A separate agenda item lists individual project change line items with the requested FY 2011-2015 MAG Transportation Improvement Program (TIP), and Regional Transportation Plan 2010 (RTP) amendments and modifications.

7. For information, discussion, and recommendation to approve the MAG Federally Funded Locally Sponsored Projects Development Status Report, and to actions that defer, delete, advance, and change projects; 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.

8. Project Changes – Amendment and Administrative Modification to the FY2011-2015 MAG Transportation Improvement Program, FY2014 Arterial Life Cycle Program and Regional Transportation Plan 2010 Update

The Fiscal Year (FY) 2011-2015 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 eight times, with the latest approval on June 19, 2013. An Administrative correction is pending ADOT and Federal Highway Administration approval. Since then, there is a need to modify projects in the programs. The requested project changes include Federal Highway Administration, Federal Transit Administration, Regional Area Road Funds, and locally funded projects. Projects included in the request may require a conformity consultation. Materials will be provided prior to the meeting.

9. FY 2013-14 Federal Funds MAG Close-Out Report

Closeout of the Federal Fiscal Year (FFY) 2013 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Program (STP) funding began in December and was approved by Regional Council on January 30, 2013, and funding a design phase for the recommended listing of CMAQ FY 2015 construction projects was approved on February 27, 2013 by Regional Council. A summary of balances for MAG FFY2013 allocated Federal funds will be reviewed. A Closeout Session for FFY2014 Federal Highway Funding programs will not be held at this time, based on current project schedules and projected revenues. Materials will be provided prior to the meeting.

8. For information, discussion, and recommendation to approve amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the FY2014 Arterial Lifecycle Program and Regional Transportation Plan 2010 Update.

9. Recommend approval to proceed with Federal Fund FFY2013 funding advancements/loans, and the related FY2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and Regional Transportation Plan amendments.

10. Request for Future Agenda Items
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
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
The next regular Transportation Review Committee meeting will be scheduled Thursday, August 22, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.

10. For information and discussion.

11. For information.

12. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

May 23, 2013

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: Ray Davolina for Rick Naimark
Fountain Hills: Randy Harrel	#Queen Creek: Troy White
*Gila Bend: Eric Fitzer	*Surprise: Terry Lowe
*Gila River: Doug Torres	*Tempe: Vacant
Gilbert: Mike Gillespie for Leah Hubbard	Valley Metro: John Farry
Glendale: Debbie Albert	#Wickenburg: Julius Diogenes for Rick Austin
*Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce Robinson
*Guadalupe: Vacant	

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale	*Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
*ITS Committee: Vacant Position	*Transportation Safety Committee: Julian Dresang, City of Tempe
FHWA: Ed Stilling:	

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

OTHERS PRESENT

Eric Anderson, MAG	Alex Oreschak, MAG
John Bullen, MAG	Nathan Pryor, MAG
Alice Chen, MAG	Maria Deeb, City of Mesa
Monique de los Rios-Urban, MAG	Clemenc Ligoeki, McDOT
Roger Herzog, MAG	Greg Jordan, City of Tempe
Teri Kennedy, MAG	

1. Call to Order

Chairman David Meinhart from the City of Scottsdale called the meeting to order at 10:05 a.m. Chairman Meinhart began by informing the committee of the new handout available related to Agenda 5a - Project Changes.

2. Call to the Audience

3. Approval of Draft April 25, 2013 Minutes

Mr. Jeff Martin from City of Mesa motioned to approve the minutes. Grant Anderson from the Town of Youngtown seconded, and the motion passed by a unanimous voice vote of the Committee.

4. Transportation Director's Report

Chairman Meinhart invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Anderson reported that Regional Area Road Fund (RARF) for the month of April increased 3.3 percent compared to April of last year. This represents a 4.6 percent above the year to date for the current ten months fiscal year. Close to 340 million projection for Fiscal Year 2013. Highway User Road Fund (HURF) experienced an 1.3 percent growth for April which brings the year-to-date total to 0.4 percent lower than the previous year. The total will likely meet 1.2 billion revenue that was projected for the year. There are some sign of growth are indicted in the Vehicle License Tax (VLT), however fuel sales remain soft.

As part of the, MAG Regional Council actions on May 22, 2013, the new bylaws and two member agencies, the City of Maricopa and Town of Florence, were accepted into MAG. There is expected to be resolution as well from Pinal County to join MAG in the next few weeks. Pinal County will become a member as soon as the resolution is submitted and approved by MAG Regional Council.

There was a South Mountain hearing on Tuesday. It was a hearing for the draft Environmental Impact Statement (EIS). There were about 600 participants and staff received a lot of good comments. This was a coordinated effort with Arizona Department of Transportation and Federal Highway Administration and their assistance is appreciated.

Mr. Anderson announced that today was Mr. Meinhart's last day with the City of Scottsdale and last meeting as the city representative and chair. Paul Basha has been hired as Mr. Meinhart's replacement at the City of Scottsdale. Mr. Basha spent the last 15 years working as a consultant conducting engineering plans and studies and prior to that, close to 15 years working at the City of Scottsdale as a traffic engineer. Mr. Meinhart also noted that the City Council has hired a new City Manager, Fritz Behring, who is currently the Pinal County manager. Mr. Behring is expected to begin service in July.

5. Consent Agenda

Addressing the next item of business, Chairman Meinhart directed the Committee's attention to the consent agenda items 5A Project Changes - Amendment and Administrative Modification to the Fiscal Year 2011-2015 MAG Transportation Improvement Program and 5B Arterial Life Cycle Program Status Report - December 2012 through April 2013. He asked the Committee if there were any questions or comments. Seeing none, Mr. Dan Cook from City of Chandler

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

5A. Project Changes - Amendment and Administrative Modification to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

The MAG Transportation Review Committee, by consent, approved the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

5B. Arterial Life Cycle Program Status Report - December 2012 through April 2013

The MAG Transportation Review Committee, by consent, approved the Arterial Life Cycle Program Status Report - December 2012 through April 2013.

6. Full Year Federal Highway Administration and Federal Transit Administration Funding Levels

Chairman Meinhart invited Ms. Kennedy to present a full year Federal Highway Administration and Federal Transit Administration Funding Levels. Ms. Kennedy directed the committee to the hand out available. She presented an overall comparison for Maricopa County only for allocation to MAG region of FHWA funds from ADOT. She noted that the overview is only for the current MAG region and does not include the new MAG member agencies. Under MAP-21, accounting for obligation authority and the rescission from March 2013, there has been an overall 13.5 percent reduction in Federal Highway Administration funds for Fiscal Year (FY) 2013 versus FY 2012 under SAFTEA-LU. Referring to the sheet, the 2013 rescission line were actually announced by ADOT on May 13, 2013. Fiscal years 2014 through 2018 are constrained, and the balance of years shown are the balance of the Regional Transportation Plan. The total line includes 2014 to 2035 and these are projections. The projections were developed by the ADOT and MAG financial team. Rate of increases February 15, 2013 a lot of unknown information on the federal level. Given the uncertainty regarding federal funds, the projections are fairly conservative. Growth methodology is shown on the same worksheet.

Ms. Kennedy moved the discussion to Federal Transit Funds, which was outlined on the second page of the handout. The Phoenix-Mesa Urbanized Area (UZA) experienced a 14 percent decrease in formula funds. This total does not include competitive funds. It was noted, for the Phoenix-Mesa UZA, competitive funds fluctuate and are administered on the national level, whereby competitive funds for Avondale-Goodyear are administered on a state level. The Avondale-Goodyear Urbanized Area experienced an 188 percent increase in formula funds. This was due to the population increase in the UZA. FTA funding is apportioned by urbanized area over 200k and urbanized area between 50-200k, and non-urbanized areas under 50k. In addition, Avondale-Goodyear is eligible for competitive funds from ADOT, which for the current fiscal year is up to 4.1 million dollars. This pot of funds is subject to change. This amount includes about two million funds redistributed from Prescott, Prescott Valley and Casa Grande which currently do not have transit service.

Mr. Martin inquired about the rate of inflation for Congestion Management and Air Quality and Surface Transportation Program funds and why some years have inflation other years did not.

Ms. Kennedy replied that the financial group concluded this was the best rate of inflation. Within the MAP-21 guidance, there is indication of an increase which is included, the balance of projects are very conservative given the continued uncertainty of federal funds.

Mr. Anderson added that funding for Fiscal Years 2014-18 is not expected to increase. While this assumption may be too conservative, Congress is still taking revenue issue very seriously. Until something is done to strengthen the highway trust fund, future spending is unlikely to increase.

Mr. Martin clarified with Ms. Kennedy that the two percent inflation beyond 2018 and 2019 was derived from the Congressional Budget Office.

Mr. Grant Anderson inquired about the debt service lines indicated in the financials. Mr. Eric Anderson clarified that it is due to debt service from Proposition 300.

Ms. Kennedy added that rescissions can cause a rebalancing in the Transportation Improvement Program, although for the current year, most of it was absorbed by ADOT. In the future, projects not obligated are most likely candidates for rescission.

Mr. John Farry inquired about the 5309 New Starts assumptions. Ms. Kennedy replied that it was medium point agreed upon working with the Regional Public Transit Authority (RPTA). The amounts are based on what Valley Metro Rail hopes to apply for and what is available for regional match. Mr. Farry expressed concern about the numbers noting that the amounts are not guaranteed, as well there has been a decrease in funds and an additional New Starts criterion. Ms. Kennedy agreed to footnote the line item.

Mr. Meinhart asked the Committee if there were any questions or comments, hearing none, he proceeded to the next agenda item.

7. Draft Fiscal Year 2014 Arterial Life Cycle Program

Chairman Meinhart invited Mr. John Bullen, Transportation Planner, to present on the draft Fiscal Year 2014 Arterial Life Cycle Program.

Mr. Bullen explained that the Arterial Life Cycle Program (ALCP) required updating primarily due to two factors, Map 21 and the development of the new Transportation Improvement Program (TIP). Staff moved forward with the ALCP update only after final funding projections had been developed. Development of the FY 2014 ALCP was split into two phases 1) Work schedule and cost updates and 2) Program financial update. The first phase (work schedule and cost updates) was approved by Transportation Review Committee at the April 25, 2013 meeting. The information collected will be included in the new TIP and form the basis for the new Transit Life Cycle Program (TLCP) Update. The financial information was just completed last week.

To complete the work schedule and cost updates were developed based on project workbooks distributed to all lead agencies. Agencies had the opportunity to review the project costs with their Capital Improvement Program and submit new information back to MAG.

Reimbursements were adjusted if the work was deferred beyond the programmed reimbursement or if the work phase cost estimates decreased so that the required match ratio was no longer maintained. A summary of the work schedule and cost updates can be found in Table 4 of your attachment. Today's agenda item represents the second and final phase of the Draft 2014 ALCP update.

Mr. Bullen referred to a slide comparing forecasted Proposition 400 tax revenue to actual. It indicated that the current projection for FY 2012 is close to the projection from FY 2011. However, both the FY 2011 and FY 2012 projections are significantly lower than that of the original 2003 forecast. He explained that the Federal funding projections was a greater challenge and was significantly lower than previous year projections and the original Regional Transportation Plan. Mr. Bullen explained what appears to be the growth in 2015 and 2017 is not growth but is actually debt service on Grants Anticipation Notes (GANs) payment. He noted that if GANs payment were eliminated, the projections would be flat from 2013 to 2018 with conservative estimates in the year beyond.

In monetary terms, RARF decreased about five million over life of program, which is less than one percent. However, projected federal funding has experienced a 29 percent decrease from last year to this fiscal, a shortfall of 200,072 million dollars through the end of the program. The two combined represents a revenue shortfall of 277 million from last year to this year.

The development of the Draft FY 2014 ALCP program was implemented in three steps.

1. MAG staff reevaluated and adjusted program assumptions. Given that the ALCP is in nominal dollars future projects had to be deflated. Inflation was reduced from original assumptions to current forecast.
2. Requested repayment of "loaned" federal funding. During the initial implementation stages of the ALCP, the schedule amount was different than the actual. When ALCP started, did not have enough projects to implement so funds were lent to the freeway program. With the analysis, the funds were requested to be returned.
3. Sought direction from the Managers Working Group on program inflation and bonding in April 2013. The Working Group indicated that the program should continue to eliminate inflation and bonding and keep the ALCP in 2011 dollars.

With the schedule update and new revenue forecast, it is anticipated that revenues will track pretty close to expenditures. Due to the expenditures that have been deferred, revenues fall in line with expenditures. The primary concerns during the rebalancing process were FY 2013 to FY 2018. Given the need for a financially constrained TIP, increases in the amount of reimbursements would necessitate a program rebalancing. There is more flexibility after FY 2018. In FY 2014, there is an approximate 7.5 million fund balance. In 2018, the balance is around five million dollars. There is a small program deficit at the end, however, it is within the variance of revenues. Things will change between now and 2026.

The intent of the FY 2014 update was to maintain as much status quo as possible. Program reimbursements remain in 2011 dollars. It does not assume the issuance of any bonds. The only funding deferrals were those made to match new work schedules. The only funding advancements were those made to meet near - term obligation authority. Project funding sources

shifted between RARF, STP - MAG, and CMAQ to meet cash flow needs and to maximize CMAQ to Gilbert Road project. This is similar to the FY 2013 rebalancing.

Mr. Eric Anderson noted that our federal fund assumptions are conservative but in line with others. This is primarily due to two factors. One is the pressure on Congress to deal with revenue issue in context of national deficit. The second is the reauthorization through 2014, the allocated to states not adjusted for 2010 Census. It is the same allocation as in 2009. The impact on Arizona is greater due to Arizona being a fast growing state and MAP-21 reauthorization did not accounting for the population shift.

Mr. Grant Anderson inquired about the effect on the program balance if inflation were included. Mr. Bullen presented a graph with inflation included and added that the program would be in balance in Fiscal Year 2014 but the deficit will grow starting in FY 2015.

Mr. Dan Cook inquired about the repayment of federal funds that were loaned to ADOT. Mr. Bullen replied that it was about 20 million. He added that staff is working with ADOT to look at past TIPS and federal ledgers and feels confident that the funds will be brought back into the program.

Mr. Martin commented that the inflation assumption for Gilbert Road was two percent a year ago but changed to zero percent. If the construction cost increases, Mesa staff would like to have the inflation increased. Mr. Bullen replied that inflation will continue to be monitored going forward pending additional analysis.

Mr. Meinhart asked the Committee if there were any questions or comments, hearing none, he requested a motion. Mr. Jeff Martin from City of Mesa motioned to approve the Draft FY 2014 Arterial Life Cycle Program (ALCP) and the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate. Mr. Ray Davolina from the City of Phoenix seconded, and the motion passed by a unanimous voice vote of the Committee.

8. Draft Fiscal Year 2014-2018 MAG Transportation Improvement Program and Regional Transportation Plan 2035 Status Update

Chairman Meinhart invited Ms. Teri Kennedy, Transportation Programming Manager, to present on the Draft Fiscal Year 2014-2018 MAG Transportation Improvement Program and Regional Transportation Plan 2035 Status Update.

Ms. Kennedy stated that the draft TIP and RTP updated will be dependent on many items. Staff is currently working with Environmental Protection Agency and Federal Highway Administration to implement it as soon as possible such that it meets federal requirements as well as the new performance measures. Staff is working with member agencies to make sure the TIP conforms to the Regional Transportation Plan and the Arterial Life Cycle Plan, Congestion Management Program projects, Air Quality items, and Congestion Management Plan. It also includes the Transportation Programming Guidebook. The update will include new Moving Ahead for Progress in the Twenty first Century (MAP 21) guidance. Also included is the Regional Programming Guidelines for Federal Transit Formula Funds which will include detail for Avondale Goodyear UZA.

Ms. Kennedy noted that the project monitoring notebooks will again be sent out to member agencies for CMAQ and federal projects. Recipients of federal funding are required to provide MAG with updated project overview, schedule, and budget documents twice a year. The Project Status Reports serve as the basis for programming decisions concerning the project, including obligation, deferment, advancement, deletion, and deobligation. These updates will be utilized for the close-out process. The next data collection will be June.

In addition, ADOT has published their local agency manual. This will serve as the guiding process for ADOT.

Ms. Kennedy indicated that the current timeline for the TIP schedule includes a draft listing in May and June with public comment in July. However, in the event the Transportation Review Committee does not meet in July, a mail out will be provided prior to Management Committee. The current schedule assumes Regional Council action in October or November with state approval granted in November or December.

Ms. Kennedy proceeded to welcome City of Maricopa and Town of Florence to MAG. MAG Regional Council approved their membership at the last meeting. Ms. Kennedy referenced a map that showed the new MAG planning region. The Gila River Indian Community is also new and Pinal County is also expected to join.

Ms. Kennedy noted that MAG is working with Environmental Planning Agency, Central Area Association of Governments and Federal Highway Administration to meet air quality conformity. The TIP and RTP will include the new boundaries. Ms. Kennedy noted the new PM 2.5 non-attainment and PM-10 non-attainment areas, also indicated on the map.

Ms. Kennedy provided a schedule for including the new agencies into the MAG planning areas. Staff is working to determine who will perform air quality conformity. The remainder will follow the schedule for the new TIP. By January or February 2014, it is expected that all projects will be included in the new TIP.

Mr. Hauskin inquired about the ozone area and Ms. Kennedy provided clarification.

Mr. Eric Anderson noted that schedules shown are constantly changing. For PM 2.5, Pinal County is currently in a conformity lapse. As of July it will be lapse for PM-10. Both PM 2.5 and PM-10 lapse areas straddle in Pinal County new Sun Corridor MPO and the MAG planning areas therefore Casa Grande MPO needs to approve the process. It is critical that the plan is developed for the right geography. This has included discussions with ADOT, FHWA and EPA. In the mean time, staff is working to ensure that projects in Maricopa County can move forward while the other issues are being resolved.

Mr. Martin inquired about the impact of CAAG joining MAG on the conformity process. Ms. Kennedy replied that the air quality conformity modeling is first completed and then the funds are suballocated to the planning areas by ADOT. ADOT has not yet completed this process.

Mr. Cook requested clarification on the impact of new agencies to the existing member agencies. He also asked for clarification on the planning horizon. Ms. Kennedy said that it currently is through 2031, however, will expand to 2035. Ms. Kennedy noted that the goal was to separate

financials between the two counties. ADOT has provided just the Maricopa County finance. As funding for Pinal County is identified, a similar presentation will be given to the committee. Under SAFTEA-LU all CMAQ funds were apportioned to the MAG region. Under Map 21, 2.5 percent is apportioned before the remainder is distributed. As air quality conformity moves forward, there will be a call for projects. The PM 2.5 is now divided between MAG planning area and Sun Corridor and there will be continuing discussions on how to handle it.

Mr. Meinhart thanked Ms. Kennedy for the presentation and moved to the next item on the agenda.

9. 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. He reiterated Mr. Cook's request for a future update on the financial and planning impact of the new MAG member agencies.

10. Member Agency Update

Chairman Meinhart offered opportunities for member agencies to present updates to their community. Maria Hyatt who be transitioning over from water services will serve as the new public transit director with City of Phoenix. Mr. Davolina announced the opening of the Sonora project. Mr. Meinhart announced that Paul Basha will be the new transportation director at the and the new representative for the City of Scottsdale. Mr. Cook thanked Mr. Meinhart for his leadership over the years. Mr. Fitzhugh will assume position of chair starting next month.

11. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, August 1, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.

There being no further business, Chairman Meinhart adjourned the meeting at 11:11 a.m.

ATTACHMENT #1

Agenda #5A

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 24, 2013

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from January 01, 2013, to June 30, 2013. Of the 192 notices received, none had an impact to the State Highway System.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or Richard Erickson, ADOT, (602) 712-7085.



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

Re: Red Letter Report - Notices from January 01, 2013 to June 30, 2013

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 January 01, 2013 to June 30, 2013. 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.	05	00
City of Avondale	05	00
City of Scottsdale	10	00
Town of Buckeye	00	00
City of Chandler	20	00
Town of Gilbert	06	00
City of Glendale	00	00
City of Goodyear	44	00
Maricopa County	27	00
City of Mesa	09	00
City of Peoria	03	00
City of Phoenix	23	00
City of Surprise	09	00
City of Tempe	00	00
Other	<u>31</u>	<u>00</u>
Total Received	192	00

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.

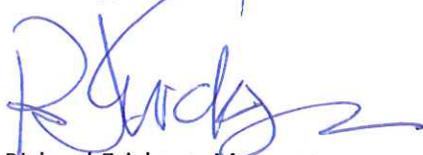
OTHER: No impact responses sent.

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.

Sincerely,



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 #2

Agenda Item #5B

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

DATE:

July 25, 2013

SUBJECT:

MAG Design Assistance for Pedestrian and Bicycle Facilities Program

SUMMARY:

The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$300,000 for the Design Assistance for Bicycle and Pedestrian Facilities. The Design Assistance Program allows MAG member agencies to apply for funding for the design portion of a bicycle or pedestrian project. Eleven applications from Apache Junction, Cave Creek, Glendale, Mesa, Peoria, Phoenix, Scottsdale and Tempe were received on June 27, 2013.

On July 16, 2013, the MAG Bicycle and Pedestrian Committee reviewed the applications and unanimously recommended the following projects for approval:

- Phoenix: Van Buren Corridor Bike & Ped Improvements - \$70,000
- Apache Junction: Winchester/16th/Southern Sidewalk Design - \$45,000
- Tempe: Highline Canal Multi-Use Path - \$65,000
- Tempe: North South Rail Spur Multi-Use Path - \$65,000
- Cave Creek: Shared Use Path Connector - \$55,000

There were eleven projects requesting \$647,725 that were submitted. All projects, therefore, could not be funded because the amount of requests exceeded the amount available.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: This program assists MAG member agencies by offering professional design assistance to develop bicycle and pedestrian facilities that help reduce congestion and improve air quality.

CONS: According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Design Assistance Program encourages implementation of the adopted MAG Pedestrian Policies and Design Guidelines and nationally accepted bicycle facilities design practices.

POLICY: These programs encourage the development of facilities to encourage walking and bicycling.

ACTION NEEDED:

Recommend approval of the 2014 MAG Design Assistance Projects:

- Phoenix: Van Buren Corridor Bike & Ped Improvements - \$70,000
- Apache Junction: Winchester/16th/Southern Sidewalk Design - \$45,000
- Tempe: Highline Canal Multi-Use Path - \$65,000
- Tempe: North South Rail Spur Multi-Use Path - \$65,000
- Cave Creek: Shared Use Path Connector - \$55,000

PRIOR COMMITTEE ACTIONS:

On July 16, 2013, the MAG Bicycle and Pedestrian Committee reviewed the Design Assistance applications and unanimously recommended the following projects for approval:

- Phoenix: Van Buren Corridor Bike & Ped Improvements - \$70,000
- Apache Junction: Winchester/16th/Southern Sidewalk Design - \$45,000
- Tempe: Highline Canal Multi-Use Path - \$65,000
- Tempe: North South Rail Spur Multi-Use Path - \$65,000
- Cave Creek: Shared Use Path Connector - \$55,000

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair of Bicycle and Pedestrian Committee
 Tracy Stevens, Avondale, Vice-Chair of Bicycle and Pedestrian Committee
 Michael Sanders, ADOT
 * Tiffany Halperin, ASLA, Arizona Chapter
 Robert Wisener, Buckeye
 D.J. Stapley, Carefree
 Ian Cordwell, Cave Creek
 * Bob Beane, Coalition of Arizona Bicyclists
 Jason Crampton, Chandler
 Jose Macias for Sue McDermott, El Mirage
 * Kelly LaRosa, FHWA Liason
 * Nicole Lance, Gilbert
 Purab Adabala for Steve Hancock, Glendale
 Joe Schmitz, Goodyear

David Gue for Thomas Chlebanowski, Litchfield Park
 Denise Lacey, Maricopa County
 Ashley Barinka for Jim Hash, Mesa
 Brandon Forrey, Peoria
 Rich Purcell, Queen Creek
 Amanda Luecker for Ben Limmer, Valley Metro
 Stephen Chang for Karen Savage, Surprise
 Eric Iwersen, Tempe
 * Robert Carmona, Wickenburg
 * Grant Anderson, Youngtown

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

OTHERS PRESENT

Raquel Schatz, Apache Junction
 Vincent Lopez, Maricopa County
 Jim Coffman, Coffman Studio
 Scott Walters, TBAG
 Dean Chambers, J2
 Brian Sager, Kimley-Horn
 Anissa Jonovich, Valley Metro

Megan Sheets, Phoenix
 Dana Chamberlain, Avondale
 Joe Perez, Phoenix
 Marge Zylla, Tempe
 Amy Schuchert, HP&D
 Alex Oreschak, MAG
 Eileen Yazzie, MAG

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

CONTACT PERSON:

Maureen DeCindis, MAG, (602) 254-6300

ATTACHMENT #3

Agenda Item #6

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY...

DATE:

Jul 25 , 2013

SUBJECT:

Federal Fiscal Year 2013 DRAFT Transit Program of Projects for Federal Funds

SUMMARY:

The Transit Program of Projects (POP) is a list of project developed as a coordinated effort between the City of Phoenix, the region's designated recipient and the MAG Transit Committee. It is utilized to develop the grant for submittal to the Federal Transit Administration (FTA). Upon approval by MAG Regional Council, the City of Phoenix, the region's designated and direct recipient of FTA funds, will build the grant for submittal to FTA. MAG provides the concurrence on the grant application. FTA has advised us that they prefer the grant application to be submitted prior to 2013 Federal Fiscal Year ending September 30, 2013.

The Fiscal Year 2013 Transit Program of Projects was recommended for approval at the June 13, 2013 Transit Committee meeting. There have been a few modifications to the list since the Transit Committee meeting. The full list of projects is attached. The updates from the original Transit Committee approval are highlighted in yellow.

PUBLIC INPUT:

No comments were received.

PROS & CONS:

PROS: Approval of the FY 2013 Program of Projects and TIP amendment and administrative modification will allow the region's grant recipient to apply for FTA grants.

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 request is in accord with MAG guidelines.

ACTION NEEDED:

Recommend approval the FY 2013 MAG Transit Program of Projects, amendments to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

On June 13, 2013, the Transit committee by unanimous voice vote, recommended approval of the draft FY 2013 Program of Projects.

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: Leslie Hart
Glendale: Matthew Dudley for Cathy Colbath
Goodyear: Cato Esquivel
Maricopa County DOT: Mitch Wagner
Mesa: Jodi Sorrell

*Paradise Valley: Jeremy Knapp
Peoria: Maher Hazine
Phoenix: Maria Hyatt
Queen Creek: Chris Anaradian
Scottsdale: Madeline Clemann, Chair
Surprise: David Kohlbeck
#Tempe: Greg Jordan
*Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

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

OTHERS PRESENT

Eileen Yazzie, MAG
Jorge Luna, MAG
Alice Chen, MAG
DeDe Gaisthea, MAG
Teri Kennedy, MAG

Janice Simpson, Avondale
Jeff Martin, Mesa
Ken Kessler, Phoenix
Ted Mariscal, Phoenix

CONTACT PERSON:

Alice Chen, Transportation Planner III, (602) 254-6300.

FY 2013 Program of Projects - DRAFT

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN13-103T	Avondale	Regionwide	Transit Security	2013		5307-AVN UZA	\$ 7,202	\$ 28,807	\$ -	\$ 36,009	FY 2013 POP
AVN13-104T	Avondale	Regionwide	Transit Improvements	2013		5307-AVN UZA	\$ 7,202	\$ 28,807	\$ -	\$ 36,009	FY 2013 POP
GLN12-814T	Glendale	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	2013	Procurement	5307	\$ -	\$ 395,828	\$ 69,852	\$ 465,680	FY 2013 POP
GLN12-812T	Glendale	Bell/L101	Construct regional park and ride/transit center	2013	Construction	5307	\$ -	\$ 3,105,612	\$ 776,403	\$ 3,882,015	Amend: Reduced funding to balance CMAQ-flex due to deletion of SCT13-901T.FY 2013 POP.
GLN13-901T	Glendale	Glendale: Citywide Paratransit & GUS	Preventive Maintenance	2013	Maintenance	5307	\$ 52,342	\$ 209,369	\$ -	\$ 261,711	FY 2013 POP
GLN13-111T	Glendale	Bell/L101	Construct regional park and ride/transit center	2013	Construction	CMAQ-Flex	\$ -	\$ 3,676,966	\$ 919,242	\$ 4,596,208	Amend: Funding modified to balance program. FY 2013 POP
GLN12-815T	Glendale	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	2013	Procurement	STP-Flex	\$ -	\$ 101,045	\$ 17,831	\$ 118,876	FY 2013 POP
GLN13-110T	Glendale	Regionwide	Purchase bus: 30 foot - 1 replace (GUS)	2013	Procurement	STP-Flex	\$ -	\$ 144,099	\$ 25,429	\$ 169,528	FY 2013 POP
MAG13-102T	MAG	Regionwide	JARC apportionment	2013	JARC	5307 - JARC	\$ -	\$ 1,800,000	\$ 360,000	\$ 2,160,000	FY 2013 POP
PEO13-901T	Peoria	Peoria: Citywide Paratransit	Preventive Maintenance	2013	Maintenance	5307	\$ 16,197	\$ 64,786	\$ -	\$ 80,983	FY 2013 POP
PEO11-805T	Peoria	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	2013	Procurement	5307	\$ -	\$ 67,850	\$ 11,974	\$ 79,824	FY 2013 POP
PHX13-903T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 4 replace	2013	Procurement	5307	\$ -	\$ 1,822,400	\$ 321,600	\$ 2,144,000	FY 2013 POP
PHX13-101T	Phoenix	Citywide	Install bus stop improvements (1% enhancement)	2013	Procurement	5307	\$ 117,789	\$ 471,155	\$ -	\$ 588,944	FY 2013 POP
PHX13-102T	Phoenix	Regionwide	Support Services for Grant Management	2013	Administrative	5307	\$ 10,000	\$ 40,000	\$ -	\$ 50,000	FY 2013 POP
PHX13-901T	Phoenix	Regionwide	Preventive Maintenance	2013	Maintenance	5307	\$ 2,897,767	\$ 11,591,067	\$ -	\$ 14,488,834	FY 2013 POP
PHX14-135T	Phoenix	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2013	Procurement	5307	\$ -	\$ 160,650	\$ 28,350	\$ 189,000	FY 2013 POP
PHX14-105T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 15 replace	2013	Procurement	5307	\$ -	\$ 7,101,750	\$ 1,253,250	\$ 8,355,000	Moved 7 buses to PHX13-195T to balance CMAQ-Flex.
PHX13-121T	Phoenix	Regionwide	Preventive Maintenance	2013	Maintenance	5339	\$ 48,537	\$ 194,148	\$ -	\$ 242,685	FY 2013 POP
PHX13-106T	Phoenix	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	2013	Construction	5339	\$ -	\$ 409,943	\$ 102,486	\$ 512,429	FY 2013 POP
PHX13-122T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 6 replace	2013	Procurement	5339	\$ -	\$ 2,733,600	\$ 482,400	\$ 3,216,000	FY 2013 POP

PHX14-134T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 3 replace	2013	Procurement	5339	\$ -	\$ 1,476,450	\$ 260,550	\$ 1,737,000	FY 2013 POP
PHX13-120T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 2 replace	2013	Procurement	5307-AVN UZA	\$ -	\$ 911,200	\$ 160,800	\$ 1,072,000	FY 2013 POP
PHX13-124T	Phoenix	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	2013	Construction	5337 - HI	\$ -	\$ 540,196	\$ 135,049	\$ 675,245	FY 2013 POP
PHX14-195T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 7 replace	2013	Procurement	CMAQ-Flex	\$ -	\$ 3,314,150	\$ 584,850	\$ 3,899,000	Amend: New Project to balance CMAQ-flex due to deletion of SCT13-901T. Originally part PHX14-105T. of FY 2013 POP.
PHX13-902T	Phoenix	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2013	Procurement	CMAQ-Flex	\$ -	\$ 155,550	\$ 27,450	\$ 183,000	FY 2013 POP
PHX13-107T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 12 replace	2013	Procurement	CMAQ-Flex	\$ -	\$ 6,065,376	\$ 366,624	\$ 6,432,000	FY 2013 POP
PHX13-123T	Phoenix	Regionwide	Preventive Maintenance	2013	Maintenance	STP-Flex	\$ 63,495	\$ 253,980	\$ -	\$ 317,475	FY 2013 POP
SCT13-101T	Scottsdale	Scottsdale: Fixed Route	Preventive Maintenance	2013	Maintenance	5307	\$ 32,386	\$ 129,542	\$ -	\$ 161,928	FY 2013 POP
SUR13-901T	Surprise	Surprise: Citywide Paratransit	Preventive Maintenance	2013	Maintenance	5307	\$ 6,446	\$ 25,782	\$ -	\$ 32,228	FY 2013 POP
VMR13-105T	Valley Metro Rail	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance	2013	Maintenance	5307	\$ 454,918	\$ 1,819,672	\$ -	\$ 2,274,590	FY 2013 POP
MES08-803T	Valley Metro Rail	Main St/Mesa Dr	Pre-design regional transit center (6-bay) Main St/Mesa Dr	2013	Pre-Design	5307	\$ -	\$ 62,630	\$ 15,658	\$ 78,288	FY 2013 POP
MES09-805T	Valley Metro Rail	Main St/Mesa Dr	Design regional transit center (6-bay) Main St/Mesa Dr	2013	Design	5307	\$ -	\$ 161,273	\$ 40,318	\$ 201,591	FY 2013 POP
VMR12-841T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Guideway & Track Elements	2013		5309	\$ -	\$ 3,514,570	\$ 804,353	\$ 4,318,923	FY 2013 POP
VMR12-912T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Finance Charges	2012	Finance	5309	\$ -	\$ 1,751,000	\$ 1,353,297	\$ 3,104,297	Delete. Currently in the FY12 grant.
VMR12-918T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Sitework & Special Conditions	2013		5309	\$ -	\$ 93,665	\$ 72,390	\$ 166,055	FY 2013 POP
VMR13-923T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Systems	2013		5309	\$ -	\$ 3,465,030	\$ 4,624,298	\$ 8,089,328	FY 2013 POP
VMR13-926T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Unallocated Contingency	2013		5309	\$ -	\$ 1,339,717	\$ 1,035,428	\$ 2,375,145	FY 2013 POP
VMR13-927T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Finance Charges	2013		5309	\$ -	\$ 687,595	\$ 531,422	\$ 1,219,017	FY 2013 POP
VMR13-928T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Professional Services	2013		5309	\$ -	\$ 5,519,188	\$ 4,265,620	\$ 9,784,808	FY 2013 POP
VMR13-936T	Valley Metro Rail	Central Mesa Light Rail	Sm Starts: Stations, Stops, Terminals, Intermodal	2013		5309	\$ -	\$ 1,594,159	\$ 1,232,079	\$ 2,826,238	FY 2013 POP

VMT13-121T	Valley Metro Rail	Regionwide	Overhaul friction brakes - phase 1	2013	Maintenance	5337 - FGM	\$ -	\$ 331,125	\$ 520,885	\$ 852,010	FY 2013 POP
VMR13-939T	Valley Metro Rail	Central Mesa Light Rail	Fixed guideway corridor - Central Mesa - Right-of-Way Acquisition	2013	Right of Way	CMAQ-Flex		\$ 720,000	\$ 180,000	\$ 900,000	FY 2013 POP
VMR13-941T	Valley Metro Rail	Central Mesa Light Rail	Fixed guideway corridor - Central Mesa - Utility Relocation (Prior Rights)	2013	Utility	CMAQ-Flex	\$ -	\$ 3,360,000	\$ 840,000	\$ 4,200,000	FY 2013 POP
VMR13-104T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2013	Preliminary Engineering	CMAQ-Flex	\$ -	\$ 360,000	\$ 90,000	\$ 450,000	FY 2013 POP
VMR13-934T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2013	Preliminary Engineering	CMAQ-Flex	\$ -	\$ 6,640,000	\$ 1,660,000	\$ 8,300,000	Amend : Change scope to PE/FEIS in FY 13 POP
VMR13-937T	Valley Metro Rail	18th Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Utility Relocation (Prior Rights)	2013	Utility	CMAQ-Flex	\$ -	\$ 2,400,000	\$ 600,000	\$ 3,000,000	Amend: Move FFY12 to CME. FY13 POP
VMR13-107T	Valley Metro Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2013	Preliminary Engineering	CMAQ-Flex	\$ -	\$ 2,908,358	\$ 727,090	\$ 3,635,448	Moved from VMR13-925T and reduced amount to conform to new FFY estimate of \$16,388,358
VMR13-101T	Valley Metro Rail	Regionwide	Repayment of funds advanced in prior years	2013	Reimbursement	None	\$ (10,000,000)	\$ -	\$ 10,000,000	\$ -	FY 2013 POP
VMR13-102T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Utility Relocation (Non-Prior Rights)	2013	Other	None	\$ -	\$ -	\$ 8,000,000	\$ 8,000,000	FY 2013 POP
VMR13-103T	Valley Metro Rail	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Construct Transitway	2013	Construction	None	\$ -	\$ -	\$ 23,003,380	\$ 23,003,380	FY 2013 POP
VMR13-940T	Valley Metro Rail	Central Mesa Light Rail	Fixed guideway corridor - Central Mesa - Utility Relocation (Non-Prior Rights)	2013	Utility	None	\$ -	\$ -	\$ 4,204,625	\$ 4,204,625	FY 2013 POP
TMP13-901T	Valley Metro/RPTA	RPTA: Fixed Route for Tempe	Preventive Maintenance	2013	Maintenance	5307	\$ 633,517	\$ 2,534,066	\$ -	\$ 3,167,583	Amend: Change lead agency to RPTA. FY 2013 POP
VMT13-902T	Valley Metro/RPTA	Regionwide: Fixed Route	Preventive Maintenance	2013	Maintenance	5307	\$ 897,391	\$ 3,589,562	\$ -	\$ 4,486,953	FY 2013 POP
VMT12-821T	Valley Metro/RPTA	Regionwide	Purchase bus: articulated - 3 expand (Scottsdale/Rural BRT)	2013	Procurement	5307	\$ -	\$ 2,805,000	\$ 495,000	\$ 3,300,000	FY 2013 POP
VMT13-913TB	Valley Metro/RPTA	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. Link	2013	Construction	5307	\$ -	\$ 5,168,246	\$ 1,292,062	\$ 6,460,308	FY 2013 POP
VMR12-842T	Valley Metro/RPTA	Central Mesa Light Rail	Sm Starts: ROW, Land, Existing Improvements	2013	Right of Way	5309	\$ -	\$ 6,202,835	\$ 4,793,991	\$ 10,996,826	FY 2013 POP
VMT13-106T	Valley Metro/RPTA	Regionwide	Operating: Support Zoom and TLCP Routes	2013	Operating	5307-AVN UZA	\$ 1,911,933	\$ 1,911,933	\$ -	\$ 3,823,866	Amend: Change lead agency to Valley Metro/RPTA

VMR13-120T	Valley Metro/RPTA	Regionwide	Purchase bus: articulated - 2 replace (Tempe)	2013	Procurement	5337 - HI	\$ -	\$ 1,467,452	\$ 258,962	\$ 1,726,414	FY 2013 POP
SCT13-901T	Valley Metro/RPTA	Regionwide	Purchase bus: standard 40 foot - 7 replace (Scottsdale)	2013	Procurement	CMAQ Flex	\$ -	\$ 3,989,281	\$ 241,134	\$ 4,230,415	Delete. Programmed in FY 2012.
VMT13-103T	Valley Metro/RPTA	Regionwide	Fleet maintenance software	2013	Procurement	None	\$ 800,000	\$ -	\$ -	\$ 800,000	FY 2013 POP
VMT13-907T	Valley Metro/RPTA	Regionwide	Purchase vanpools: 25 expand	2013	Procurement	STP-Flex	\$ -	\$ 895,775	\$ -	\$ 895,775	FY 2013 POP
VMT13-905T	Valley Metro/RPTA	Regionwide	Purchase vanpools: 45 replace	2013	Procurement	STP-Flex	\$ -	\$ 1,612,395	\$ -	\$ 1,612,395	FY 2013 POP

DRAFT