

September 18, 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, September 26, 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 August 21, 2013 all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership based on the attendance of the three (3) previous MAG TRC meetings. 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> For the September 26, 2013 meeting, the quorum requirement is 14 committee members.	
2. <u>Approval of Draft August 29, 2013 Minutes</u>	2. Approve Draft minutes of the August 29, 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>Transportation Review Committee Meeting Schedule Change</u> The December meeting of the Transportation Review Committee,	5A. For information and possible recommendation to approve rescheduling the December meeting of the Transportation Review Committee from December 5, 2013 to December 12, 2013.
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currently scheduled for 10:00am on Thursday, December 5, 2013, is recommended to be rescheduled for 10:00 am on Thursday, December 12, 2013, in the Saguaro Room at the MAG offices.

The revised TRC schedule for the remainder of the calendar year would be as follows (all meetings at 10:00am in the Saguaro Room, unless otherwise noted):

Thursday, October 24, 2013
Thursday, December 12, 2013

5B. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The fiscal year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty-nine times. Since then, there is a need to modify projects in the programs. Please refer to the attached table for a list of proposed project changes for transit projects. These modifications include project modifications and new projects. Please refer to Attachment #1 for additional information.

5C. Job Access Reverse Commute Coordination – Lead Agency Change

On March 27, 2013, the MAG Regional Council approved the Regional Programming Guidelines for Federal Transit Formula Funds. Under Section 300 of the Guidelines, the programming priorities included allocation for funding for Job Access Reverse Commute (JARC) related activities. Under Section 703 of the Guidelines, it was recommended that the City of Phoenix, the regional designated grant recipient, continue as the lead in the JARC application process, coordinating with MAG Human Services staff and the MAG Elderly and Persons

5B. Recommend approval of the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

5C. For information, discussion, and possible recommendation to update Section 703 of the Regional Programming Guidelines for Federal Transit Formula Funds to change the lead agency for JARC evaluation process from City of Phoenix to MAG.

with Disability Transportation Program (EPDT) Ad Hoc Committee. The Fiscal Year 2013 application process was completed in July 2013. The MAG EPDT Ad Hoc Committee held a debrief meeting on August 22, 2013. It was recommended at the debrief meeting, that given the MAG Transit Committee member's backgrounds regarding JARC criteria, that MAG staff, working with the Transit Committee assume the lead for future JARC applications. Please refer to Attachment #2 for additional information.

ITEMS TO BE HEARD

6. Northwest Valley Local Transit System Study - Draft Report Final Acceptance

MAG Staff will provide a status update to the Transportation Review Committee regarding the completed Northwest Valley Local Transit System Study. The purpose of the study is to identify opportunities and strategies for improving the existing transit service in the Northwest Valley and develop a short, mid, and long range local transit plan that effectively provides circulation within the Northwest Valley and also connects to the regional transit system. Please refer to Attachment #3 for additional information.

7. Draft FY 2014-2018 MAG Transportation Improvement Program - Listing of Projects for Air Quality Conformity Analysis

The 1990 Federal Clean Air Act Amendments require that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) - Listing of Projects needs to be conducted prior to consideration of the program for final approval. The draft TIP contains all

6. For information, discussion and possible action for acceptance of the Northwest Valley Local Transit System Study.

7. Recommend approval of the Draft FY 2014-2018 MAG Transportation Improvement Program - Listing of Projects for air quality conformity analysis.

regionally significant projects within the region, regardless of funding source. All MAG member agencies have been consulted regarding projects incorporated into the draft document, including locally and privately funded projects. Materials will be provided prior to the meeting and on the MAG TIP website. For Highway listings (available 9/19/13):

http://www.azmag.gov/Documents/TIP_2013-09-19_Draft-Sept-2013-FY2014-FY2018-MAG-TIP-Highway-Listing.pdf

For Transit listings (available 9/19/13):

http://www.azmag.gov/Documents/TIP_2013-09-19_Draft-Sept-2013-FY2014-FY2018-MAG-TIP-Transit-Listing.pdf

8. Conformity Analysis of the Draft MAG 2035 Regional Transportation Plan

The 1990 Clean Air Act Amendments require that transportation plans and programs be in conformance with applicable air quality plans. To comply with this requirement, an air quality conformity analysis will be conducted on the Draft MAG 2035 Regional Transportation Plan (RTP), prior to consideration for final approval. The Draft MAG 2035 RTP covers the period FY 2014 through FY 2035 and includes regional plans for freeways/highways, arterials, and transit, as well as information on other plans for transportation programs in the region. A public meeting was held on September 19, 2013 to receive comments on the Draft MAG 2035 RTP and the Draft MAG FY 2014- FY 2018 Transportation Improvement Program (Listing of Projects). An Executive Summary of the Draft MAG 2035 RTP is provided in Attachment #4. A copy of the full MAG 2035 RTP may be downloaded from the MAG website at:

[http://azmag.gov/Documents/RTP_2013-08-28_Draft-2035-Regional-Transportation-Plan-\(RTP\).pdf](http://azmag.gov/Documents/RTP_2013-08-28_Draft-2035-Regional-Transportation-Plan-(RTP).pdf).

8. For information, discussion and possible action to recommend approval of the Draft MAG 2035 Regional Transportation Plan to undergo and air quality conformity analysis.

9. Update on Central Phoenix Transportation Framework Study

The Central Phoenix Transportation Framework Study is a continuing effort to identify long-range transportation needs for the center of the MAG region in an area bounded by SR-101L on the north, east, and west, and the Gila River Indian Community on the south. Since beginning this study in 2010, the study team has reached out to numerous representatives from the general public, MAG member agencies, and Valley Metro and through stakeholder meetings, geographic dialogues, two planning charettes, and twelve Planning Partner events, have identified transportation options to inform development of the NexGen Regional Transportation Plan.

The Transportation Review Committee will be provided an update on the work products from this study addressing the regional freeway system, including the study's suggestions for Advanced Traffic Management, potential Diverging Diamond Interchanges to improve traffic flows, and Roadway Operations and Maintenance. More information can be found at www.bqaz.org.

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.

9. For information and discussion.

10. For information and discussion.

11. For information.

12. Next Meeting Date

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

12. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

August 29, 2013

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

MEMBERS ATTENDING

Avondale: Kristen Sexton for David
Fitzhugh
Glendale: Debbie Albert, Acting Chair
ADOT: John Nelson for Floyd
Roehrich
Buckeye: Jose Heredia for Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum for Sue
McDermott
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer
* Gila River: Steven Johnson
Gilbert: Dawn Irvine for Leah Hubbard
Goodyear: Cato Esquivel

Litchfield Park: Woody Scoutten
* Maricopa (City): Paul Jepson
Maricopa County: Lynne Hilliard for John
Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Ray Dovalina for Rick Naimark
* Queen Creek: Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley for Terry Lowe
Tempe: Shelly Seyler
Valley Metro: Wulf Grote for John Farry
Wickenburg: Vince Lorefice
Youngtown: Grant Anderson for Jeanne
Blackman

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews,
Avondale
*ITS Committee: Catherine Hollow, City of
Tempe
FHWA: Ed Stillings
* Members neither present nor represented by proxy.

Bicycle/Pedestrian Committee: Denise
Lacey, Maricopa County
*Transportation Safety Committee: Renate
Ehm, City of Mesa

+ - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

John Bullen, MAG
Alice Chen, MAG
Valerie Day, MAG
Monique De Los Rios-Urban, MAG
Maureen DeCindis, MAG
Bob Hazlett, MAG
Teri Kennedy, MAG
Alex Oreschak, MAG
Steve Tate, MAG

Eileen Yazzie, MAG
Giao Pham, City of Apache Junction
Win Holden, ADOT
Christine McMurdy, City of Goodyear
Stephen Chang, City of Surprise
Sunel Garb, City of Surprise
Kent Dibble, Dibble Engineering
Dan Maum, Wilson & Company

1. Call to Order

Acting Chairwoman Debbie Albert from the City of Glendale called the meeting to order at 10:05 a.m. Acting Chairwoman Albert noted that there was an addendum at the table for an updated attachment for Agenda Item #8.

2. Call to the Audience

3. Approval of Draft August 1, 2013 Minutes

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

4. Transportation Director's Report

Acting Chairwoman Albert invited Mr. Roger Herzog, Senior Project Manager at MAG, to provide the Transportation Director's Report.

Mr. Herzog informed the committee that the half cent sales tax revenues for July were \$29.8 million, 3.5% over revenues in July 2012, indicating a continuation of the pattern of improving revenues, and nearly identical to estimates for July. The Highway User Revenue Fund (HURF) for July was \$104.8 million statewide, 7.4% above July 2012 figures and above the estimate of \$101.7 million. Mr. Martin asked Mr. Herzog to clarify the percentage increase for the HURF, which was 7.4% over July 2012.

5. Consent Agenda

Addressing the next item of business, Acting Chairwoman Albert directed the Committee's attention to the consent agenda item 5A - Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects. She asked the Committee if there were any questions or comments. Seeing none, Acting Chairwoman Albert requested a motion. Mr. Cook motioned to approve the consent agenda. Mr. Martin seconded, and the motion passed by a unanimous voice vote of the Committee.

5A. Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects

The MAG Transportation Review Committee, by consent, acknowledged receipt of the Draft FY 2014-208 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects for an air quality conformity analysis, to review and comment on as appropriate.

6. Request for 2nd Deferral of the Construction Phase of Surprise Dove Valley Paving Project

Acting Chairwoman Albert invited Ms. Teri Kennedy from MAG to introduce Dick McKinley, Public Works Director from the City of Surprise, to present on the City of Surprise's request for a second deferral on the construction phase of the Surprise Dove Valley paving project. Ms. Kennedy noted that in Section 600 of the MAG Policies and Procedures, there are certain criteria

that must be met for a deferral: that the agency must show continual progress on the project, and that the agency must show the delays due to the scheduling of the project are outside the agency's controls. Ms. Kennedy noted that the item was on the agenda for action, and that the MAG Streets Committee recommended approval on August 13, 2013.

Mr. McKinley provided an overview of the project, a dust control project to pave 2 miles of Dove Valley Road to 28' of width addressing shoulders and crossings. The City of Surprise applied for and received CMAQ funding addressing PM-10 particulate matter.

Mr. McKinley provided an overview of the project's timeline. Surprise has received both environmental and utility clearances, and has commenced right of way acquisition. However, Surprise still needs 2 parcels, one from State Lands and one from a private entity. The private parcel has a trust issue that has caused problems with the timeline. Plans for the project are complete, and both material clearance and utilities clearances are completed. Right-of-way appraisals have been ordered. The process for acquiring the property from State Lands takes approximately 12-18 months, and no issues are anticipated with State Lands.

Mr. McKinley explained that the City of Surprise is moving forward with condemnation on the private parcel. Mr. McKinley noted that there was an option for avoiding condemnation by shifting the location of the road, but that option would have cost more money and was not the right solution for the problem. Mr. McKinley explained that the City of Surprise could not meet the existing obligation schedule due to the previously mentioned land acquisition issues, and that the City of Surprise needs one more deferral to complete the land acquisition and finish the project.

Mr. Cook asked when project funding was first awarded for this project. Mr. McKinley responded that the CMAQ grant was awarded in 2008-2009, for construction in FY 2012, and has been in development since then. Mr. Cook also asked what the schedule was for clearing the right of way for the state land and completing the obligation. Mr. McKinley explained that the City of Surprise expected to have most of the right of way done by the end of calendar year 2013 or beginning of calendar year 2014, with obligation in April 2014. Acting Chairwoman Albert asked for a motion. Mr. Cook moved to recommend approval. Mr. Dovalina seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

7. FY 2014-2017 MAG Highway Safety Improvement Program (HSIP) Projects

Acting Chairwoman Albert invited Mr. Sarath Joshua from MAG to present on the MAG Highway Safety Improvement Program (HSIP) Projects.

Mr. Joshua started by discussing background of the HSIP, and where the money comes from. Mr. Joshua explained ADOT started sub-allocating HSIP funds in 2010 to MPOs and COG's. At that time, MAG was receiving about \$1.3 million, mainly targeting low-cost safety improvements. MAG has programmed about 47 safety improvement projects throughout the region. Recently, expansion of the MAG planning area boundaries increased MAG's HSIP allocation from \$1.3 million to \$1.9 million. ADOT has asked MAG to issue a Call for Projects so that projects could be obligated in a timely manner. MAG issued a Call for Projects, received projects, and proposed recommendations. The results of this process were presented to the TRC committee.

Mr. Joshua explained that state gets \$32 million each year for HSIP, and of that total, local MPOs and COGs get about \$8 million each year. From that \$8 million, MAG receives about \$1.9 million per year. To expedite the obligation of projects, MAG has proposed programming 4 fiscal years of projects. A Call for Projects was issued on July 1, 2013. MAG received 6 applications from 4 member agencies. All 6 projects were proposed with multiple phases to help obligate projects. The projects were evaluated at the MAG Transportation Safety Committee on August 20, 2013, and the committee recommended all 6 projects.

Mr. Joshua detailed the 4 types of projects that were proposed. One type was intersection improvements, such as 59th and Olive, which is the 2nd highest crash risk intersection in the region (the intersection that is the highest crash risk, Dunlap and 35th Avenue is already programmed for improvements). Another type is sign inventory and management systems, which are already being implemented by a number of agencies, and will soon be a requirement under MUTCD. A third type of project is accessible pedestrian signals for the visually impaired, and the final project type was sign upgrades.

On August 20, 2013, the Transportation Safety Committee recommended approval of all 6 projects. In FY 2014, there are 6 project phases proposed for a total of \$1,093,115, leaving a balance of \$806,885. In FY 2015, there are 2 project phases proposed for a total of \$342,000, leaving a balance of \$1,558,000. In FY 2016, there are 4 project phases proposed for a total of \$599,304, leaving a balance of \$1,300,696. In FY 2017, there are 2 project phases proposed for a total of \$1,527,370, leaving a balance of \$372,630. Mr. Joshua noted that few projects were received due in part to the complex project eligibility criteria defined by ADOT and FHWA.

Mr Joshua explained that there are still unobligated HSIP funds in each year from FY 2014-2017. A portion of the unobligated balance will be obligated to projects that were already approved by Central Arizona Governments (CAG) prior to expansion of MAG boundaries, for projects within the new expanded MAG boundary. These projects (all from Apache Junction) total \$232,805 in FY 2014, \$301,068 in FY 2015, and \$299,903 in FY 2016. Those projects will reduce the remaining unobligated funds to \$574,080 in FY 2014, \$1,256,932 in FY 2015, \$1,000,793 in FY 2016, and \$372,630 in FY 2017.

Mr. Joshua told the committee that MAG is currently developing a new Strategic Transportation Safety Plan (STSP), with Margaret Boone from MAG as the project manager. Mr. Joshua stated that MAG would be holding a workshop on September 24th for the STSP, and would like all agencies to try and attend. Mr. Joshua explained that the MAG Transportation Safety Committee would discuss options for programming the balance of unobligated HSIP funds, focusing on two options: a second call for projects, and/or retaining the unobligated funds in order to address regional road safety initiatives that will be identified in the STSP.

Acting Chairwoman Albert asked the Committee if there were any questions or comments. Acting Chairwoman Albert asked where the Apache Junction projects that Mr. Joshua described came from. Mr. Joshua explained that CAG had previously programmed those projects, and because Apache Junction is now included in the MAG planning area, MAG would be including those projects in the MAG Transportation Improvement Program (TIP). Mr. Cook asked if that meant that Apache Junction's projects were double programmed, with CAG and MAG both programming the projects. Mr. Joshua explained that the projects were only being programmed

by MAG now, and not by CAG. Ms. Kennedy from MAG further explained that FY2014 funding includes the expanded boundaries for MAG, so the Apache Junction projects were being moved from the CAG TIP to the MAG TIP, so they will only be programmed once. Mr. Joshua additionally noted that the expanded MAG boundaries will be used in future Calls for Projects.

Acting Chairwoman Albert requested a motion. Mr. Martin motioned to approve. Mr. Dovalina seconded, and the motion passed by a unanimous voice vote of the Committee.

8. Transportation Alternatives Program: DRAFT Goals, Objectives, and Competitive Process

Acting Chairwoman Albert invited Ms. Eileen Yazzie from MAG to present on the Transportation Alternatives Program DRAFT Goals, Objectives, and Competitive Process.

Ms. Yazzie explained that MAP-21, the current federal transportation law, consolidated three programs that were previously available under SAFETEA-LU into one new program, Transportation Alternatives (TA): Transportation Enhancements (TE), Safe Routes to School (SRTS), and Recreational Trails. Previously, these three programs were managed by the state. The MPOs provided recommendations of projects from their regions, but a collection of representatives from the state and all of the COGs and MPOs determined the best programs state-wide. MAP-21 consolidated the programs under one umbrella and distributed half of the available funding for TA directly to MPOs with populations over 200,000. For Fiscal Years 2013 and 2014, MAG made a determination to fulfill existing commitments to previously awarded TE and SRTS projects. Previously, ADOT had capped Transportation Enhancements projects at \$500,000. MAG therefore increased the federal commitment to the maximum federal share of 94.3%. Moving ahead to FY 2015-2017, MAG had \$4.4 million per year to program.

Ms Yazzie explained that MAG initiated a survey in June 2013 of member agencies through the Bicycle and Pedestrian Committee, Transportation Safety Committee, Street Committee, Transit Committee, and Transportation Review Committee to determine TA priorities. There were 60 responses out of 105 people the survey had been sent to. Ms. Yazzie noted that she was presenting only a few of the survey results, to provide a high-level overview, and that the full survey results would be made available to the Committee through the MAG Transportation Alternatives (TA) Program website. Ms. Yazzie noted that a strong majority of respondents wanted funding to apply to projects previously eligible under the TE and SRTS programs. The survey indicated that connectivity (to transit, to destinations, to K-8 schools) on both the on-street and off-street networks was a large priority for the region, as was improving identified or perceived problems or safety issues on both the on-street and off-street networks.

The survey results indicated that some of the most critical issues faced while walking included missing or poorly maintained sidewalks, as well as unsafe street crossings. The most critical issues faced while biking included a lack of on-street bike lanes, as well as bike facilities ending or dead ending without connections. The final result highlighted asked respondents to indicate what they would prioritize if they had \$100 to spend on different types of projects. With this question, survey respondents indicated they would primarily focus their funds on on-street bicycle and pedestrian infrastructure (\$33.27), with the remaining amounts primarily distributed to SRTS infrastructure (\$23.81), off-street bicycle and pedestrian infrastructure (\$22.75), and connecting bicyclists and pedestrians to transit (\$20.94). The respondents indicated the remaining funds (\$6.56) should be spent on SRTS non-infrastructure projects. As part of the

survey, MAG wanted to ascertain whether there was a regional desire for non-infrastructure SRTS projects to be included in the funding, and the survey indicated that there was support for continuing funding for non-infrastructure SRTS projects in the MAG TA program.

Ms. Yazzie then presented on the draft goals and objectives for the TA program. Ms. Yazzie noted that the TA project application and evaluation process will be based on the goals and objectives. Projects that do not address the MAG goals and objectives, but are federally eligible, such as a project to landscape a median, could be submitted by member agencies, but those projects will not score well during the evaluation process and are therefore unlikely to be funded. Additionally, under MAP-21, performance measures, goals, and objectives will be more highly focused. The goals and objectives drafted by MAG are relating closely with draft performance measures being developed nationally, such as accessibility, connectivity, safety, safe routes to school, and equity.

Ms. Yazzie indicated that MAG is proposing to set aside \$400,000 per year for non-infrastructure SRTS projects. Originally, MAG had proposed setting aside \$250,000, but due to anticipated demand from member agencies, that proposed value was increased. However, if the application submissions total less than the maximum amount of \$400,000, any remaining funding will be flexed to infrastructure projects.

Ms. Yazzie provided an overview of the proposed evaluation team for the TA program. For infrastructure projects, the evaluation team would consist of two members each from the Bicycle and Pedestrian Committee, Street Committee, and Transportation Safety Committee, as well as one member from the Transit Committee and one representative each from ADOT and FHWA, for a total of 9 evaluators. For non-infrastructure SRTS projects, MAG is proposing that the Transportation Safety Committee would continue to evaluate the projects, as that committee has been evaluating non-infrastructure SRTS projects for the past 5 years under SAFETEA-LU.

In order to move the TA program forward, the next steps are to present the draft goals, objectives, and competitive process to the Management Committee, Transportation Policy Committee, and Regional Council for final approval in September. As that moves forward, MAG staff will finalize development of the application and continue to develop evaluation criteria related to the application. The Call for Projects for infrastructure projects would open no later than September 26. The process for non-infrastructure applications may come later in the year, as infrastructure projects generally take 2 years to obligate from the time of the award, and non-infrastructure projects require less time to get through the federal process. The deadline for submission of infrastructure project applications would be in late October, for recommended approval in December-January.

Acting Chairwoman Albert asked the Committee if there were any questions or comments. Mr. Cook asked whether non-infrastructure project funding will be able to be used for larger city/town bike events such as giveaways of bike helmets, yearly bike events, or bike education literature. Ms. Yazzie responded that under MAP-21, the eligibility does not include Transportation Enhancements education projects, such as general bike safety education. Therefore, only SRTS education is eligible for funding. The \$400,000 per year is limited to SRTS non-infrastructure projects. Mr. Wulf Grote from Valley Metro Rail asked why the Transit Committee would only have one representative for the TA evaluation team, while the other committees would have two each. Ms. Yazzie responded that there needed to be a tie-breaker

vote for the evaluation team, and additionally, while transit is important when it comes to TA infrastructure projects, the other 3 committees (Bicycle and Pedestrian, Street, and Transportation Safety) have a much deeper history and experience with delivering these types of projects. However, the transit perspective is important in the selection of TA infrastructure projects, particularly in evaluating access to transit and connectivity, so it is important to have Transit Committee representation on the evaluation panel. Mr. Grant Anderson from Youngtown requested that, when the committee is presented with the list of recommended projects for approval, the committee also be presented with the list of projects that are not recommended for approval, so that the committee can see whether the recommendations from the evaluation team follow the guidelines that were put in place.

Hearing no other questions, Acting Chairwoman Albert requested a motion. Mr. Martin motioned to approve. Mr. Cook seconded, and the motion passed by a unanimous voice vote of the Committee.

9. Sustainable Transportation Land Use Integration Study - Recommendation, Findings, and Tools

Acting Chairwoman Albert invited Ms. Yazzie from MAG to present on the Sustainable Transportation Land Use Integration Study (ST-LUIS) - Recommendation, Findings, and Tools.

Ms. Yazzie noted that the ST-LUIS started as an off-shoot of the Regional Transit Framework Study in 2010, which finished with questions of land use and how a system of 44 high-capacity transit (HCT) lines could be productive, if it could be productive, based on employment throughout the valley, as well as the cost of building out the system. Ms. Yazzie defined HCT as either light rail, commuter rail, bus rapid transit, or streetcar.

Ms. Yazzie showed a graphic of where the 44 HCT corridors might be built, and the land use distribution within ½ mile of the corridors. Ms. Yazzie noted that 73% of transit riders walked or rode a bike to reach transit. The ST-LUIS sought to identify whether there were existing land uses compatible with high-capacity transit that support safe and accessible ways for people to walk or bike to transit. MAG partnered with the Urban Land Institute (ULI) to have two public business forums. As a result, MAG was able to integrate market truths and the reality of conditions in the MAG region into the study results. As an example, Ms. Yazzie noted that the study does not generally recommend 20-story buildings, though there are parts of the region that have buildings of that size and could support that in the urban centers. Rather, the study generally recommends 5-7 stories in high-density areas.

Part of the study included market research, particularly on millennials and baby boomers, who are looking for different lifestyles out of a car, focused more on transit, walking and biking. Knowledge-based employment centers and high gas prices are also factors that were studied. Ms. Yazzie noted that performance measures and data are becoming more important as related to federal funding. A more competitive process over fewer federal funds means the MAG region will need to compete with and be evaluated against projects around the nation, and will need to have conditions that warrant improved transit. One of the factors that helped fuel the study was the existing 20-mile light rail line, which has been highly successful.

MAG held 8 to 9 stakeholder meetings, undertook an employment market analysis memorandum, and completed scenario modeling as part of the study. Key findings include that

demand for Transit-Oriented Development (TOD) is supported by demographics in the MAG region. In a future with about 8 million people in the region, about 1 million will demand a TOD-type lifestyle. Another finding was that compact walkable development and TOD are both achievable in different parts of the region. The study has helped to push the dialogue that the MAG region is very diverse; high-capacity transit is not going to work everywhere, but compact walkable developments can work in most locations to provide other sustainable transportation options. The study also found that a mix of light rail transit, upgraded bus service, and corridor modifications increases transit use and productivity. This speaks to the need for a very integrated system of diverse transit types that work together. Increased service means there is less cost to the taxpayers.

A large portion of the study was dedicated to scenario modeling. Ms. Yazzie explained that scenario modeling does not result in recommending specific corridors for approval. It does look at different options, especially as they relate to the land use issue. Scenario modeling did not include any upgrading of the bus system at all. This leaves room, when the region starts making decisions, to run a number of different scenarios.

MAG ran three different scenarios during the study. The first was called transit supply, which included all 44 high-capacity corridors that came out of the Regional Transit Framework Study. The second scenario pared the transit supply scenario down, while the third scenario, called enhanced transit, involved only a moderate expansion of the HCT network from the current existing and planned network. Ms. Yazzie noted that even the smallest scenario, the enhanced transit network, still included 160 miles of HCT, which would double or triple the network as defined by Proposition 400.

The scenario planning exercise did involve changing the land use at the station areas, converting them to HCT-oriented, transit-served, and compact walkable land use place types. The results of the scenario modeling led to a recommendation of enhanced transit, noting that a smaller, compact, selective HCT network (160 miles) worked better from a transit productivity, cost, and ridership standpoint. The overall recommendation of the study is to provide a high quality, productive transit system supported by compact walkable and transit-oriented place types. The study looked at how the region can start shifting from a suburban development pattern toward compact walkable, transit-served, and HCT oriented development, based on 7 characteristics: density, land use, transit, employment, walk access to transit, locations, and market opportunity.

The study created an interactive PDF tool, which is both an informative tool and an interactive tool that will allow agencies to examine what types of transit may serve them best based on existing land use patterns, as well as using the tool to explore how shifting land use types can be accomplished, and what that will mean for future transit development. The tool will even provide a warning for users who would consider moving from a suburban development pattern to a HCT-oriented development pattern. Additionally, the study produced a prototype development catalog to provide examples from around the valley on different place types, along with general guidelines related to the place type. The study also led to a tool to evaluate HCT corridors, with metrics relating to land use, transit supportive densities, and transit demand. This tool can be adapted in the future based on regional needs and FTA direction and evaluation; the metrics can be moved around and made more flexible to meet those needs. These tools really push the region to look at data when making future decisions on transit corridors and land uses.

Mr. Martin requested that the recommended action be modified to make clear that MAG is using FTA evaluation criteria in the process. Mr. Cook thanked Ms. Yazzie for doing a great job with this study, and noted that any time a tool that MAG agencies can use to develop and improve transit can be created, it is a great opportunity. Mr. Cook said that this study sets a good definition of what the region considers to be sufficient, a standard or goal, and a document that member agency staff can point their Councils to, in relation to what is needed if a city or town is going to be able to have high capacity transit. Ms. Yazzie noted that this is really a document that belongs to the MAG agencies, and at the end of the day, it's a taxpayer issue. How can the system work best for the taxpayers? Mr. Cook pointed out that there is a limit to what can be funded, and this study will help the best projects rise to the top. If this study can help projects meet FTA criteria from the beginning, it will be great.

Mr. Grote commented that a number of great things came out of this study. Tools that help people understand the relation of land use to transit are excellent, and commented that this study is really just a beginning in understanding how land use decisions relate to the transit. Mr. Grote also noted that land use is a major factor in transit, but not the only factor. Other things such as increased bus service and higher frequencies of service need to be kept in mind as well, but land use is perhaps the most important component. Mr. Martin noted that the Transit Committee debated this study for about a year, and he appreciated Ms. Yazzie and Mr. Eric Anderson's efforts to put this all together. Mr. Martin noted that some of the extensions that are currently being worked on model very well in terms of ridership and other factors. Mesa does not have the kind of place type being recommended in ST-LUIS, as Main Street in Mesa used to be US-60, and was built as a highway. But Mesa has a good population for transit and underlying bus service, plus a large catchment area to the east. Mr. Martin explained that, even if an agency does not meet some of the place-type requirements, there are other ways that FTA criteria can be met.

With the modification, Mr. Martin recommended approval of the motion to accept the Sustainable Transportation Land Use Integration Study recommendation, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration process, and FTA evaluation criteria. Mr. Cook seconded the motion. The motion passed by a unanimous voice vote of the Committee.

10. Update on Central Phoenix Transportation Framework Study

Acting Chairwoman Albert invited Mr. Bob Hazlett. to present on the update to the Central Phoenix Transportation Framework Study. Mr. Hazlett noted that he had a lengthy presentation to give, and it could be deferred to the next meeting. The committee chose to hear the presentation rather than defer it to the next meeting.

Mr. Hazlett discussed existing MAG framework studies: the I-10/Hassayampa Valley Roadway Framework Study, the I-8/I-10 Hidden Valley Transportation Framework Study, the Regional Transit Framework Study, the Hassayampa Framework Study for the Wickenburg Area, the Freight Transportation Framework Study, the Sustainable Transportation and Land Use Integration Study, and the Central Phoenix Transportation Framework Study. Mr. Hazlett noted that the Hassayampa and Hidden Valley studies led to the designation of the new I-11 corridor, and that the Regional Transit Framework Study led to the identification of 44 HCT corridors. Mr. Hazlett noted that all of these studies will help inform the next generation of the Regional Transportation Plan as the region looks beyond Proposition 400.

Mr. Hazlett described the project timeline. The project began in 2011, with major outreach to over 500 different interests on what the future should look like inside Loop 101. In 2012, there were a number of charrettes that led to ideas and concepts that people wanted to see happen in the Central Phoenix area. Today, MAG is in the process of finalizing the study, which will lead to steps for the next planning process of the Regional Transportation Plan, as well as the COMPASS studies on Grand Avenue and 99th Avenue, and the I-10/I-17 Corridor Master Plan “spine” study.

Mr. Hazlett described the study area, inside the Loop 101. The population of the study area is 2.3 million and employment is 1.3 million (about 75% of the region in both instances). In the future, however, the Central Phoenix area will contain less than 50% of the employment and population due to population increases to both the east and west.

There were 14 recurring themes that came out of the charrettes, including complete streets, “last mile strategies”, and road diets. There were also calls for traditional means to meet travel demands. Mr. Hazlett said that this implied a need to address choke points in the network, but not necessarily to widen the existing corridors. The study spoke to a need to find better ways for people to make connections. There were over 200 total project ideas to come out of the charrettes, primarily focused around transit, bicycles and pedestrians, the arterial intersections and links, and freeway interchanges and links. Because of the volume and costs of all the ideas, it is unlikely that all of them could be implemented.

The project consultant sifted through all of the proposed ideas and created a database for mapping and a qualitative analysis using the EPA-DOT-HUD sustainability criteria. From this database, the consultant identified 14 final work products to help inform the next generation of the Regional Transportation Plan: Improvement Strategies, the “Spine Corridor”, the Freeway System Plan, the SR-30 Corridor Extension, Park-and-rides, DHOVs, ATM Deployment, Roadway Maintenance, DDIs, Indirect Left Turn Arterial Concepts, Arterial Intersections, Transit Strategies, Pedestrian and Bicycle Strategies, and an Executive Summary Poster. Mr. Hazlett focused on five of these products: the “Spine Corridor”, the Freeway System Plan, the SR-30 Corridor Extension, Park-and-Rides, and DHOV’s.

Mr. Hazlett noted that MAG, FHWA, and ADOT met to discuss the corridor studies being done on the I-10 and I-17 corridors. Earlier environmental studies had indicated the potential to widen I-10 to 24 lanes, and I-17 to 18 lanes, and led to project budget territories that were beyond what the region could afford. About a month after ADOT suspended the Environmental Impact Studies for both of those corridors, MAG was asked to conduct a “Spine Corridor” workshop to discuss the future of these two corridors. As a result, the path forward became more defined: with the \$1.5 billion programmed for these corridors through the Regional Transportation Plan, a four-step process of spot improvements, a corridor master plan (led by MAG over a 12-18 month period), environmental studies, and design, construction, and operation. Spot improvements in the near term would address immediate needs and bottlenecks within existing ADOT rights-of-way. At the same time, the Request for Proposals for the Corridor Master Plan has been released, with proposals due to MAG by October 3, 2013. ADOT would lead the Environmental Studies and handle design, construction, and operation in the future.

Mr. Hazlett noted that, as part of the Central Phoenix study, the consultant had already begun to look at some of the issues related to both interstate freeways. One of the interchanges examined

was the “split interchange” of I-10 and I-17 by Sky Harbor Airport. This interchange was discovered to be in Sky Harbor’s airspace, and if any modifications were made to this interchange, the entire interchange would have to be moved entirely out of the airspace. The consultant examined how modifications could be made to move forward with improving the interchange.

Another discussion during the study, relating to the Freeway System Plan, was that widening any of these interstates in urban settings would be very difficult. Additionally, it was unclear as to whether the region would even want further widenings of the freeway system. One idea was to “cap the footprint” of the existing freeway rights-of-way. The consultant looked at choke points in the system, highlighting the actual rights-of-way and what could be done within those restrictions, which could be used to inform future planning efforts.

Mr. Hazlett explained that another project concept from the charrettes was an extension of the I-10 Reliever, also known as the SR-30 Corridor. This corridor is outside of the Proposition 400 funding, but is part of the Regional Transportation Plan (RTP). In the RTP, however, the SR-30 ends at the South Mountain Freeway, and many participants in the study noted that it should instead continue all the way to downtown Phoenix. If it ended at the South Mountain Freeway, there would still be a constant bottleneck between the I-10/South Mountain interchange and the I-10/I-17 “Stack” interchange. With the cooperation of the City of Phoenix, the consultants began to examine what might be possible in the corridor between the South Mountain Freeway and the I-17, while still accommodating the Avenida Rio Salado. The high-level environmental review indicated that an extension of the corridor was feasible, and modeling showed the extension would care 170,000 vehicles a day in 2035.

Mr. Hazlett noted that the consultant also examined best practices of Park-and-Rides lots (particularly in San Diego, Denver, and Seattle), and how they could integrate with the freeway system and use Direct HOV ramps (DHOVs). The consultant also examined the current DHOVs in Proposition 400 (such as the recent project to add DHOVs at Maryland Avenue and SR-101 in Glendale), and the potential to build additional DHOV ramps, at arterials, at system interchanges. The charrettes identified 35 DHOV possible locations. Because it would not be feasible to build all of those, the consultant narrowed the options down to eleven best candidate locations based on constructability, the existing system, and land use compatibility. MAG will need to work with member agencies to prioritize those eleven potential locations. The consultant created concept drawings for some of the potential DHOV locations, such as at I-17 and the Metrocenter mall.

Mr. Hazlett explained that the next phase of the Central Phoenix study will cover ATM deployment, roadway maintenance and diverging diamond interchanges (DDIs). The DDIs can improve bottlenecks at diamond interchanges for at a low cost. Regarding roadway maintenance, Mr. Hazlett noted that the region is currently in good shape for operations and maintenance (O&M), but in the 2040 horizon, there will be a large need for replacement or rehabilitation of 50-year old freeway structures. Additionally, the consultant will examine the potential for arterial indirect left turns, looking at the potential need to talk about grade separation of arterial intersections, transit strategies, and bicycle and pedestrian strategies.

Mr. Cook noted that the region needs to incorporate Operations and Maintenance very clearly moving ahead whenever decisions are made. Mr. Dovalina commended Mr. Hazlett and the

overall study team, stating that there are a lot of ideas coming out of this study, looking at a holistic network approach, and that the region cannot build its way out of congestion. This study is taking a good direction to help central cities find better ways to approach transportation. Mr. Martin asked if there was a path forward on the proposed HOT lanes on the Broadway Curve on I-10. Mr. Hazlett noted that ADOT has looked at improvements at the Broadway Curve for some time, and said that the Corridor Master Plan for the “spine” corridor will ask if there are other corridors that can be improved to help improve travel through that area. In scenarios with a managed lanes approach, an 18 lane section handled traffic better than a 24 lane section.

Additionally, when looking at operations and maintenance, wider lanes mean much higher operations and maintenance costs. Right now, operations and maintenance of the current freeway system, in an ideal situation, will \$17,400 per lane mile per year, or over \$2 billion over a 25 year period. Mr. Martin noted that he was not advocating to build out to more freeway lanes, but that he wanted to ensure that there was a way to address safety issues on the corridor, such as weaving. As far as costs to operations and maintenance, Mr. Martin was concerned about the sheer volume of studies being considered now for parkway studies by the county and additionally I-11, noting that these are very long and widely dispersed new corridors that will have their own operations and maintenance costs. Mr. Martin stated that he would potentially like to see the region put on a freeway diet, and not to see new freeway corridors expanded out far from the core, in part because of the operations and maintenance costs. Mr. Martin noted that he understood that the region may need these corridors in 2050, but that it seems the region is studying them as though they will be built in the next 20 years. Mr. Martin noted that the project focus has shifted from traffic counts to economic development.

Acting Chairwoman Albert noted that this item was only on the agenda for information and discussion, and that there was no action needed as part of this agenda item.

11. Information on the Grand Canyon State Logo Sign Program

Acting Chairwoman Albert invited Win Holden to present on the Grand Canyon State Logo Sign Program.

Mr. Holden provided the committee with an overview of the program, which is now under ADOT management after previously being managed by a private vendor from Minnesota. ADOT decided to bring the program back under their control in order to provide another source of revenue for the highway fund. Program in urban areas has potential to produce 4 to 5 times the revenue that rural areas were generating, or about \$10 million at maturity, all of which would go into the highway fund. There are six business types that are eligible for the program: food, gas, lodging, 24-hour pharmacies, attractions, and camping.

Mr. Holden emphasized that safety is always a key criterion, and ADOT has worked closely with FHWA partners. At each eligible interchange approach, there could be between 1 and 4 signs, with more signs being the exception rather than the rule, due to spacing and engineering concerns. The signs may be on the exited road or a cross street. A logo sign can be off of the freeway system if the business is on a qualified cross street, though pathfinder signs would be required in those instances. The signs are paid for, owned, and maintained by ADOT, but the locality needs to approve and permit the signs. The rules process for the signs was approved with a public hearing process.

Few signs have been installed yet, but a rollout plan is being followed for implementation. Market dynamics, business populations, and traffic counts at each intersection will determine the rates for the signage. If there is more competition, rates would be higher, and if there is less competition, rates would be lower.

Mr. Holden displayed a map of the tentative planned build-out, which is anticipated to take 3-4 years for the entire infrastructure in the Phoenix metro area. By the end of 2013, parts of SR-101 and I-17 will be ready. Most of the remainder of SR-101, as well as an additional section of I-17 and parts of I-10 will be ready in the first half of 2014. Most of SR-202, as well as the entire SR-51, will be ready by the end of 2014, and most of US-60 will be ready in 2015. Other metro areas in the state will be addressed once the Phoenix area is completed.

Mr. Cook noted that previously, ADOT was not very responsive to using signage beyond the MUTCD-required freeway signage. Mr. Cook noted that public facilities did not seem to be addressed by this program, for example, a city hall, centers for the arts, or historic districts. Mr. Holden replied that public facilities would not be addressed as part of this program, as they are not MUTCD-approved signs. Mr. Cook noted that the MUTCD is not an absolute requirement, and is only a guide, and that ADOT could add such facilities to the list through their process if they chose to do so. Mr. Holden replied that he would take that input back to ADOT, but such signs would not be part of this program, which is directed exclusively to commercial signage. Mr. Terry Lowe from Surprise asked if the program could be coordinated with mobile guidance systems such as Garmin. Mr. Holden replied that the private competitive companies do not want to be a part of the program yet. Additionally, ADOT does not want drivers to be using mobile devices while they are driving. However, the hope is that in the future, there could be a way to coordinate with them, but not at this time. Mr. Stillings asked about the 3 mile distance that businesses could be located away from the freeway and still have a sign as part of this program, as that might work in rural areas, but it would probably not be expected that drivers in urban area will go 3 miles off the interstate. Mr. Holden answered that it would be very unusual for a business to participate in the program if they were so far away in an urban area, with more competitors closer to the freeway; however, both the program and MUTCD permit it, and it is too soon in the program to tell whether those businesses would want to participate.

12. Request for Future Agenda Items

Acting Chairwoman Albert requested topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting. Mr. Martin asked the county to come in and update the committee on parkway studies, how those parkways connect to Interstate 11, and how these parkways would be paid for and maintained. Hearing no other requests, Acting Chairwoman Albert moved on to the next agenda item.

13. Member Agency Update

Acting Chairwoman Albert offered opportunities for member agencies to present updates to their community. There were no other updates from member agencies.

14. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday,

September 26, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room. Mr. Grant Anderson from Youngtown noted that there was a conflict with a special bicycle/pedestrian meeting scheduled on that day.

There being no further business, Acting Chairwoman Albert adjourned the meeting at 11:45 a.m.

ATTACHMENT #1

Agenda #5B

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY...

DATE:

September 18, 2013

SUBJECT:

Project Changes – Amendments to the Fiscal Year 2013 Transit Program of Projects and Fiscal Year 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 29 times, with the latest modification approved on September 16, 2013. Since then, project updates and revisions are needed.

The projects in this amendment include funding for Federal Transit Administration Section 5310 Enhanced Elderly and Persons with Disabilities Transportation, Section 5307 sub-allocation of Job Access Reverse Commute eligible activities, Section 5307 Urbanized Area (UZA) Formula Programs, and Section 5307 Avondale-Goodyear UZA Funds with the award of funding from the ADOT competitive process.

Section 5310 Enhanced Elderly and Persons with Disabilities Transportation projects were selected for funding through a regional competitive process. The projects were evaluated and priority ranked by the Elderly and Persons with Disability committee on July 22, 2013. The projects were recommend for funding by the MAG Human Services Technical Committee and MAG Management on September 12, 2013. These projects primarily service private non-profit operators and include Mobility Management projects, bus capital, non-bus capital, and services beyond American Disability Act requirements.

Section 5307 Job Access Reverse Commute projects were selected for funding through a regional competitive process. The projects were evaluated and priority ranked by the MAG Elderly and Persons with Disability committee on July 22, 2013. The projects were recommend for funding by the MAG Transit Committee on August 8, 2013. The goals and objectives of this program is to fund transit service for low-income and reverse commute transit customers in the region.

Section 5307 Urbanized Area Formula (UZA) Program projects were selected for funding through a regional competitive process that was evaluated and priority ranked by an ad-hoc subcommittee of the MAG Transit Committee. This program area's goal is to fund projects that are regional and fulfill unmet capital needs that are not funded by the Transit Life Cycle Program.

The projects for Section 5307 Avondale-Goodyear UZA Formula Program are amended to reflect additional funding from the Arizona Department of Transportation. The region submitted an application for funds for bus purchase replacement during the ADOT statewide competitive

process. The UZA was awarded \$1,217,045. These funds will be utilized to purchase buses to support existing transit routes that serve the Avondale-Goodyear member agencies.

PUBLIC INPUT:

No comments were received.

PROS & CONS:

PROS: Approval of the TIP amendment and administrative modification will allow the region's grant recipient to apply for FTA grants and projects to move forward.

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 programming guidelines.

ACTION NEEDED:

Recommend approval and the amendment to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

On September 11, 2013, the Management Committee by unanimous voice vote, recommended approval of the Section 5310 Enhanced Elderly and Persons with Disabilities Transportation, Section 5307 Job Access Reverse Commute projects.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Rich Dlugas, Chandler
Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe

Darryl Crossman, Litchfield Park
Paul Jepson for Trisha Sorensen, City of Maricopa
Miranda DeWitt for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Jeff Tyne for Carl Swenson, Peoria
David Cavazos, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg

Jeanne Blackman, Youngtown
* John Halikowski, ADOT
John Hauskins for Tom Manos,

Maricopa County
Jyme Sue McLaren for Steve Banta,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

PRIOR COMMITTEE ACTIONS:

On September 12, 2013, the Human Services Technical committee recommended approval of the Urbanized Area Formula Programs.

Members Attending

*Mary Berumen, City of Mesa
*Kyle Bogdon, DES/ACYF
Trish Serlin for Jan Cameron, City of
Scottsdale
*Krista Cornish, Town of Buckeye
Naomi Farrell, City of Tempe, Chair
*Jessica Fierro, Town of Gilbert
*Janeen Gaskins, City of Surprise
+Laura Guild, Arizona Department of
Economic Security
+Ilene Herberg, Arizona Department of
Economic Security/DDD
*Jeffrey Jamison, City of Phoenix
Tim Cole for Deanna Jonovich, City of
Phoenix
Amanda Weiler for Jim Knaut, Area
Agency on Aging

*Margarita Leyvas, Maricopa County
*Joyce Lopez-Powell, Valley of the Sun
United Way
Steven MacFarlane, City of Phoenix
Caterina Mena, Tempe Community
Council
+Leah Powell, City of Chandler
*Cindy Saverino, Arizona Department of
Economic Security
+Stephanie Small, City of Avondale,
Vice Chair

OTHERS PRESENT

Joseph Brandon
Glen Spencer, Area Agency on Aging
Rachel Brito, MAG

DeDe Gaisthea, MAG
Melodie Jackson, MAG
Rena Tenney, MAG

+Present by audio conference.

#Present by video conference.

*Neither present nor represented by proxy.

PRIOR COMMITTEE ACTIONS:

On September 12, 2013, the Transit committee recommended approval of the Urbanized Area Formula Programs.

MEMBERS ATTENDING

*ADOT: Nicole Patrick
Avondale: Rogene Hill
#Buckeye: Andrea Marquez
Chandler: Dan Cook for RJ Zeder
El Mirage: Sue McDermott
#Gilbert: Leslie Hart

*Paradise Valley: Jeremy Knapp
Peoria: Maher Hazine
Phoenix: Ken Kessler for Maria Hyatt
*Queen Creek: Chris Anaradian
Scottsdale: Madeline Clemann, Chair
*Surprise: David Kohlbeck

Glendale: Matthew Dudley for Cathy Colbath
Goodyear: Cato Esquivel
#Maricopa: David Maestas
*Maricopa County DOT: Mitch Wagner
Mesa: Jeff Martin for Jodi Sorrell

Tempe: Robert Yabes
#Tolleson: Chris Hagen
Valley Metro: Deron Lozano for Wulf
Grote
*Youngtown: Grant Anderson

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

OTHERS PRESENT

Eileen Yazzie, MAG
Marc Pearsall, MAG
Alice Chen, MAG
DeDe Gaisthea, MAG
Jorge Luna, MAG
Kristen Sexton, Avondale

Ted Mariscal, Phoenix
Mindy Kimball, ASU School of
Sustainability
Matt Tsark, Strand

CONTACT PERSONS:

Alice Chen, Transportation Planner III or Teri Kennedy, Transportation Programming Manager,
(602) 254-6300.

Table A. Transit Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

9/17/2013

Transit															
TIP #	Agency	Project Location	Project Description	Fiscal Year for work	Estimate Date for Completion/Open to Traffic: MM/YY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	
MAG13-402F	Valley Metro-Rail	Regionwide	JARC apportionment	2013		0	0	0	5307 - JARC	\$ -	\$ 1,800,000	\$ -	\$ -	2,160,000	Delete - Replaced by competitively selected JARC Projects
GLN13-151	Glendale	City of Glendale - Citywide	Bethany Home- Route 60	2013		0	0	0	5307 - JARC	\$ 477,567	\$ 139,067	\$ -	\$ 616,634	New JARC Project	
GLN13-152	Glendale	City of Glendale - Citywide	Route 59th Avenue	2013		0	0	0	5307 - JARC	\$ 267,979	\$ 76,989	\$ -	\$ 344,968	New JARC Project	
VMT13-151	RPTA/ Valley Metro	City of Glendale - Citywide	Route 70- Glendale Ave	2013		0	0	0	5307 - JARC	\$ 1,100,729	\$ 311,961	\$ -	\$ 1,412,690	New JARC Project	
PHX13-151	Phoenix	City of Phoenix - Citywide	Routes 3 Van Buren, 17 McDowell, 29 Thomas Roads	2013		0	0	0	5307 - JARC	\$ 2,705,693	\$ 756,389	\$ -	\$ 3,462,082	New JARC Project	
SCT13-151	Scottsdale	City of Scottsdale - Citywide	Miller Road Circulator (OMITTED Route 514 -Not eligible)	2013		0	0	0	5307 - JARC	\$ 606,853	\$ 167,321	\$ -	\$ 774,174	New JARC Project	
VMT13-152	RPTA/ Valley Metro	Gila River Indian Community/Phoenix	Route 251- Gila River	2013		0	0	0	5307 - JARC	\$ 781,299	\$ 212,441	\$ -	\$ 993,740	New JARC Project	
VMT13-153	RPTA/ Valley Metro	City of Scottsdale - Citywide	Route 72- Scottsdale Rd Extension	2013		0	0	0	5307 - JARC	\$ 151,725	\$ 38,415	\$ -	\$ 190,140	New JARC Project	
VMT13-154	RPTA/ Valley Metro	City of Surprise - Citywide	Route 571- Surprise Express	2013		0	0	0	5307 - JARC	\$ 192,559	\$ 47,341	\$ -	\$ 239,900	New JARC Project	
TOL13-151	Tolleson	City of Tolleson - Citywide	Zoom Circulator	2013		0	0	0	5307 - JARC	\$ 150,304	\$ 32,146	\$ -	\$ 182,450	New JARC Project	
VMT13-155	RPTA/ Valley Metro	Regionwide	Next Ride- Purchase signs & install& SMS units	2013		0	0	0	5307 - JARC	\$ 86,571	\$ 17,929	\$ -	\$ 104,500	New JARC Project	
PNP13-101	Foothills Caring Corps	Carefree, Cave Creek, North Phoenix	Mobility Manager Position	2013		0	0	0	5310	\$ 12,884	\$ 51,536	\$ -	\$ 64,420	New 5310 Project	
PNP13-102	Terros	Region-wide	Mobility Manager Position	2013		0	0	0	5310	\$ 16,128	\$ 64,512	\$ -	\$ 80,640	New 5310 Project	
PNP13-103	Marc Center	East Valley	Mobility Manager Position	2013		0	0	0	5310	\$ 10,450	\$ 41,800	\$ -	\$ 52,250	New 5310 Project	
PNP13-104	Foothills Caring Corps	Carefree, Cave Creek, North Phoenix	Computer, mapping software	2013		0	0	0	5310	\$ 322	\$ 1,288	\$ -	\$ 1,610	New 5310 Project	
PNP13-105	About Care	East Valley	Interactive service map	2013		0	0	0	5310	\$ 1,000	\$ 4,000	\$ -	\$ 5,000	New 5310 Project	
PNP13-106	Glendale	City of Glendale - Citywide	GUS 3	2013		0	0	0	5310	\$ 62,141	\$ 27,859	\$ -	\$ 90,000	New 5310 Project	
PHX13-152	Phoenix	City of Phoenix - Citywide	Disability Empowerment Center Feeder Shuttle Service	2013		0	0	0	5310	\$ 62,450	\$ 27,550	\$ -	\$ 90,000	New 5310 Project	
GLN13-153	Glendale	City of Glendale - Citywide	Taxi Voucher Program	2013		0	0	0	5310	\$ 87,597	\$ 37,403	\$ -	\$ 125,000	New 5310 Project	
PNP13-107	NAU	Chanlder, Fountial Hills, Gilbert Glendale, Mesa, Paradise Valley, Peoria, Phoenix, Scottsdale, Tempe	Senior Companion Program-Volunteer Reimbursement for mileage, admin (salaries) and indirect costs	2013		0	0	0	5310	\$ 121,005	\$ 50,825	\$ -	\$ 171,830	New 5310 Project	

Table A. Transit Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

9/17/2013

Transit														
TIP #	Agency	Project Location	Project Description	Fiscal Year for work	Estimate Date for Completion/Open to Traffic: MM/YY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMT-155	RPTA/ Valley Metro	El Mirage, Peoria, Sun City, Sun City West, Surprise, Youngtown, Chandler, Gilbert, Mesa, Temp, Scottsdale	Alternatives Project - WV DAR 1,409,800 EV Taxi Subsidy 1,527,500 Scottsdale Trolley 200,000	2013		0	0	0	5310	\$ 1,947,457	\$ 804,543	\$ -	\$ 2,752,000	New 5310 Project
PNP13-108	Nobody's Perfect	Chandler, Queen Creek	New Freedom & JARC Service for the thrift store (employment) and recreational activities	2013		0	0	0	5310	\$ 22,364	\$ 8,636	\$ -	\$ 31,000	New 5310 Project
PNP13-109	Chandler Gilbert Arc	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	1 Cutaway with Lift (1x\$62K)	2013		0	0	0	5310	\$ 49,600	\$ 12,400	\$ -	\$ 62,000	New 5310 Project
PNP13-110	The Centers for Habilitation (TCH)	Chandler, Tempe, Mesa, Phoenix	2 Cutaway with Lift (2x\$62K)	2013		0	0	0	5310	\$ 99,200	\$ 24,800	\$ -	\$ 124,000	New 5310 Project
PNP13-111	STARS	Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	1 Cutaway with Lift (1x\$62K)	2013		0	0	0	5310	\$ 49,600	\$ 12,400	\$ -	\$ 62,000	New 5310 Project
PNP13-112	United Cerebral Palsy (UCP)	North Central Phoenix, Paradise Valley, Glendale, Peoria	3 Cutaways with Lift (3x\$62K)	2013		0	0	0	5310	\$ 148,800	\$ 37,200	\$ -	\$ 186,000	New 5310 Project
PNP13-113	One Step Beyond	Peoria, Glendale, Surprise, Sun Cities, Phoenix	1 Maxivan- No lift (1x\$26K) 1 Minivan- No Ramp (1x\$25K)	2013		0	0	0	5310	\$ 40,800	\$ 10,200	\$ -	\$ 51,000	New 5310 Project
PNP13-114	Arizona Spinal Cord Injury Assoc	Region-wide	1 Cutaway with Lift (1x\$62K)	2013		0	0	0	5310	\$ 49,600	\$ 12,400	\$ -	\$ 62,000	New 5310 Project
PNP13-115	Marc Center	Mesa	3 Cutaways with lift(3x\$62K)	2013		0	0	0	5310	\$ 148,800	\$ 37,200	\$ -	\$ 186,000	New 5310 Project
PNP13-116	Hacienda Healthcare	Region-wide	2 Cutaway with Lift (2x\$62K) 1 Minivan with Ramp (1x\$50K)	2013		0	0	0	5310	\$ 139,200	\$ 34,800	\$ -	\$ 174,000	New 5310 Project
PNP13-117	Valley Life	Avondale, Goodyear, Litchfield Park, Glendale, Phoenix, Tolleson,	Maxivan - No lift (1x\$26K)	2013		0	0	0	5310	\$ 20,800	\$ 5,200	\$ -	\$ 26,000	New 5310 Project
PNP13-118	Benevilla	Northwest Phoenix, El Mirage, Glendale, Peoria, Sun City Youngtown	1 Maxivan w/ Lift (1x\$58K)	2013		0	0	0	5310	\$ 46,400	\$ 11,600	\$ -	\$ 58,000	New 5310 Project
PNP13-119	Gompers	Region-wide	2 Minivans- No Ramp (2x\$25K)	2013		0	0	0	5310	\$ 40,000	\$ 10,000	\$ -	\$ 50,000	New 5310 Project
PNP13-120	Beatitudes	Glendale, Paradise Valley, Phoenix	Minivan with Ramp (1x\$50K)	2013		0	0	0	5310	\$ 40,000	\$ 10,000	\$ -	\$ 50,000	New 5310 Project
PNP13-121	Lifewell	Region-wide	3 Maxivans- No lift (3x\$26K)	2013		0	0	0	5310	\$ 62,400	\$ 15,600	\$ -	\$ 78,000	New 5310 Project
PHX13-155	Phoenix	South Transit Facility Refurbishments	South Transit Facility Refurbishments	2013		0	0	0	5307	\$ 8,500,000	\$ 2,500,000	\$ -	\$ 11,000,000	New Project: Regional Competitive Project

Table A. Transit Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

9/17/2013

Transit														
TIP #	Agency	Project Location	Project Description	Fiscal Year for work	Estimate Date for Completion/Open to Traffic: MM/YY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX13-154	Phoenix	HASTUS 2013 Upgrade	HASTUS 2013 Upgrade	2013		0	0	0	5307	\$ 552,187	\$ 368,118	\$ -	\$ 920,305	New Project: Regional Competitive Project
TMP13-151	Tempe	EVBOB - Building systems and and CO/O2 sensors	EVBOB - Building systems and and CO/O2 sensors	2013		0	0	0	5307	\$ 55,000	\$ 250,000	\$ -	\$ 305,000	New Project: Regional Competitive Project
TMP13-152	Tempe	Route 56 Bus Stop Improvements	Route 56 Bus Stop Improvements	2013		0	0	0	5307	\$ 22,000	\$ 100,000	\$ -	\$ 122,000	New Project: Regional Competitive Project
CHN13-151	Chandler	Route 56 Extension - Bus Shelter Procurement and Installation	Route 56 Extension - Bus Shelter Procurement and Installation	2013		0	0	0	5307	\$ 13,278	\$ 53,114	\$ -	\$ 66,392	New Project: Regional Competitive Project
TMP13-153	Tempe	EVBOB - CNG Pump Expansion	EVBOB - CNG Pump Expansion	2013		0	0	0	5307	\$ 263,525	\$ 1,054,100	\$ -	\$ 1,317,625	New Project: \$537,163 from Regional Competitive Project, \$516,937 from project cost savings
SCT13-152	Scottsdale	Crosscut Canal Bridge - Pathways to Transit	Crosscut Canal Bridge - Pathways to Transit	2013		0	0	0	5307	\$ 271,328	\$ 180,886	\$ -	\$ 452,214	New Project: Regional Competitive Project
VMT13-106T	Valley Metro/RPTA	Avondale Regionwide	Operating:Operating Assistance TBD	2013		0	0	0	5307-AVN UZA	\$ -	\$ 2,246,585	\$ 2,246,585	\$ 4,493,170	Increase Operating Assistance made available from ADOT funds for bus purchases.
PHX13-120T	Phoenix	Avondale Regionwide	Purchase bus: standard 40 foot - 4 replace	2013		0	0	0	5307-AVN UZA	\$ -	\$ 1,822,400	\$ 321,600	\$ 2,144,000	Amend: Add awarded funds from ADOT. Increase bus purchases to 4.
VMT13-902T	Valley Metro/RPTA	Regionwide: Fixed Route	Preventive Maintenance	2013		0			5307	\$ 897,391	\$ 3,072,625	\$ -	\$ 3,970,016	Amend: Reduce RPTA PM by \$516,937 from utilizing project cost savings

ATTACHMENT #2

Agenda Item #5C

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY...

DATE:

September 18, 2013

SUBJECT:

Job Access Reverse Commute Coordination - Lead Agency Change

SUMMARY:

On March 27, 2013, the MAG Regional Council approved the Regional Programming Guidelines for Federal Transit Formula Funds. Under Section 300 of the Guidelines, the programming priorities included allocation for funding for Job Access Reverse Commute (JARC) related activities. Under Section 703 of the Guidelines, it was recommended that the City of Phoenix, the regional designated grant recipient, continue as the lead in the JARC application process, coordinating with MAG Human Services staff and the MAG Elderly and Persons with Disability Transportation Program (EPDT) Ad Hoc Committee. The Fiscal Year 2013 application process was completed in July 2013. The MAG EPDT Ad Hoc Committee held a debrief meeting on August 22, 2013. It was recommended at the debrief meeting, that given the MAG Transit Committee member's backgrounds regarding JARC criteria, that MAG staff, working with the Transit Committee assume the lead for future JARC applications.

PUBLIC INPUT:

No comments were received.

PROS & CONS:

PROS: Approval of the Lead Agency change would allow the MAG Transit Committee to have greater input on the JARC projects and applications. Collaboration would continue between the MAG Human Services and Transportation Division.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Regional Programming Guidelines for Federal Transit Formula Funds would be updated to reflect MAG as the lead agency for the JARC application process. This would allow MAG staff to administer the applications and evaluation process. MAG Transportation and Human Services Staff would coordinate the process.

POLICY: This amendment request is in accord with MAG programming guidelines.

ACTION NEEDED:

For information, discussion, and possible recommendation to update Section 703 of the Regional Programming Guidelines for Federal Transit Formula Funds to change the lead agency for JARC evaluation process from City of Phoenix to MAG.

PRIOR COMMITTEE ACTIONS:

On September 12, 2013, the Transit committee by unanimous voice vote, recommended approval to update Section 703 of the Regional Programming Guidelines for Federal Transit Formula Funds to change the lead agency for JARC evaluation process from City of Phoenix to MAG.

MEMBERS ATTENDING

- *ADOT: Nicole Patrick
- Avondale: 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: David Maestas
- *Maricopa County DOT: Mitch Wagner
- Mesa: Jeff Martin for Jodi Sorrell

- *Paradise Valley: Jeremy Knapp
- Peoria: Maher Hazine
- Phoenix: Ken Kessler for Maria Hyatt
- *Queen Creek: Chris Anaradian
- Scottsdale: Madeline Clemann, Chair
- *Surprise: David Kohlbeck
- Tempe: Robert Yabes
- #Tolleson: Chris Hagen
- Valley Metro: Deron Lozano for Wulf Grote
- *Youngtown: Grant Anderson

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

OTHERS PRESENT

- Eileen Yazzie, MAG
- Marc Pearsall, MAG
- Alice Chen, MAG
- DeDe Gaisthea, MAG
- Jorge Luna, MAG
- Kristen Sexton, Avondale
- Ted Mariscal, Phoenix
- Mindy Kimball, ASU School of Sustainability
- Matt Tsark, Strand

CONTACT PERSONS:

Alice Chen, Transportation Planner III or Teri Kennedy, Transportation Programming Manager, (602) 254-6300.

August 30, 2013

To: MAG Transit Committee
From: Alice Chen, Transportation Planner III
Subject: Job Access Reverse Commute Coordination – Lead Agency Change

On March 27, 2013, the MAG Regional Council approved the Regional Programming Guidelines for Federal Transit Formula Funds. Under Section 300 of the Guidelines, the programming priorities included allocation for funding for Job Access Reverse Commute (JARC) related activities. Under Section 703 of the Guidelines, it was recommended that the City of Phoenix, the regional designated grant recipient, continue as the lead in the JARC application process, coordinating with MAG Human Services staff and the MAG Elderly and Persons with Disability Transportation Program (EPDT) Ad Hoc Committee. The Fiscal Year 2013 application process was completed in July 2013. The MAG EPDT Ad Hoc Committee held a debrief meeting on August 22, 2013. It was recommended at the debrief meeting, that given the MAG Transit Committee member's backgrounds regarding JARC criteria, that MAG staff, working with the Transit Committee assume the lead for future JARC applications.

Current Language

703. JOB ACCESS REVERSE COMMUTE (JARC)

2. City of Phoenix will lead the JARC evaluation process coordinating with the MAG Human Services Division. Applications would be a coordinated effort between MAG Human Services Division and the City of Phoenix with final approval from MAG Regional Council.

Proposed Revised Language

703. JOB ACCESS REVERSE COMMUTE (JARC)

2. ~~City of Phoenix~~ **MAG** will lead the JARC evaluation process coordinating with the **MAG Transit Committee** and MAG Human Services Division. Applications would be a coordinated effort between **MAG Transit Committee and** MAG Human Services Division ~~and the City of Phoenix~~ with final approval from MAG Regional Council.

If you have any questions or concerns, please contact Alice Chen at achen@azmag.gov or DeDe Gaisthea at dgaisthea@azmag.gov at 602-254-6300.

ATTACHMENT #3

Agenda Item #6

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 18, 2013

SUBJECT:

Northwest Valley Local Transit System Study Recommendations

SUMMARY:

The Northwest Valley Local Transit System Study (NWVLTSS) was launched in April 2012 to investigate what a future transit system for the Northwest Valley area would look like. The study has finalized and staff is requesting acceptance of the study findings, recommendation and plan.

In recent years, the Northwest Valley has exhibited rapid growth. Communities have seen their populations double or triple in size in less than a decade and the Northwest of the MAG Region now exceeds approximately 600,000. These increases in growth have also resulted in increased demand for transit service. The purpose of the Northwest Valley Local Transit System Study is to develop a three-phased plan that identifies short-, mid-, and long-range strategies for local transit. The time-frames are identified as what can be accomplished in the short-range (0-5 yrs), mid-range (5-10), and long-range (10-15+ and beyond). These horizon years help organize planning efforts and are subject to funding availability. Ultimately, the plan arising from this study will serve as a blueprint for a sustainable and market-based local transit system that ties into the regional transit network.

The study area includes the communities of Buckeye, El Mirage, Surprise, and Youngtown, and portions of Glendale, Peoria and unincorporated Maricopa County, as well as the unincorporated communities of Sun City, Sun City West and Sun City Festival in the northeastern area of the town of Buckeye.

The study had two major phases. The first was to identify potential efficiencies in the current service. The second was to develop a comprehensive, market-defined, local transit system plan that meets the internal mobility needs of the sub-area and ties the sub-area to the overall regional transit system. The study took a six task approach in developing its recommendations: Task 1 - Project scope refinement and Project Management Plan; Task 2 - Public involvement process (1 year; over 35 meetings); Task 3 - Analyze existing and future population, Transportation, land-use conditions and socioeconomic data; Task 4 - Develop Northwest Valley local transit service needs: short-, mid-, and long-range; Task 5 - Financial analysis; and Task 6 - Developing and recommend a Northwest transit system plan.

The study presented an approach and potential funding requirements for developing transit service in the Northwest Valley over time that responds to local travel patterns and is reasonably cost-effective. Proposed recommendations include instituting new and expanding current neighborhood circulators, implementing major north-south routes as well as major east-west routes, implementing flexible transit service in certain areas, and providing the required complementary Americans with Disabilities Act (ADA) paratransit service.

Additional recommendations included creating a local volunteer drive program in Sun City Festival, modifying existing Glendale and Peoria transit routes to better align with a consolidated express route, extend Valley Metro service into Sun City and increasing frequency on a route serving Banner Boswell Medical Center. Recommendations also included creating a regional partnership among cities and identifying funding sources and future planning guidance.

Please see the attached Executive Summary for more details. Detailed information on the recommendations can be found on the MAG project website at: <http://www.azmag.gov/Projects/Project.asp?CMSID=4206>

PUBLIC INPUT:

The study incorporated a continuous twelve month public involvement process which included an online and intercept surveys, over 35 public meetings, multiple open houses, and presentation before various Councils and Boards of participating study members and stakeholders.

PROS & CONS:

PROS: This study provides a detailed evaluation for expanding and implementing transit service in the Northwest Valley for the short-, mid-, and long-range.

CONS: NONE.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resulting transit service study will identify capital and operating requirements, needs based service options, and funding opportunities for transit service in the Northwest Valley.

POLICY: The Northwest Valley Local Transit System Study provides decision-makers in the Northwest Valley with a comprehensive perspective on the needs and opportunities as well as the cost implications of implementing transit service.

ACTION NEEDED:

Information, discussion, and recommendation to accept the recommendations and findings of the Northwest Valley Local Transit System study.

PRIOR COMMITTEE ACTIONS:

On September 12, 2013 the MAG Transit Committee unanimously recommended acceptance of the study recommendations, findings and plan.

MEMBERS ATTENDING

- *ADOT: Nicole Patrick
- Avondale: 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: David Maestas
- *Maricopa County DOT: Mitch Wagner
- Mesa: Jeff Martin for Jodi Sorrell

- *Paradise Valley: Jeremy Knapp
- Peoria: Maher Hazine
- Phoenix: Ken Kessler for Maria Hyatt
- *Queen Creek: Chris Anaradian
- Scottsdale: Madeline Clemann, Chair
- *Surprise: David Kohlbeck
- Tempe: Robert Yabes
- #Tolleson: Chris Hagen
- Valley Metro: Deron Lozano for Wulf Grote
- *Youngtown: Grant Anderson

CONTACT PERSON:

Marc Pearsall, MAG (602) 254-6300.

Purpose and Overview

The Maricopa Association of Governments (MAG) commissioned the Northwest Valley Local Transit System Study to assess mobility needs within and around the Northwest Valley. The study area included the communities of El Mirage, Glendale, Peoria, Sun City (Maricopa County), Sun City Festival (in the Town of Buckeye), Sun City Grand (in the City of Surprise), Sun City West (Maricopa County), Surprise, and Youngtown. Collectively, these communities have experienced significant population growth across the past decade and are now home to more than 600,000 residents. The communities worked with MAG to identify transit needs in the Northwest Valley and develop practical, sustainable solutions.



KEY NEEDS IDENTIFIED

Input from current and potential transit riders was a fundamental ingredient in assessing mobility needs along with the development of practical recommendations. This input was gathered through surveys and community workshops by which residents and stakeholders could share their thoughts and perspectives on possible future transit service in the Northwest Valley.

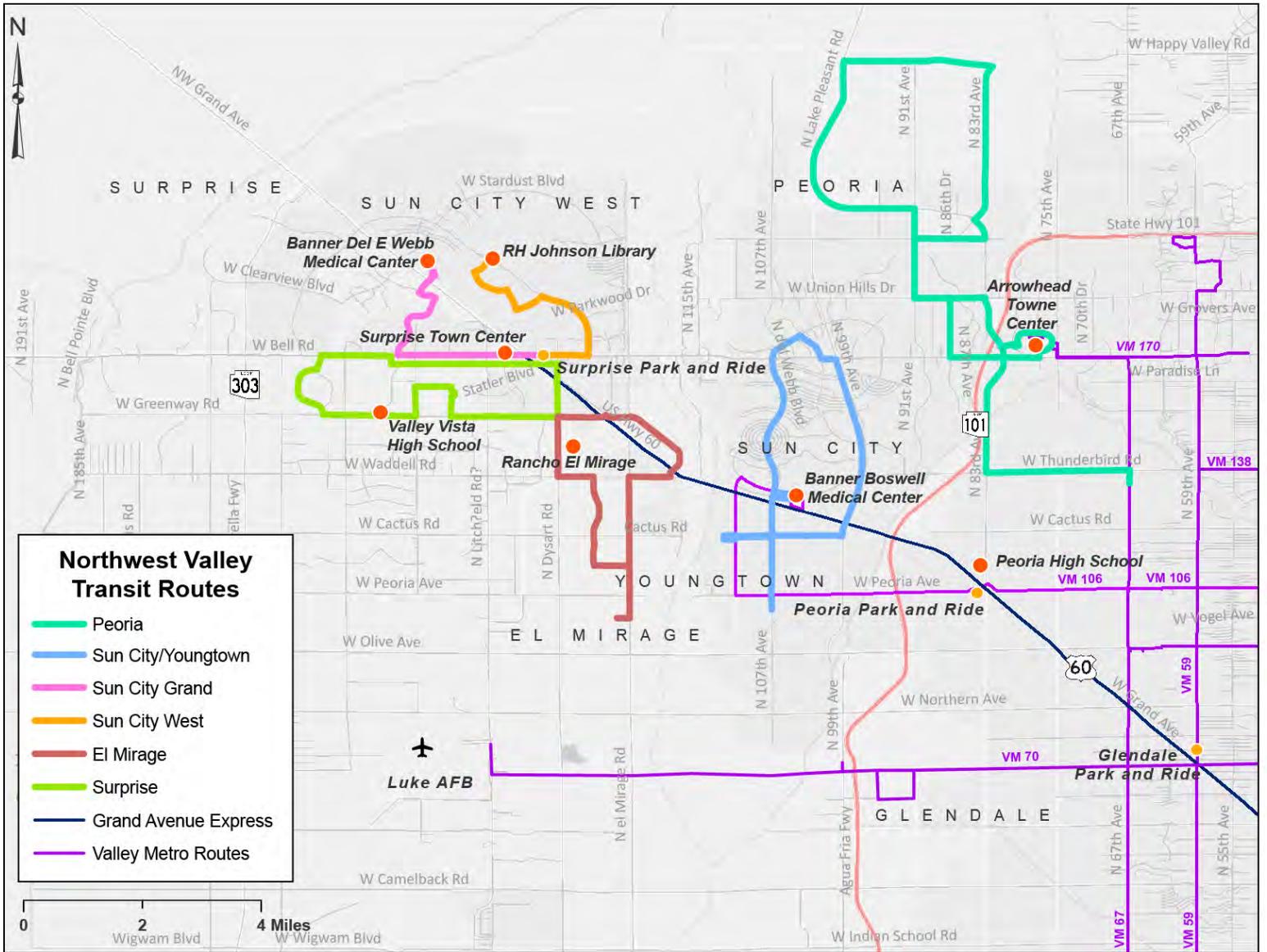
Between September 2012 and February 2013, more than 2,600 online and mail-in surveys were collected from residents across the study area. Supplementing these surveys were 25 community meetings held throughout the Northwest Valley that allowed MAG and its partners to provide project details to attendees as well as record feedback. Through these extensive outreach and collaboration efforts, some of the preferred transit priorities and solutions included:

- ▶ Improved access local retail centers and healthcare centers via public transit,
- ▶ Local circulators as a means of addressing intra-community mobility needs, and
- ▶ Improved transit service to destinations beyond the Northwest Valley, especially downtown Phoenix and Sky Harbor Airport.

ADDRESSING IDENTIFIED NEEDS

The recommendations described on the following pages were developed to most effectively address the needs identified during the public involvement process while working within the framework of existing and/or proposed funding. With an eye toward practicality, the recommended improvements are proposed to occur in phased near-, mid-, and long-term time frames.

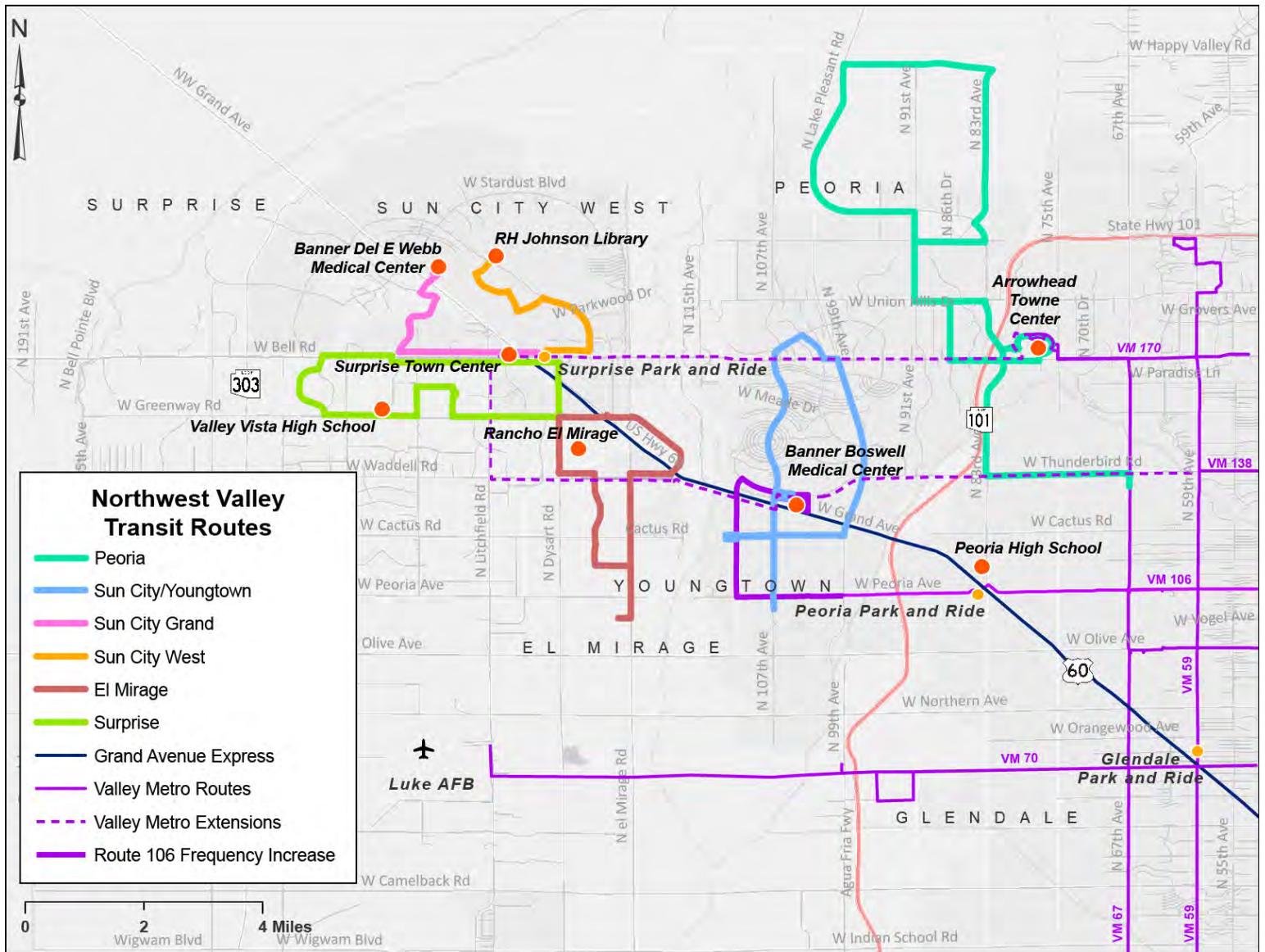




NEAR-TERM RECOMMENDATIONS

Our near-term recommendations provide relatively inexpensive and easily-implementable tactics to enhance transit service within the Northwest Valley across the next five years. These recommendations include:

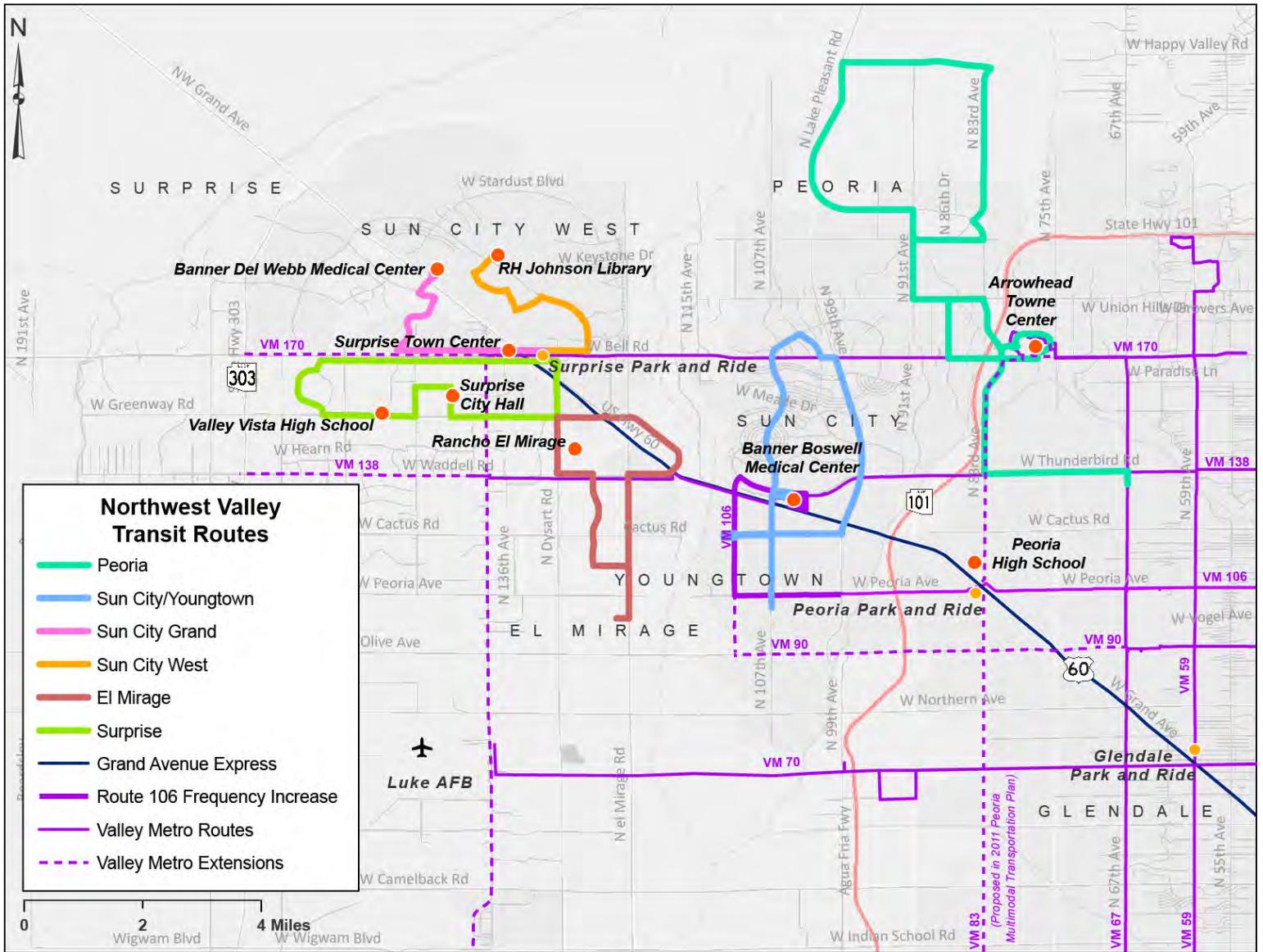
- Create six local circulators that serve existing trip generators within the Northwest Valley.
- Establish an Intergovernmental Cooperative Agreement among the communities of El Mirage, Glendale, Peoria, Surprise/Sun City Grand, Sun City, Sun City West, Sun City Festival (in the Town of Buckeye), and Youngtown to address administrative and funding activities for enhancing local transit service throughout the Northwest Valley.
- Combine Express Routes 571 and Grand Avenue Limited into a single route, while also increasing its span-of-service to include mid-day hours.
- Continue the Northwest Valley Dial-A-Ride (DAR) program and adjust specific services where needed.



MID-TERM RECOMMENDATIONS

The mid-term recommendations listed below are intended to build upon the near-term service improvements, and would be implemented within the next five to ten years. In addition to possible demand-based increases in circulator service, mid-term recommendations include extensions of key Valley Metro routes into the Northwest Valley to increase transit connectivity Metro Phoenix area. Specific mid-term recommendations include:

- Extend Valley Metro Route 138 to Surprise via Thunderbird Road, Waddell Road, and Litchfield Road.
- Extend Valley Metro Route 170 to Surprise via Bell Road.
- Increase service to Banner-Boswell Medical Center on Route 106 to provide 30-minute service frequencies.
- Increase service on the six community circulators as future demand and funding warrant.



LONG-TERM RECOMMENDATIONS

Over time, population density, employment density, and transit-dependent populations are expected to increase in the Northwest Valley. The long-term recommendations are intended to address this growth, while also complementing other transportation plans developed by communities in and near the Northwest Valley. Therefore, the long-term recommendations would allow transit in the Northwest Valley to both continue to meet expected demand as well as reflect other future improvements to the regional transportation network. Specific long-term recommendations include:

- Support eventual implementation of high-capacity transit service from Surprise to Downtown Phoenix along Grand Avenue.
- Extend the proposed Valley Metro route along Litchfield Road north to Surprise.
- Establish Valley Metro service along 83rd Avenue through Peoria to the Arrowhead Towne Center.
- Extend Valley Metro Route 90 west along Olive Avenue and north along 111th Avenue to the intersection with Peoria Avenue.
- Extend Valley Metro Route 138 west along Thunderbird Road to Loop 303.
- Extend Valley Metro Route 170 west along Bell Road to Loop 303.
- Transition the Sun City Festival volunteer driver program to a limited express service to Surprise.

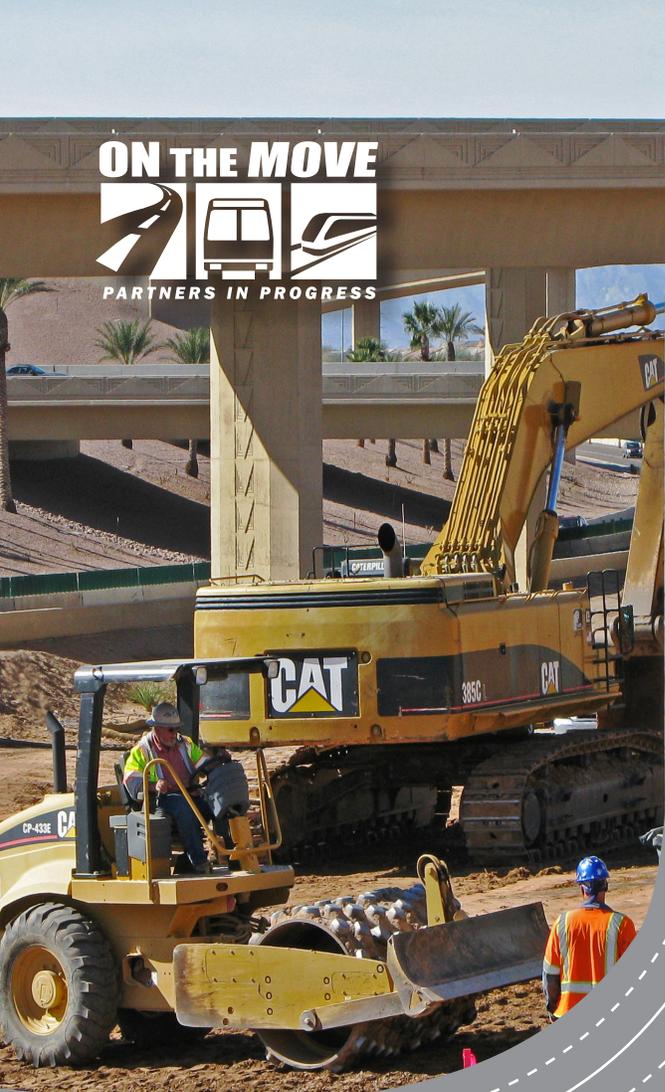
**ATTACHMENT
#4**

Agenda Item #8

ON THE MOVE



PARTNERS IN PROGRESS



DRAFT

2035 REGIONAL TRANSPORTATION PLAN (RTP)

EXECUTIVE SUMMARY

AUGUST 2013



DRAFT

2035 REGIONAL TRANSPORTATION PLAN

EXECUTIVE SUMMARY

AUGUST 2013

Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003
Phone: (602) 254-6300
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DRAFT

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DRAFT

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INTRODUCTION

The Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2035. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety, security and air quality conformity analysis. The RTP is prepared, updated and adopted by the Maricopa Association of Governments, which is the regional planning agency for the Phoenix metropolitan area. The RTP is developed through a cooperative effort among government, business and public interest groups, and includes an aggressive community outreach and public involvement program.

The Maricopa Association of Governments (MAG) was formed in 1967, as the designated Metropolitan Planning Organization (MPO) for transportation planning in Phoenix metropolitan area. On May 9, 2013, the Governor of Arizona approved an expanded metropolitan planning area (MPA) boundary for MAG, which now extends significantly into Pinal County (see Figure ES-1). The new MPA boundary is in accordance with federal regulations, which require that metropolitan planning areas encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast. MAG members include the region's 27 incorporated cities and towns, Maricopa County, Pinal County, the Gila River Indian Community, the Fort McDowell Indian Community, the Salt River Pima-Maricopa Indian Community, the Citizens Transportation Oversight Committee (CTOC), and the Arizona Department of Transportation.

The RTP is developed under the direction of the Transportation Policy Committee (TPC). The TPC is a public/private partnership established by MAG and charged with finding solutions to the region's transportation challenges. The Committee consists of 23 members, including a cross-section of MAG member agencies, community business representatives, and representatives from transit, freight, the Citizens Transportation Oversight Committee, and ADOT. The Committee makes its recommendations to the MAG Regional Council, which adopts the final RTP.

The MAG Regional Council is the final decision-making body of MAG. The Regional Council consists of elected officials from each member agency. The Chairman of CTOC and a Maricopa County representative from the State Transportation Board also sit on the Regional Council, but only vote on transportation-related issues. The MAG Regional Council is the ultimate approving body for the MAG RTP and MAG Transportation Improvement Program. Any changes to the MAG RTP, or the funded projects that affect the Transportation Improvement Program, including priorities, must be approved by the MAG Regional Council.

2035 Regional Transportation Plan

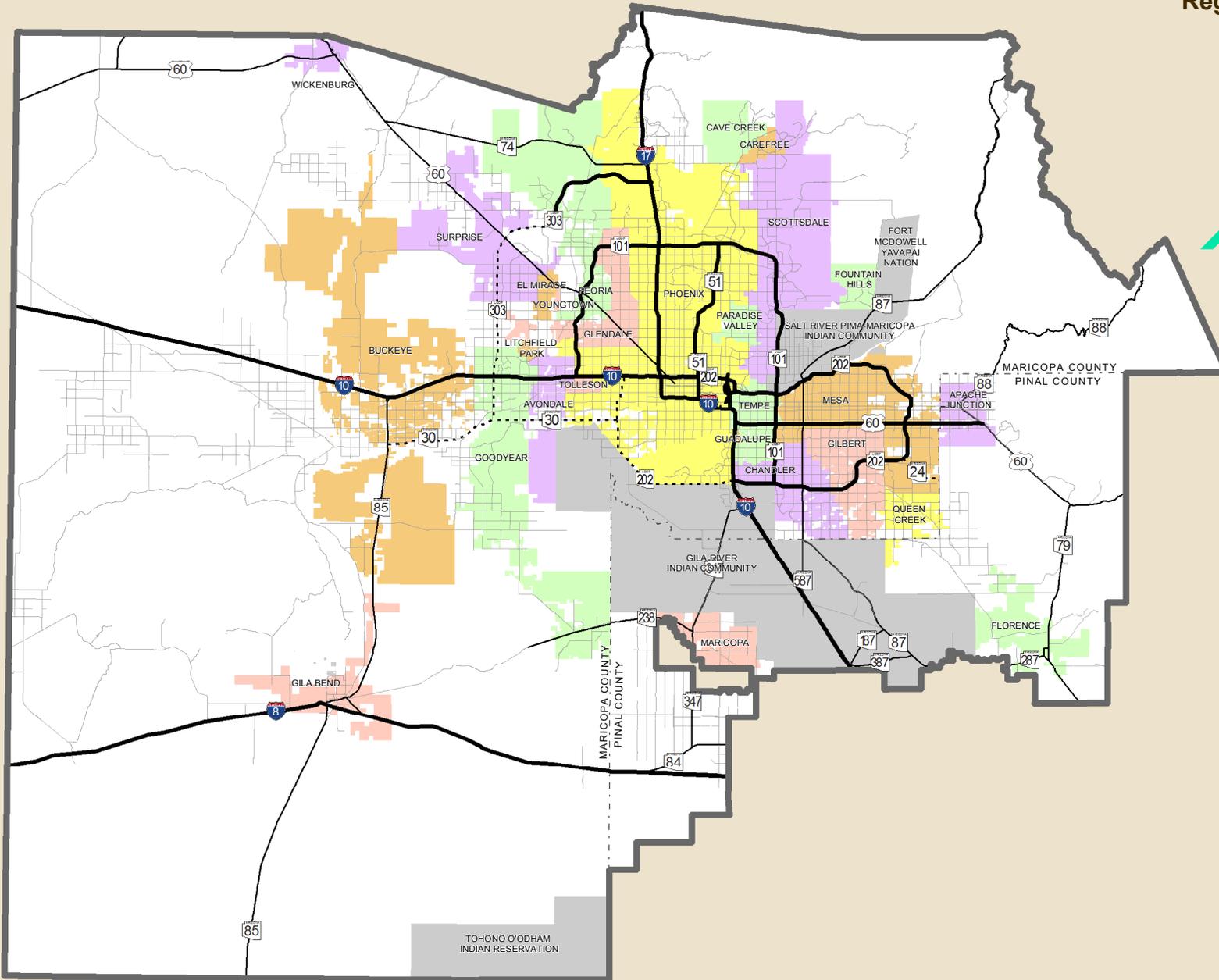
Fig. ES-1



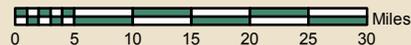
MAG Region

- Metropolitan Planning Area
- County Boundary
- Indian Communities
- Existing Freeway
- Planned Freeway/Highway
- Highways
- Other Roads

MAP 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.



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REGIONAL TRANSPORTATION PLANNING PROCESS

The RTP is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through FY 2035. The regional transportation planning process followed in developing the RTP is guided by a series of goals, objectives and priority criteria; responds to federal and state transportation planning requirements; and incorporates broad-based public input, which is received as the result of extensive public and agency involvement.

Goals, Objectives and Priority Criteria

Regional goals and objectives provide the planning process with a basis for identifying options, evaluating alternatives and making decisions on future transportation investments. The MAG Transportation Policy Committee has identified a total of four goals and 15 objectives, which were approved on February 19, 2003. The overall RTP goals are listed below:

- **System Preservation and Safety:** Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.
- **Access and Mobility:** Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.
- **Sustaining the Environment:** Transportation improvements that help sustain our environment and quality of life.
- **Accountability and Planning:** Transportation decisions that result in effective and efficient use of public resources and strong public support.

In addition, as called for in Arizona Revised Statute 28-6354.B, MAG has developed criteria to establish the priority of corridors, corridor segments, and other transportation projects. As part of the regional transportation planning process, MAG has applied these kinds of criteria for the development and implementation of the RTP.

Federal and State Regulations

The 2035 Regional Transportation Plan has been developed consistent with the regional transportation planning requirements of the Federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A legacy for Users (SAFETEA-LU). Although new federal transportation legislation (Moving Ahead for Progress in the 21st Century Act, or MAP-21) was signed into law by President Obama on July 6, 2012, it was clear that new federal planning regulations implementing MAP-21 would not be available in time to apply them to the development of the 2035 RTP. This was particularly the case, since the MAG planning process for the 2035 RTP was already underway when the legislation was signed. Using SAFETEA-LU

regulations was confirmed with representatives of the Federal Highway Administration and the Federal Transit Administration in July 2012, and the MAG planning process for the 2035 RTP proceeded under SAFETEA-LU federal planning regulations.

In the Spring 2003 Session of the Arizona State Legislature, Arizona House Bill 2292 established guidelines for the MAG RTP, such as the impact of growth on transportation systems and the use of a performance-based planning approach. It identified key features required in the final Plan, including a twenty-year planning horizon, allocation of funds between highways and transit, and priorities for expenditures. The RTP fully complies with the requirements of House Bill 2292.

Public Involvement and Agency Consultation

The transportation planning process for the development of the RTP benefits greatly from incorporating broad-based public and agency input, which is received as the result of an extensive public involvement process. During the comprehensive update of the RTP in 2002 and 2003, MAG interacted with thousands of people in an effort to identify public issues and concerns regarding future transportation needs. Since that effort, MAG has pursued a continuing public involvement process to educate the public on the Plan and receive input on the future direction of the transportation planning process.

In response to requirements of SAFETEA-LU, in 2006 MAG adopted a new Public Participation Plan as outlined in Section 450.31: Interested parties, participation, and consultation. MAG's previous public involvement process was adopted in 1994 and enhanced in 1998, and was pivotal in obtaining ongoing input for the regional transportation planning process. As required under SAFETEA-LU, the purpose of the new MAG Public Participation Plan is to define a process for providing citizens, affected public agencies, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

MAG also recognizes the significance of transportation to all residents of the metropolitan area and the importance of Title VI/Environmental considerations in the transportation planning process. MAG has prepared a Title VI and Environmental Justice Plan, which was approved on July 27, 2011, to fully integrate the needs of these vulnerable populations as part of MAG's activities. The Title VI and Environmental Justice Plan serves as an important element in the regional transportation planning process. MAG's adopted policy for public involvement identifies opportunities for public input early on in the process, during the planning process, and prior to final hearings. The process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and environmental justice communities.

Consistent with SAFETEA-LU, MAG reached out to federal, state, tribal, regional, and local agencies to consult on environmental and resource issues and concerns, as part of the

development of 2035 RTP. The primary goal of this consultation effort is to make transportation planning decisions and prepare planning products that are sensitive to environmental mitigation and resource conservation considerations. It should also be noted that all MAG member cities and towns, Maricopa County, and ADOT are routinely involved in the RTP and its development. The overall approach to the consultation process has included an agency workshop, individual agency meetings, and participation in the MAG public involvement process.

Costs and Revenue Estimates

Throughout the transportation planning process, it has been recognized that periodic adjustments and updating of the RTP will be needed to respond to changing conditions and new information. In particular, project cost estimates are subject to inflation in the price of materials and construction work, as well as changes in design requirements. In addition, revenue collections in the near-term, as well as the outlook for long-term revenue receipts, are affected by changes in local and national economic conditions.

During the past several years, the life cycle programming process in each of the key transportation modes - freeways, arterials and transit - has had to deal with significantly reduced forecasts of future revenues. For example, current estimates of total 20-year revenues from the half-cent sales tax dedicated to transportation in the MAG area is over 42 percent lower than the estimate prepared before the effects of the 2007-2009 economic recession. Maintaining a balance between program costs and revenues under these circumstances has been an ongoing challenge.

Given the uncertain conditions in the long term outlook, continued adjustments in cost and revenue estimates may be expected in the future.

RTP Planning Period

The planning period for the RTP covers FY 2014 through FY 2035, with fiscal years (FYs) ending on June 30th. To facilitate the discussion of plan concepts and project priorities, three project groupings associated with intervals in the overall planning period have been identified:

- **Group 1 (FY 2014 -FY 2018)**: Corresponds to the period covered by the MAG FY 2014-2018 Transportation Improvement Program (TIP).
- **Group 2 (FY 2019 - FY 2026)**: Corresponds to the period beyond the TIP but within the Life Cycle Programs (LCPs), which extends through FY 2026.
- **Group 3 (FY 2027 - FY 2035)**: Corresponds to the period beyond the LCPs but within the RTP planning period, which extends through FY 2035.

REGIONAL DEVELOPMENT OVERVIEW

The MAG Metropolitan Planning Organization (MPO) is geographically situated in the south-central region of the State of Arizona, and encompasses an area of 10,654 square miles. The MAG MPO contains 27 incorporated cities and towns, three Native American Indian Communities and a large area of unincorporated land in both Maricopa County and Pinal County. The region is located in the Sonoran Desert with elevations generally ranging from 500 to 2,500 feet above sea level. In 2010, the MAG MPO contained approximately 63 percent of the population in Arizona, as well as nine of the ten cities in Arizona with populations greater than 100,000 people.

Census 2010 and 2012 Population Update

In April 2010 the US Census Bureau conducted Census 2010. The Census found an April 1, 2010 population for the MAG MPO at 4,055,276 people. This represented an increase of 864,874 people, or about 28 percent since Census 2000 found an April 1, 2000 population of 3,160,402. During this time period, many of the fastest-growing cities in the MAG MPO showed annual percentage increases greater than 20 percent. The City of Maricopa had the highest annual percentage increase of 242.8 percent, followed by the Town of Queen Creek (49.2%), Town of Buckeye (48.8%), unincorporated portions of Pinal County (30.5%), and the City of El Mirage (29.2%) The City of Phoenix had the largest net increase in population, with the addition of 143,682 residents.

Population Forecasts

As calculated by the 2013 MAG and Central Arizona Governments (CAG) socioeconomic projections, by 2035, the MAG MPO is projected to increase its population by more than 54% over the 2010 base population, with an anticipated total of 6.2 million people. This means that the region will experience a growth of approximately 88,000 people annually through 2035.

Table ES-1 shows the total resident population for Municipal Planning Areas (MPAs) from July 1, 2010, to July 1, 2035. Total resident population includes the resident population in households, and the resident population in group quarters (dorms, nursing homes, prisons and military establishments). Over the 25-year period (2010-2035), six MPAs are projected to grow by more than 100,000 persons: Phoenix, Buckeye, Surprise, Mesa, Peoria, and Goodyear. Another nine MPAs are projected to experience population growth greater than 50,000 persons: Glendale, Gilbert, Florence, Scottsdale, Maricopa, Chandler, Avondale, Tempe, and Queen Creek.

Currently, there are six MPAs within the MAG Region with populations of over 200,000 persons: Phoenix, Mesa, Glendale, Chandler, Scottsdale, and Gilbert. By 2020, Peoria will surpass 200,000 in population. By 2035, the largest Municipal Planning Area, Phoenix, will contain over two million persons, followed by Mesa at 638,770, Glendale at 350,434, and Peoria at 309,974.

TABLE ES-1
TOTAL RESIDENT POPULATION BY MPA, 2013 MAG & CAG PROJECTIONS
JULY 1, 2010 and PROJECTIONS JULY 1, 2020 to JULY 1, 2035

MPA	Total Resident Population 2010	Total Resident Population 2020	Total Resident Population 2030	Total Resident Population 2035
Apache Junction	49,671	58,489	76,185	95,430
Avondale	77,900	96,600	121,500	138,667
Buckeye	62,800	103,600	183,800	250,108
Carefree	3,400	3,800	4,200	4,324
Cave Creek	4,900	5,900	7,400	8,150
Chandler	244,600	283,100	307,500	312,041
El Mirage	31,900	34,600	41,000	44,775
Florence	66,555	92,060	126,130	144,849
Fountain Hills	22,400	25,900	31,000	31,112
Fort McDowell	1,000	1,000	1,100	1,100
Gila Bend	2,500	2,800	6,200	11,710
Gila River	11,346	12,153	12,749	12,960
Gilbert	212,400	259,100	293,100	308,051
Glendale	252,800	291,500	343,500	350,434
Goodyear	68,000	115,300	167,700	205,351
Guadalupe	5,500	6,000	6,500	6,657
Litchfield Park	10,500	12,000	13,800	13,800
Maricopa	51,269	73,427	105,157	120,863
Mesa	482,500	543,400	620,300	638,770
Paradise Valley	12,800	13,000	14,100	14,271
Peoria *1	162,500	214,400	276,200	309,974
Phoenix	1,501,300	1,711,600	1,953,800	2,078,320
Queen Creek	35,299	58,328	82,471	87,343
Salt River	6,300	6,400	7,000	7,320
Scottsdale	217,400	252,300	283,000	289,781
Surprise	127,600	159,200	241,900	290,287
Tempe	162,100	183,900	211,700	214,714
Tolleson	6,600	7,000	8,200	8,550
Wickenburg *1	8,000	10,700	16,200	22,068
Youngtown	6,100	6,600	7,400	7,504
Unincorp Maricopa Co	94,600	104,100	119,900	133,929
Unincorp Pinal Co	60,003	66,577	79,951	95,239
TOTAL	4,062,543	4,814,834	5,770,643	6,258,452

Notes:

*1 Maricopa County portion only.

Total resident population includes resident population in households and resident population in group quarters

For complete notation on this series please refer to Caveats for Socioeconomic Projections 2013.

Sources: Maricopa Association of Governments, Central Arizona Governments

FINANCIAL PLAN

A variety of financial resources are devoted to implementing the RTP. These sources are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. Major sources at the regional level include federal, state and county-wide revenues dedicated to the MAG region. In addition to regional level sources, the implementation of the RTP is accomplished through local funds and other state revenues.

Regional Revenue Sources

The major regional level funding sources for the (RTP) include: Half-cent Sales Tax, Arizona Department of Transportation (ADOT) Funds, and MAG Area Federal Transportation Funds.

- Half-Cent Sales Tax: On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized the continuation of the existing half-cent sales tax for transportation in the region (also known as the *Maricopa County Transportation Excise Tax*). This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement projects and programs identified in the MAG RTP. For purposes of the RTP, it was assumed that the tax would be renewed in January 2026.
- Arizona Department of Transportation Funds: ADOT relies on funding from two primary sources: the Arizona Highway User Revenue Fund (HURF) and Federal transportation funds. The MAG region receives annual funding from ADOT in the form of ADOT 15 Percent Funds, which are allocated from the Highway User Revenue Fund (HURF). In addition, a 37 percent share of ADOT Discretionary Funds is targeted to the MAG region.
- MAG Area Federal Transportation Funds: A number of Federal transportation funding sources are available for use in implementing projects in the MAG RTP. These sources include: Federal Transit Funds, Federal Highway Surface Transportation Funds and Congestion Mitigation and Air Quality Funds.

Revenue Summary

Regional revenue sources for the MAG RTP between FY 2014 and FY 2035 are summarized in Table ES-2 (in YOE \$'s) and include: the Proposition 400 half-cent sales tax extension (\$13.6 billion); ADOT funds (\$6.7 billion); Federal Transit funds (\$2.9 billion); Federal Highway Surface Transportation Program (STP) funds (\$1.2 billion); Federal Highway Congestion Mitigation and Air Quality (CMAQ) funds (\$1.2 billion); and other Federal Highway Funding (\$140 million). The total of all these revenue sources is projected to amount to \$25.7 billion between FY 2014 and FY 2035.

Table ES-2 also indicates the distribution of regional revenues among the transportation modes

and programs covered by the RTP. This funding is consistent with the allocation of revenues originally adopted by MAG in November 2003, as part of the major plan update that was prepared prior to the vote on Proposition 400. At that time, modal funding levels were established after the facility planning process was completed, and reflected project needs determined through the technical planning process. In addition, the distribution of regional revenues takes into account federal and state restrictions on how individual funding sources may be applied to specific program areas.

As indicated previously, the regional revenue forecasts are presented in terms of “Year of Expenditure” (YOE) dollars. YOE dollars reflect the actual number of dollars collected/expended in a given year, with no correction or discounting for inflation. Specific assumptions regarding bonding or other debt financing are included in the modal chapters.

In addition to the regional level sources summarized in Table ES-2, the implementation of the RTP is accomplished through local funds and other state revenues. Local resources provide funding for capital projects and maintenance/operations in the arterial street and transit programs; and, in the form of transit farebox receipts, contribute significant funding for transit operations. Local and private sources also provide funding for the expansion of street and transit networks throughout the region in parallel with new residential and commercial development. Other state revenues provide funding for the routine maintenance and operation of the regional freeway/highway system, as well as the pavement preservation program. Since local funds and other state revenue sources generally are program-specific, they are identified in the individual modal chapters.

TABLE ES-2
SOURCES AND DISTRIBUTION OF REGIONAL REVENUES: FY 2014-2035
(Year of Expenditure Dollars in Millions)

Sources	Uses						Total
	Highways/ Freeways	Arterial Streets	Transit	Bicycle/ Ped.	Air Quality	Other Programs	
Proposition 400: Half Cent Sales Tax Extension	7,620.7	1,423.8	4,515.5				13,560.0
ADOT Funds (Includes HURF and Federal Aid)	6,663.2						6,663.2
Federal Transit Funds			2,937.8				2,937.8
Federal Highway (MAG STP)	80.9	1,150.7					1,231.6
Federal Highway (MAG CMAQ)	221.1	155.2	415.7	196.8	186.8		1,175.6
Federal Highway (MAG Other)						145.1	145.1
Total	14,585.9	2,729.7	7,869.0	196.8	186.8	145.1	25,713.3

FREEWAYS AND HIGHWAYS

The freeway/highway system in the MAG area represents one of the major elements in the Regional Transportation Plan (RTP). The RTP calls for new freeway/highway corridors, as well as added travel lanes on existing facilities. In addition, a series of new interchanges with arterial streets on existing freeways, along with direct connections between HOV lanes at freeway-to-freeway interchanges, are included. The RTP also provides regional funding for maintenance on the freeway system, directed at litter pickup and landscaping. The need to keep traffic flowing smoothly is addressed through funding identified for freeway management functions.

The freeway/highway system currently serving the MAG area includes routes on the Interstate System, urban freeways and highways, and rural highway mileage. All the facilities in this system are on the State Highway System, which is constructed, maintained and operated by the Arizona Department of Transportation (ADOT). A total of 850 existing centerline miles are included in the freeway/highway network, and an additional 71 miles are planned for future development during the planning period. This leads to a system totaling 921 centerline miles in the year 2035.

Planned Freeway/Highway Corridors and Improvements

The Freeway/Highway Element of the RTP includes both new facilities and improvements to the existing system. Operation and maintenance of the system are also addressed. Projects include new freeway corridors, additional lanes on existing facilities, new interchanges at arterial cross streets, High Occupancy Vehicle (HOV) ramps at system interchanges, and maintenance and operations programs. The anticipated configuration of the freeway/highway system in 2035, including both new freeway corridors and improvements to existing freeway and highway facilities, is shown in Figure ES-2. A detailed listing of specific projects is provided in Appendix A.

- **New Corridors:** The new freeway/highway corridors in the RTP include the South Mountain Freeway (202L), the Estrella Freeway (303L), the I-10 Reliever (SR 30), and the Gateway Freeway (SR 24).
- **Widen Existing Facilities - General Purpose Lanes and HOV Lanes:** In addition to new corridors, the RTP calls for additional general purpose and new high occupancy vehicle (HOV) lanes that will be added to the regional freeway/highway system. This includes additional lanes on I-10, I-17, 101L (the Agua Fria, Pima and Price Freeways), 202L (the Red Mountain and Santan Freeways), State Route 51 (Piestewa Freeway), and on US 60 (Grand Avenue and Superstition Freeway). Widening projects are also identified on State Routes in the Pinal County area.

2035 Regional Transportation Plan

Fig. ES-2

REGIONAL
TRANSPORTATION
PLAN

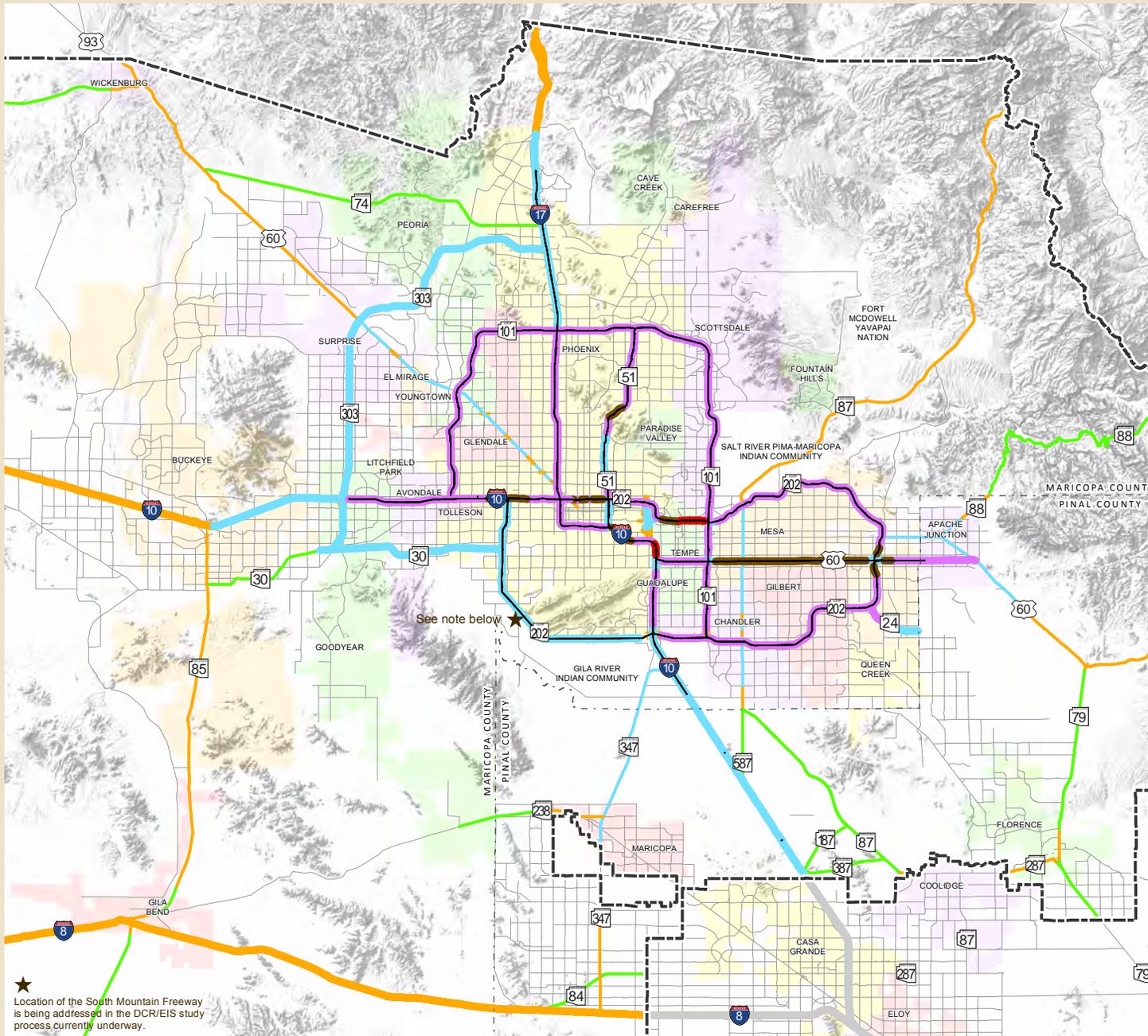


2035 Freeway/Highway System Number of Lanes

Freeway lanes are represented with thicker lines

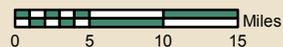
- 2 General Use Lanes
- 4 General Use Lanes
- 6 General Use Lanes
- 8 General Use Lanes
- 10 General Use Lanes
- 12 General Use Lanes
- High Occupancy Vehicle (HOV) Lanes
- Other Roads
- County Boundary
- Metropolitan Planning Area Boundary

*The HOV line represents 1 lane in each direction



★ Location of the South Mountain Freeway is being addressed in the DCR/EIS study process currently underway.

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- New Interchanges and New HOV Ramps on Existing Facilities: In addition to new corridors and additional travel lanes, the RTP call for a number of new interchanges on existing freeways at arterial street crossings, as well as improvements at a freeway-to-freeway interchanges to provide direct connections between HOV lanes.
- System-wide Programs: The RTP also identifies programs that address needs throughout the regional freeway/highway system in the MAG area, such as noise mitigation, freeway system management, and maintenance.
- System Operation, Maintenance and Preservation: The RTP includes a block of funding for maintenance of the regional freeway system in the MAG region. These regional resources are focused on litter pick-up, landscaping maintenance, landscaping restoration, and quiet pavements. Routine maintenance and operation of the regional freeway/highway network in the MAG area are accomplished by ADOT using state-level funding through its maintenance districts. Also, the ADOT Pavement Management Section has the responsibility to provide a cost effective pavement rehabilitation program.

Funding and Expenditure Summary

Table ES-3 has been prepared to provide an overview of the funding and expenditures for the freeway/highway element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The revenue sources included in Table ES-3 are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. As indicated, projected future funding is in balance with estimated future program expenditures, indicating that the freeway/highway element can be accomplished using reasonably available funding sources over the planning period.

Funding sources shown in Table ES-3 for the freeway/highway element include the half-cent sales tax (\$7.6 billion); MAG area ADOT funds (\$6.7 billion); Federal Highway Congestion Mitigation/Air Quality funds and Surface Transportation Program funds (\$302 million); ADOT statewide funding (\$1.5 billion); other funding (\$105 million); bond proceeds (\$1.0 billion); and an estimated available beginning cash balance of \$750 million. Debt service and other expenses totaling \$3.1 billion are deducted from these sources, yielding a net total of \$14.9 billion (YOE \$'s) for use on freeway/highway construction projects and programs.

Table ES-3 also lists estimated future costs for the freeway/highway element of the RTP, expressed in YOE \$'s. Expected expenditures during the planning period also total \$14.9 billion. This includes: \$6.2 billion for construction of new corridors; \$5.1 billion for construction of additional lanes and new interchanges on existing freeways; and \$1.0 billion for system-wide programs, such as preliminary engineering, right-of-way administration, and freeway system traffic management. In addition, \$2.7 billion is identified for roadway operations and maintenance functions, including routine roadway and right-of-way maintenance, quiet pavement rehabilitation, and litter pick-up, sweeping and landscape maintenance.

**TABLE ES-3
FREEWAY/HIGHWAY FUNDING PLAN FY 2014 - 2035**

FUNDING (Year of Expenditure \$'s in Millions)		Totals
Regional Funds		
MAG Half-Cent Sales Tax	7,620.7	
MAG Area ADOT Funds	6,663.2	
MAG Federal CMAQ and STP	302.0	
Other Income	105.2	
Beginning Available Cash	750.1	
Bond Proceeds	1,040.0	
Allowance for Debt Service and Other Expenses	(3,063.6)	
Total Regional Funds		13,417.6
Other Funding		
ADOT Statewide Funding	1,526.4	
Total Other Funding		1,526.4
Total Funding		14,944.0
EXPENDITURES (Year of Expenditure \$'s in Millions)		Totals
Regionally Funded Projects		
New Corridors	6,214.5	
Improvements to Existing Facilities: General Purpose Lanes, HOV Lanes, Interchanges	5,051.7	
Freeway Management System, Freeway Safety Patrol	253.0	
Preliminary Engr., Risk Mgmt., R/W Management, Advance R/W Acquisition	444.6	
Quiet Pavement Rehab.	204.0	
Litter Pick-Up, Sweeping, Landscaping	437.4	
Other Maintenance Programs	504.3	
Other Regionally Funded Projects	308.1	
Total Regionally Funded Projects		13,417.6
Other Funded Projects		
System Operation, Maintenance and Preservation		1,526.4
Total Expenditures		14,944.0

ARTERIAL STREETS

The arterial street grid system is a vital component of the regional transportation system in the MAG area and is a key element of the Regional Transportation Plan (RTP). Development of this system is accomplished through regionally funded projects, as well as projects constructed through a combination of local government and private sources. Local jurisdictions are also responsible for the maintenance of these facilities.

Planned Arterial Facilities and Improvements

As the MAG area grows in the future, the continued expansion and improvement of the arterial street system will be vital to the functioning of the regional transportation system. The Regional Transportation Plan identifies a long-range regional arterial grid system that provides for access to existing and newly developing areas in the region. This system is characterized by a one-mile grid network of streets and will be developed through a combination of public and private funding sources. The RTP identifies regional funding for improving the arterial grid system. A detailed listing of the specific projects covered by these improvements is provided in Appendix B. In addition, local government and private sources provide funding for a variety of projects for the construction of new arterial linkages, widening of existing streets, and improvement of intersections. The anticipated configuration of the arterial street system in 2035 is shown in Figure ES-3.

MAG member agencies also seek to maintain and operate the arterial street system in a way that preserves past investments and obtains the maximum capacity from existing facilities. To achieve this goal, agencies apply local funds and their share of State Highway User Revenue Funds to a range of expenditures, including street lighting, street sweeping, landscaping, sign maintenance, lane markings, pavement maintenance, storm drains, the operation of traffic signals, and other recurring costs necessary to maintain the arterial street network. A particularly important part of the maintenance effort involves the application of pavement management systems. MAG member agencies have developed a range of pavement management programs for roads within their jurisdictions.

Funding and Expenditure Summary

Table ES-4 has been prepared to provide a summary of the funding scenario for the streets element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between the funds that are available and the potential expenditures indicates that the arterial element of the RTP can be accomplished by using reasonably available funding sources over the planning period.

Regional funding sources for the arterial streets element of the RTP total \$2.9 billion (YOE \$'s). These regional funds are complemented by local/other sources totaling \$22.5 billion, for a total

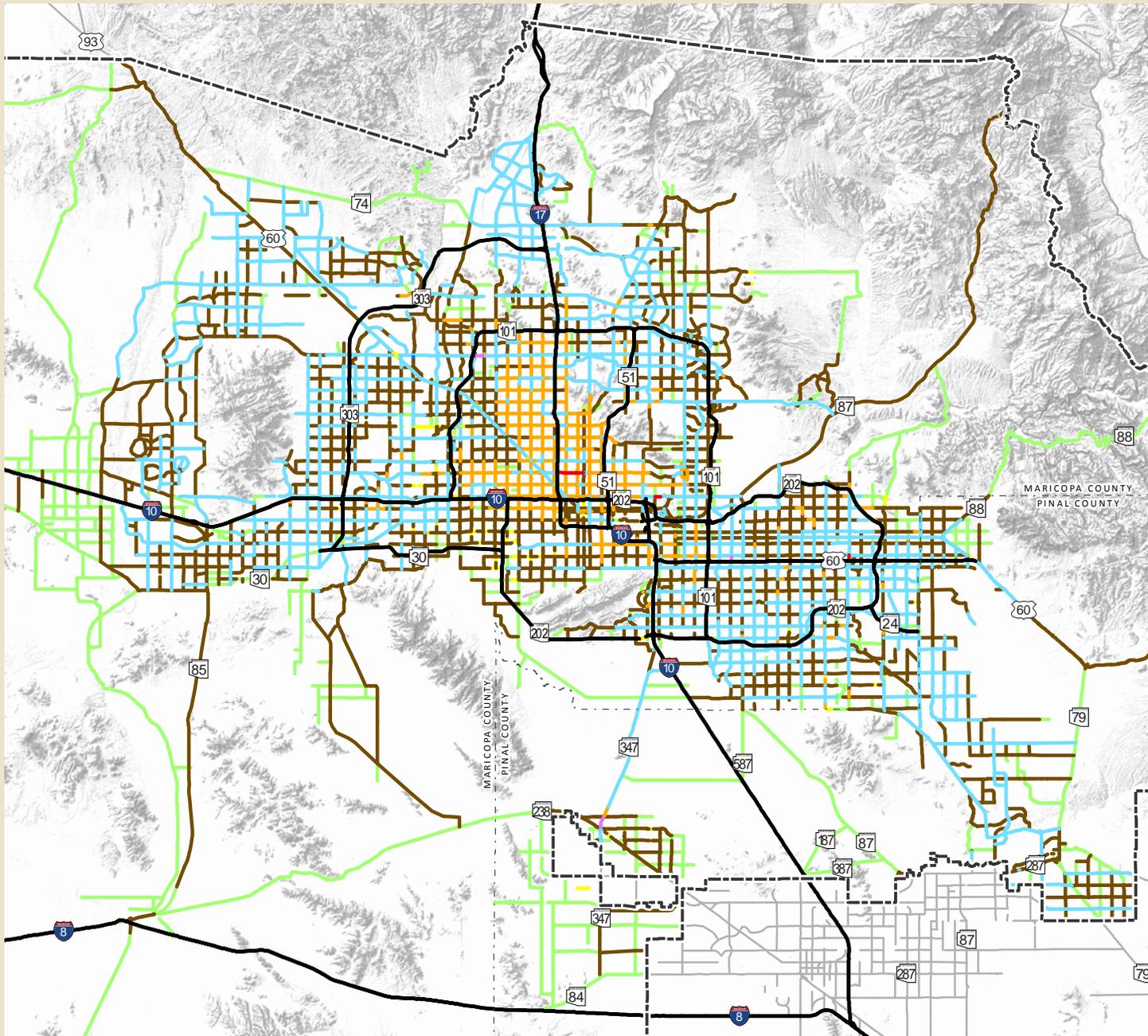
2035
Regional Transportation Plan
Fig. ES-3



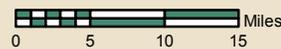
2035 Arterial
Street System
Total Through Lanes

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 10 Lanes
- Freeways
- Other Roads
- County Boundary
- Metropolitan Planning Area Boundary

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG). Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.



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of \$25.4 billion for use on arterial street projects and programs. Estimated expenditures during the planning period also total \$25.4 billion, including \$11.1 billion for street improvements and \$14.3 billion for operations, maintenance and preservation.

**TABLE ES-4
ARTERIAL STREET FUNDING PLAN FY 2014 - 2035**

FUNDING (Year of Expenditure \$'s in Millions)	
	Totals
Regional Funds	
MAG Half-Cent Sales Tax	1,423.8
MAG Federal STP	1,150.7
MAG Federal CMAQ (For arterial improvements)	155.2
MAG Federal CMAQ (For PM-10 and other air quality programs)	186.8
Beginning Balance (Regional Funds)	2.0
Total Regional Funds	2,918.5
Local/Other Funds	
City/County Highway User Revenue Funds and County VLT	10,231.8
Local Sources (General Funds, Local Sales Taxes, etc.)	9,998.3
Private Funds (PAD Improvements, Developer Contributions, etc.)	2,251.6
Total Local/Other Funds	22,481.7
Total Funding	25,400.2
EXPENDITURES (Year of Expenditure \$'s in Millions)	
	Totals
Regionally Funded Projects	
Capacity/Intersection Improvements (ALCP)	1,368.7
Intelligent Transportation Systems (ALCP)	25.9
MAG Implementation Studies (ALCP)	52.0
PM-10 and Other Air Quality Programs	186.8
Other Arterial Grid Improvements	1,285.1
Total Regionally Funded Projects	2,918.5
Local/Other Funded Projects	
Match for Regionally Funded and Other Projects	2,019.9
Future Arterial Grid Extensions, Widening and Improvements	6,121.5
System Operation, Maintenance and Preservation	14,340.3
Total Local/Other Funded Projects	22,481.7
Total Expenditures	25,400.2

PUBLIC TRANSIT

The 2035 Regional Transportation Plan (RTP) includes a regional transit network that encompasses all transit modes in the region, including bus operations, paratransit, and light rail transit/high capacity transit. The regional transit system is supported by federal, regional, and local funding sources. With the passage of Proposition 400 in November 2004, approximately one-third of the regional half-cent sales tax for transportation will be devoted to mass transit. The RTP reflects transit plans and programs that provide for expanded regional bus service and new light rail transit/high capacity transit facilities throughout the region. A detailed listing of the timing and cost of planned transit services and capital improvements that are regionally funded are provided in Appendix C.

Planned Transit Facilities and Service Improvements

The 2035 Regional Transportation Plan includes a broad vision for future transit facilities and services in the region. Future bus service in the MAG Region will be a critical component of the planned regional transportation network. Paratransit services will also be essential, providing transportation for passengers unable to access conventional transit services. High capacity transit, which typically operates in an exclusive guideway, addresses higher volume transit needs and has demonstrated the ability to provide significant economic development benefits.

- **Bus Service:** Fixed route bus service in the MAG region represents an increasingly important component of the regional transportation network. These services operate on arterial streets, and in some cases on freeways, to serve a range of trip needs, including work, shopping, medical appointments and school trips. Types of bus services include: circulators/shuttles, local, regional super grid, rural/flex, limited routes, RAPID/express, and LINK. The anticipated configuration of the bus network in 2035 is shown in Figure ES-4.
- **Paratransit Service:** Paratransit service includes various types of passenger transportation that offers a shared-ride origin to destination service that provides transportation for passengers unable to access fixed route local bus service. It can also allow groups of employees to self-organize and operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service. Paratransit includes dial-a-ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling.
- **Light Rail Transit (LRT)/High Capacity Transit (HCT):** LRT/HCT operates in an exclusive guideway, providing higher speed higher volume transit service. Typically passenger access is available at stations located approximately every half-mile to one-mile. The RTP includes a 59.7-mile HCT system, which incorporates existing 20-mile LRT system, which was completed in December 2008, and eight future extensions. The anticipated configuration of the LRT/HCT network in 2035 is shown in Figure ES-5. Extensions are tabulated in Table ES-5.

2035 Regional Transportation Plan

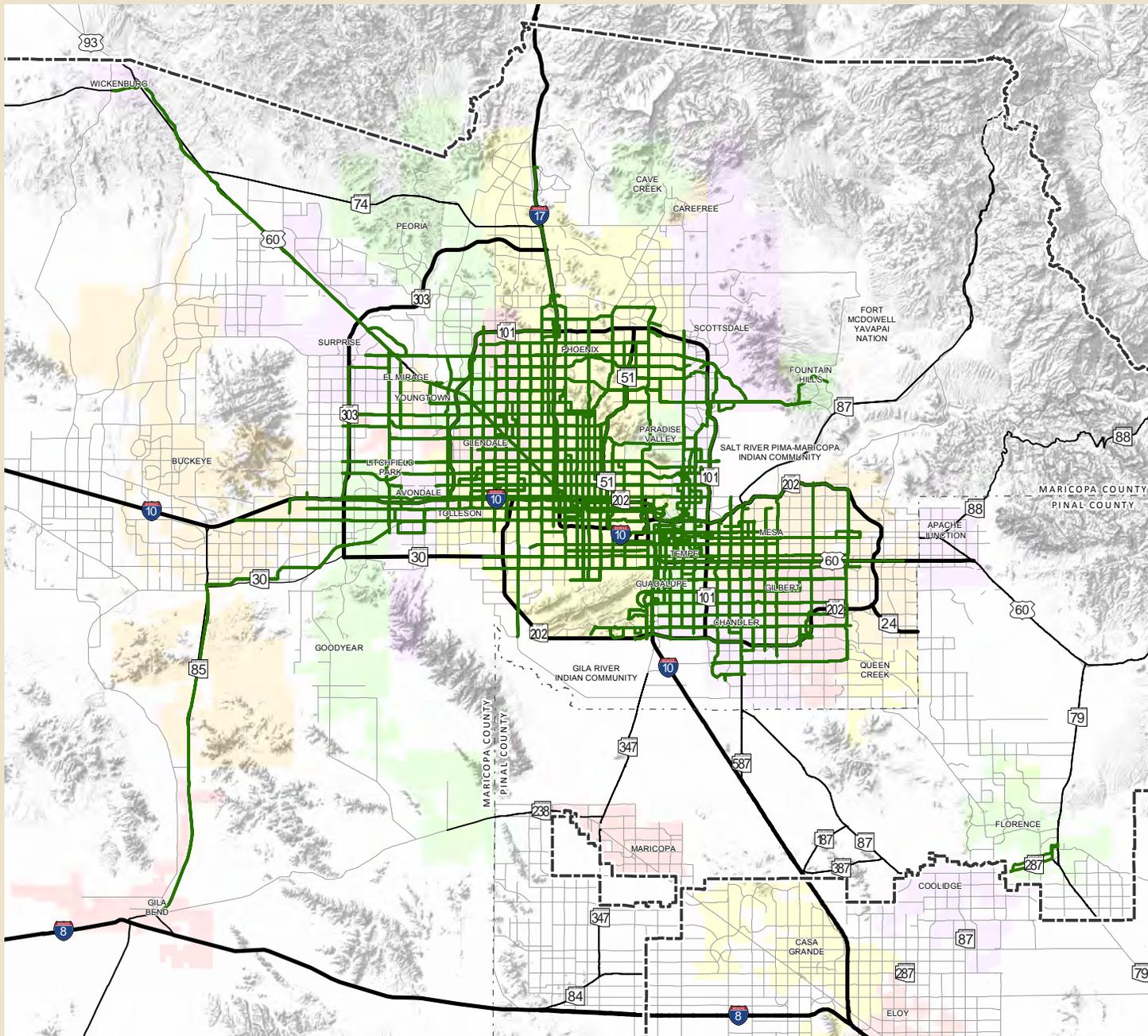
Fig. ES-4



2035 Bus Service Network

-  Bus Network
-  Freeways
-  Highways
-  Other Roads
-  Metropolitan Planning Area Boundary
-  County Boundary

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



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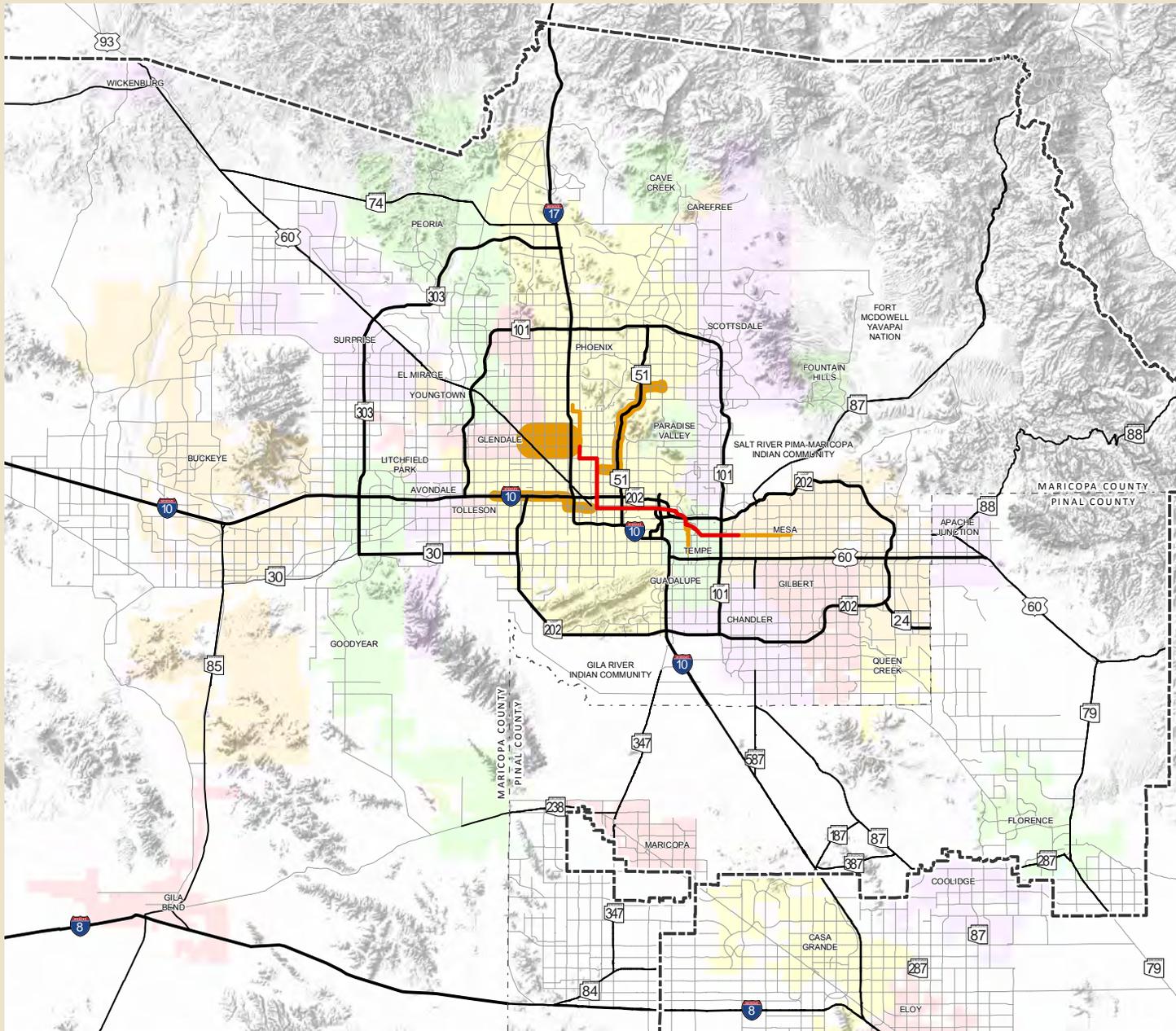
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2035 Regional Transportation Plan

Fig. ES-5



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



- Completed Minimum Operating Segment
- Future High Capacity Transit Corridor
- Freeways
- Highways
- Other Roads
- Metropolitan Planning Area Boundary
- County Boundary



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

**TABLE ES-5
HIGH CAPACITY TRANSIT/LIGHT RAIL - EXTENSIONS**

Extension Route Name	Technology	Length	Year Open
Main Street, Mesa	LRT	3.1	2016
Northwest Phoenix - Phase 1	LRT	3.2	2016
Northwest Phoenix - Phase 2	LRT	To be determined	2026
Tempe Street Car	Street Car	2.6	2016
West Phoenix/Central Glendale	To be determined	5.0	2026
Phoenix West/I-10	LRT	11.0	2023
Paradise Valley Mall	To be determined	12.0	2032
Gilbert Rd., Mesa	LRT	1.9	2017

- Commuter Rail: The RTP recognizes that commuter rail corridors may potentially serve a vital function in addressing future travel needs in the region, and commuter rail studies are being pursued for continuing development of commuter rail concepts for the region.
- Sky Harbor Automated Train System: The Sky Train is a fully automated, grade separated transit system that connects the major facilities at Sky Harbor International Airport with the LRT system. The 1.7 mile long, Stage-One service opened in April 2013. Stage One-A, which continues for an additional 0.7 miles, will open in early 2015.

Funding and Expenditure Summary

Table ES-6 has been prepared to provide a summary of the funding plan for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between funds available and expended indicates that the transit element can be accomplished within reasonably available funding sources over the planning period.

Regional funding sources for transit for the period FY 2014-2035 total \$7.8 billion in terms of YOE \$'s. These regional funds are complemented by \$9.3 billion from local/other sources, which include passenger fares, lottery transportation funds (LTAF), and local funding sources. This yields a net total of \$17.1 billion (YOE \$'s) for use on transit services and projects.

Table ES-6 also lists estimated future costs for the transit element of the RTP, expressed in YOE \$'s. Expected expenditures during the planning period total \$17.1 billion. This includes \$11.0 billion for bus capital and operating (including vanpool, dial-a-ride and rideshare); and \$6.1 billion for light rail transit capital and operating.

TABLE ES-6: TRANSIT FUNDING PLAN: FY 2014 through FY 2035

FUNDING (Year of Expenditure \$'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	4,515.5	
MAG Federal Transit Funds	2,937.8	
MAG Federal CMAQ	415.7	
Beginning Balance (Regional Funds)	68.1	
Bond Proceeds	225.0	
Allowance for Debt Service and Other Expenses	(381.4)	
Total Regional Funds		7,780.7
Local / Other		
Fixed Route Bus Fares	1,675.4	
Light Rail Transit/High Capacity Transit Fares	498.1	
Paratransit Vehicle Fares	130.6	
Vanpool Fares	68.1	
LTAf	299.1	
Local Funds	6,602.4	
Total Local/Other Funds		9,273.7
Total Funding		17,054.4
EXPENDITURES (Year of Expenditure \$'s in Millions)		
		Totals
Regionally Funded Projects		
<i>Capital</i>		
Regional Bus Fleet	1,084.7	
Bus Maintenance and Passenger Facilities	357.4	
Light Rail Transit/High Capacity Transit Regional Infrastructure	350.2	
Light Rail Transit/High Capacity Transit Extensions	3,063.1	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	79.9	
Vanpool	42.0	
Rural/Non-Fixed Route Transit	2.2	
Total Capital		4,979.5
<i>Operating</i>		
Supergrid	1,457.3	
Freeway Rapid Bus and Express Bus	269.2	
LINK Service	148.8	
Regional Passenger Support Services	203.3	
Paratransit (ADA-compliant)	768.5	
Light Rail Transit/High Capacity Transit	0.0	
Rural/Non-Fixed Route Transit	10.5	
Vanpool	68.1	
Planning and Programming	97.5	
Total Operating		3,023.2
FTA Funds Forecast Contingency		(222.0)
Total Regionally Funded Projects		7,780.7
Locally / Other Funded Projects		
<i>Capital</i>		
Local Fixed Route Service	964.2	
Paratransit	52.5	
Light Rail Transit/High Capacity Transit	841.6	
Total Capital		1,858.3
<i>Operating Costs</i>		
Local Fixed Route Bus Service	4,485.8	
Paratransit	694.6	
Light Rail Transit/High Capacity Transit	1,836.2	
Planning, Programming and Other Support	176.8	
Total Operating		7,193.4
FTA Funds Forecast Contingency		222.0
Total Locally/Other Funded Projects		9,273.7
Total Expenditures		17,054.4

ILLUSTRATIVE CORRIDORS/PROJECTS

Long range, transportation studies represent collaborative efforts between MAG and other agencies, communities, counties and regions, and have implications for the extended planning effort beyond the currently adopted MAG RTP. An important aspect in identifying potential new corridors/projects or other transportation improvements that might be considered for inclusion in future updates of the RTP is the concept of illustrative projects.

Illustrative Corridor/Project Concept

Federal regulations for metropolitan transportation planning identify the concept of “illustrative projects” as an element of the planning process. These are projects that could potentially be included in the plan, if additional resources beyond the reasonably available financial resources identified in the plan were available. They are discussed in the metropolitan transportation plan for illustrative purposes only, and are not included in the financial plan or air quality conformity determination. There is no requirement to select any project from an illustrative list of projects in a metropolitan transportation plan at some future date, when funding might become available. In addition, no priorities are stated or implied by inclusion as an illustrative corridor.

An illustrative project may not be needed until after the planning horizon of the RTP. However, illustrative projects can be helpful in guiding transportation and land use planning efforts at both the regional and local level, and in seeking funding from other sources to implement the project, since the project has been vetted through a planning study or process and through MAG.

An illustrative project must be identified through a transportation planning process such as a framework study, corridor or modal analysis, or other similar transportation studies. The illustrative project must be for a regionally significant project and is a corridor or link in the regional transportation system that enhances mobility in the region. The inclusion of an illustrative project in the Regional Transportation Plan does not imply in any way that the project has priority for future funding over other illustrative projects in the RTP or future projects yet to be identified. The MAG Regional Council, acting on a recommendation from the Transportation Policy Committee, can add or delete an illustrative project in the MAG Regional Transportation Plan.

2035 RTP

The illustrative corridors/projects included in the 2035 Regional Transportation Plan are listed below.

- Interstate 10/Hassayampa Valley Transportation Framework Study: On February 27, 2008, the MAG Regional Council accepted the findings and implementation strategies as

described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

- Interstates 8 and 10/ Hidden Valley Transportation Framework Study: On September 30, 2009, the MAG Regional Council accepted the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.
- New River Corridor: On November 25, 2003, the Regional Council approved inclusion of a connection between Loop 303 and I-17 in the vicinity of New River Road as a corridor for further study.
- Sky Harbor Automated Train System: On April 22, 2009, the Regional Council approved inclusion of Stage Two of the Sky Harbor Automated Train System (Sky Train) as an illustrative project in the RTP.
- Regional Transit Framework Study: On March 31, 2010, the MAG Regional Council accepted the Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the RTP, as well as the future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process.
- Central Mesa Light Rail Transit - Phase II: On September 30, 2009, the Regional Council approved a recommendation to improve service frequency on the Main Street LINK Bus Rapid Transit to match the LRT, as an illustrative project in the RTP.
- Tempe South Alternatives Analysis: On December 8, 2010 the MAG Regional Council approved a recommendation for inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road, as an illustrative transit corridor in the MAG Regional Transportation Plan.
- Potential Improvements to the Existing Freeway/Highway System: Certain additional projects to improve the existing freeway/highway system have been identified as a result of various ADOT corridor and design concept studies. These illustrative projects are:
 - I-10 (SR-101L/Agua Fria to I-17) - Capacity improvements after completion of the I-10/SR-202L interchange and possible enhancements to the I-10 “Stack”.
 - SR-85 (I-10 to I-8) - Upgrading SR-85 to a full freeway, including construction of a fully directional interchange at I-8.
 - SR-101L (Agua Fria Freeway) - Installation of direct HOV ramps at the system interchanges with I-17 and I-10.

OTHER TRANSPORTATION MODES

The RTP includes a full range of transportation modes and transportation functions. In addition to freeways, streets and public transit, the Plan covers needs that address airport facilities, freight, bicycle and pedestrian travel, special transportation functions and transportation enhancement projects.

Aviation

The existing airport system in the MAG region consists of 16 airports, including one major commercial facility, Phoenix Sky Harbor International Airport, seven general aviation reliever airports and six additional general aviation airports. One of the airports, Phoenix-Mesa Gateway, is currently classified as a non-hub commercial airport, providing commercial flights around the United States that supplement Phoenix Sky Harbor International Airport.

In 2006 the MAG aviation planning program was completed. The program examined the future air transportation needs of the region with the aim of maximizing the transportation and economic benefits of airports which minimizing any adverse impacts related to congestion, the environment and airspace. The Federal Aviation Administration (FAA) is the agency responsible for the planning and management of airspace.

Future planning efforts will focus upon ground access needs to airports in terms of both highway and transit facilities, interacting with the region's airport personnel and exploring opportunities for improving the regional aviation system, and developing an aviation database that will support the MAG airport model that develops air pollutant emissions inventory for airports in Maricopa County.

Bicycle and Pedestrian Facilities

The Maricopa Association of Governments (MAG) has maintained an active role in promoting the establishment of improved travel opportunities for bicyclists and pedestrians for many years. MAG is also a leader in promoting improvement in the Valley's street-side environments to better accommodate pedestrian travel.

In 2007, MAG developed the MAG Regional Bikeway Master Plan, which provides a guide for the development of a convenient and efficient transportation system where people can bike safely to all destinations. MAG also develops and prints a regional bikeway map indicating bike lanes, shared use paths, off street trails, and canals. In 2012, MAG expanded the print version of the map to include an electronic version for the smart phone. In 2011 MAG, completed a Complete Streets Guide. The purpose of the Guide is to ensure that bicycle and pedestrian facilities are included in all street designs, to the greatest extent possible, and are ultimately being considered as integral to a street as a fundamental component of community mobility, health, and safety.

The MAG Pedestrian Design Assistance Program encourages the development of designs for pedestrian facilities according to the MAG *Pedestrian Policies and Design Guidelines*. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. Through the program, the design of pedestrian facilities that are compatible with existing land use and transportation practices is promoted.

Freight

Freight transport involves a complexity of networks and users who use a variety of methods, modes, and equipment to move raw materials, and processed goods through regional, national and international markets for the purpose of commerce. The movement of goods is conducted through the utilization of multiple modes of transport, such as air, pipeline, water, truck, rail, or other non-traditional means. Freight issues are very complex and usually are not restrained by a county border or to a state. Supply chains, market demand and competitive transportation corridors are constantly changing, requiring neighboring regions and countries to collaborate and create unified plans for moving freight efficiently and keeping the region globally competitive.

In 2012, MAG in cooperation with the Joint Planning Advisory Council (JPAC) completed the Freight Transportation Framework Study. The goal of the Freight Transportation Framework Study was to identify freight related economic development opportunities in the Arizona Sun Corridor. The framework study completed an extensive freight survey that: (1) included 2,500 shippers and carriers across the United States, (2) conducted phone and in-person interviews with local freight stakeholders, (3) evaluated commodity flows and truck rates, (4) identified 16 freight focus areas, (5) analyzed the industry real estate market, (6) completed a detailed assessment of four emerging focus areas that included the evaluation of the industry market, land use plans (existing and future), inventory of existing businesses, education, travel times, commodities, transportation infrastructure and economic development incentives.

Building on the findings from the Freight Transportation Framework Study, MAG will be initiating, in late (FY) 2013, the MAG Freight Plan, which will analyze the flow of goods through Maricopa County, identify hazardous cargo routes, freight sub-corridors, bottlenecks, and link freight corridors to major clusters located throughout the region. This effort will be structured to complement the freight infrastructure needs identified in the Freight Transportation Framework Study, and advance the effort to stake out a prominent role in global freight distribution for the MAG region and the Sun Corridor.

Special Needs Transportation

The transportation needs of special populations are a regional concern. Limitations caused by age or disability often complicate the process of securing transportation for a portion of the population. In addition, those who are seeking employment or training and those who lack financial resources, find limited transportation options available to reach second or third shifts

and weekend employment. In the MAG region, human services transportation is facing increasing demand.

As part of the effort to plan and coordinate special needs transportation services, MAG has prepared a Public Transit/Human Services Transportation Plan. The plan is developed and updated through a process that includes representatives of the public and private sectors, non-profit transportation and human services providers, and members of the general public. The first plan was approved by the MAG Regional Council in 2007. Updates have been approved from 2008 through 2013. The plan seeks to standardize operations and policies among the human services transportation service providers, and to maximize the capacity of the current system by providing more rides for the targeted populations for the same or fewer resources.

The plan's strategies aim to: (1) simplify customer access to transportation, (2) reduce duplication of transportation services, (3) streamline federal rules and regulations that may impede the coordinated delivery of services, and (4) improve the efficiency of services by using existing resources to provide more rides at the same or lower cost.

Transportation Enhancement Activities

Transportation Enhancements are a category of federal funding that comes directly to the State of Arizona through federal transportation legislation known as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Transportation Enhancement Program was originally enacted by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and was created to improve surface transportation activities by developing projects that go "above and beyond" normal, or routine transportation activities and funding.

Since the inception of the Transportation Enhancement Program, the MAG region has been awarded funding for: (1) multi-use or shared use pathways along existing routes and canals, including projects for sidewalks and pedestrian crossings, (2) projects directly related to bike routes and bike facilities, and (3) projects pertaining to streetscapes and pedestrian alleyways, historic preservation and lighting, transportation-related museums, archaeological projects and street signs. Although the majority of enhancement projects within the MAG Region have focused on the provision of facilities for pedestrians and bicycles, many of these projects have strong intermodal ties to regional transit activities.

In July 2012, federal transportation legislation -- the Moving Ahead for Progress in the 21st Century Act (MAP-21) -- was enacted. MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. MAG is working closely with ADOT to interpret the new transportation alternatives program and identify procedures for transitioning enhancement project funding from SAFETEA-LU to MAP-21.

SYSTEM OPERATION AND MANAGEMENT

The efficient operation of the transportation system is vital in the effort to obtain the maximum capacity from the region's investment in existing transportation facilities and services. This includes activities involving functions such as intelligent transportation system (ITS) management, demand management, congestion management, and transportation safety and security.

System Management / ITS Planning

Transportation System Management (TSM) programs help accommodate the safe and efficient movement of people and vehicles within the transportation system. The full spectrum of transportation technology applications, known as Intelligent Transportation Systems (ITS), now forms the basis for all of these programs. Since 1996, the Maricopa Association of Governments (MAG) has taken progressive steps toward mainstreaming the development of regional ITS within the transportation planning process. All planning activities for public sector owned, regional ITS infrastructure are currently coordinated and led by MAG.

In April 2001, MAG approved the first comprehensive ITS Strategic Plan and ITS Architecture for the region. This Plan has provided direction for ITS implementation throughout the region. In December 2012, a new ITS Strategic Plan was approved by MAG. Oversight for this Plan was provided by members of the MAG ITS Committee. The Plan recommended a shift of focus from specific future projects to programs or emphasis areas. It identified the following emphasis areas for future investments in ITS in the MAG region: (1) improving freeway operations, (2) improving transit operations, (3) improving arterial operations, and (4) improving road safety. In 2003, MAG developed the Regional Concept of Transportation Operations (RCTO), a high-level plan for the coordination of transportation operations in the region.

Demand Management

The MAG Region benefits from a broad range of travel demand management (TDM) techniques and programs. These programs lessen vehicular congestion by helping to reduce the number of vehicles on the roadway network and making more efficient use of existing transportation facilities. This reduction in vehicle miles of travel also helps improve air quality by decreasing the level of vehicular emissions that contribute to the total amount of pollutants in the air. A number of demand management activities are utilized throughout the MAG region.

TDM programs encourage reductions in travel demand within the transportation system. TDM activities generally focus on both improved travel choice and incentives to reduce driving alone. These programs promote alternatives to driving alone, including carpooling, vanpooling, transit, walking, and bicycling. TDM also encourages alternative work schedules that reduce trips, including teleworking and compressed work schedules. TDM activities generally focus on commute trips and student trips during peak travel periods. In this region, MAG provides funding for TDM activities conducted by the Regional Public Transportation Authority (Valley

Metro/RPTA), the Arizona Department of Administration, and Maricopa County Air Quality Department.

Performance Monitoring and Congestion Management

MAG maintains an ongoing transportation system performance monitoring and assessment program. This program has developed various reporting methodologies and web-based components, allowing policymakers, technical users and the public in general easy access to performance data and visualization. MAG publishes performance reports in various formats including hard-copy, web-based, map and interactive dashboards. Recognizing the close relationship between performance monitoring and congestion management, key performance measurement indicators are aligned with the congestion management process.

As part of the regional transportation planning effort, MAG maintains a congestion management process (CMP) to improve traffic flow and mitigate congestion throughout the metropolitan area. The CMP makes use of the performance measurement systems that monitor and report on the status of the transportation network. These measures are an integral part of the CMP analysis process, which incorporates evaluative elements for each of the modes. The CMP provides input to the development of the Transportation Improvement Program (TIP), using quantitative and qualitative methods to assist MAG committees in considering the merits of proposed projects under consideration for competitive funding. As new funding sources become available, the updated CMP will play a greater role in the planning and programming of future transportation investments in the MAG Region.

Transportation Safety and Security

Transportation safety is addressed at two levels within the MAG planning process. The first involves the consideration of road safety as a criterion in comprehensive planning, such as the RTP. Decision-making is supported by an assessment of different regional transportation alternatives from a safety viewpoint. At the second level, transportation safety planning addresses short to medium-term needs, comprehensively described in the 2005 MAG Strategic Transportation Safety Plan. This Plan identifies general strategies and potential actions to be carried out with oversight provided by the MAG Transportation Safety Committee. A study to update the MAG Strategic Transportation Safety Plan is planned to commence in 2013.

Safety can be described as the “freedom from danger,” whereas security is the “freedom from *intentional* danger.” Agencies in the MAG region that address transportation security issues include: Arizona Office of Homeland Security, Arizona Department of Public Safety, Arizona Department of Transportation, Maricopa County Department of Emergency Management, MAG 9-1-1 Emergency Telephone, Valley Metro/Regional Public Transportation Authority, and local municipalities. Although it does not currently have a direct role in transportation security policy decisions, MAG will work to coordinate activities with local, state and federal agencies, as appropriate, in order to provide a regional forum on security issues.

AIR QUALITY CONFORMITY

As required by the Clean Air Act, an air quality conformity analysis will be conducted on the MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) as a whole. For a finding of conformity, the analysis must demonstrate that the TIP and RTP are in conformance with regional air quality plans and will not contribute to air quality violations. The conformity analysis must also demonstrate that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A description of the conformity tests and results of the conformity analysis will be provided upon completion of the 2013 Conformity Analysis.

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are:

- The TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate or approved by EPA for transportation conformity purposes, or interim emissions tests.
- The latest planning assumptions and emission models in force at the time the conformity analysis begins must be employed.
- The TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans.
- Consultation generally occurs at the beginning of the conformity analysis process; on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed; and at the end of the process, on the draft conformity analysis report.

The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

Appendix A
Regional Freeway/Highway Projects

TABLE A-1
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL FREEWAY/ HIGHWAY PROJECTS

PROJECT TYPE	CORRIDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP
<u>I-10 PAPAGO CORRIDOR</u>				
GPL	10	SR101L, Agua Fria - I-17 (Utilities)	14,400	Group 1
TI	10	Fairview Dr (TI)	20,300	Group 2
GPL	10	SR85 - Verrado Way	42,800	Group 3
		Sub-total	77,500	
<u>I-10 MARICOPA CORRIDOR</u>				
GPL	10	32nd St. - 202L, Santan	492,300	Group 2
HOV/GPL	10	SR202L, Santan - Riggs Rd	73,700	Group 2
TI	10	Sky Harbor West Airport Access	50,600	Group 2
TI	10	Chandler Heights	22,900	Group 2
GPL	10	Riggs Rd - MPA Boundry ***	216,000	Group 2
		Sub-total	855,500	
<u>I-17 BLACK CANYON CORRIDOR</u>				
MISC	17	Peoria Ave - Greenway Rd (Drainage Improvements)	16,500	Group 2
HOV/GPL	17	I-10/I-17 Split -SR101L, Agua Fria	877,400	Group 2
HOV	17	SR74, Carefree Highway - Anthem Way	89,500	Group 3
GPL	17	Anthem Way - New River	57,400	Group 3
		Sub-total	1,040,800	
<u>SR24 GATEWAY CORRIDOR</u>				
NEW	24	SR202L, Santan - Ellsworth Rd Ph 2 (Full Freeway Upgrade)	46,900	Group 3
NEW	24	Ellsworth Rd - Meridian Rd	212,600	Group 3
		Sub-total	259,500	
<u>SR30 I-10 RELIEVER CORRIDOR</u>				
NEW	30	SR303L - SR202L, South Mountain (R/W Protection)	55,900	Group 2-3
NEW	30	SR85 - SR303L	192,700	Group 3
NEW	30	303L - Estrella Pkwy	279,400	Group 3
NEW	30	Estrella Pkwy - Dysart Rd	243,400	Group 3
NEW	30	Dysart Rd - Avondale Blvd	116,600	Group 3
NEW	30	Avondale Blvd - 97th Ave	148,900	Group 3
NEW	30	97th Ave - 67th Ave	223,200	Group 3
NEW	30	67th Ave - 202L South Mountain	296,800	Group 3
		Sub-total	1,556,900	
<u>SR51 PIESTEWA CORRIDOR</u>				
GPL	51	Shea Blvd - SR101L, Pima	60,200	Group 3
<u>US60 GRAND AVENUE CORRIDOR</u>				
TI	60G	Bell Rd TI	45,000	Group 1
TI	60G	Thompson Ranch/Thunderbird (TI)	13,000	Group 1
IMP	60G	SR101L, Agua Fria - Van Buren St (Phase 2)	22,825	Group 1
GPL	60G	SR101L, Agua Fria - Van Buren St (Phase 3)	86,200	Group 3
		Sub-total	167,025	
<u>US60 SUPERSTITION CORRIDOR</u>				
TI	60S	Meridian Rd (Half Interchange)	11,700	Group 1
HOV/GPL	60S	Crismon Rd - Meridian Rd	28,400	Group 2
GPL	60S	Mountain Rd - Ren. Fest. (Az Parkway) ***	24,000	Group 3
TI	60S	Lindsay Rd Half Interchange	8,200	Group 3
		Sub-total	72,300	
<u>SR74 CAREFREE CORRIDOR</u>				
GPL	74	US60, Grand - SR303L, Bob Stump (R/W Protection)	1,860	Group 3
GPL	74	US60, Grand Ave - I-17 Black Canyon (R/W Protection)	40,100	Group 3
		Sub-total	41,960	

PROJECT TYPE	CORRIDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP
SR79 PINAL PARKWAY				
GPL	79	Butte Ave. - CAP ***	15,000	Group 3
SR85 CORRIDOR				
GPL	85	Warner Street Bridge	5,300	Group 1
SR87 DUTHIE-MARTIN CORRIDOR				
			0	N/A
SR88 CORRIDOR				
			0	N/A
US93 CORRIDOR				
			0	N/A
101L AGUA FRIA CORRIDOR				
GPL	101AF	I-10 - US60, Grand Ave	116,400	Group 3
GPL	101AF	US60, Grand Ave - I-17	150,400	Group 3
		Sub-total	266,800	
101L PIMA CORRIDOR				
MISC	101PI	Pima Road Extension (JPA)	3,931	Group 1
GPL	101PI	Shea Blvd - SR202L, Red Mountain	91,000	Group 1
GPL	101PI	Princess Dr - Shea Blvd	56,400	Group 2
GPL	101PI	SR51 - Princess Dr	77,900	Group 2
GPL	101PI	I-17 - SR51	73,500	Group 2
		Sub-total	302,731	
101L PRICE CORRIDOR				
MISC	101PR	Balboa Dr, Multi-use Path, Local	2,000	Group 1
GPL	101PR	Baseline Rd - SR202L, Santan	53,400	Group 2
		Sub-total	55,400	
SR143 HOHOKAM CORRIDOR				
			0	N/A
202L RED MOUNTAIN CORRIDOR				
GPL	202RM	SR101L - Gilbert Rd ** (R/W only)	4,500	Group 1
HOV	202RM	Broadway Rd - US60, Superstition	5,650	Group 2
HOV	202RM	Gilbert Rd - Broadway Rd **	0	Group 1
GPL	202RM	Gilbert Rd - Higley Rd	51,900	Group 3
GPL	202RM	Higley Rd - US60, Superstition	108,300	Group 3
RAMP	202RM	US60, Superstition System TI	42,100	Group 3
TI	202RM	Mesa Dr, Ramps Only	13,500	Group 3
		Sub-total	225,950	
202L SANTAN CORRIDOR				
HOV	202SAN	US60, Superstition - Gilbert	50,200	Group 2
GPL	202SAN	Dobson Rd - I-10	50,300	Group 3
GPL	202SAN	Val Vista Dr - Dobson Rd	83,500	Group 3
GPL	202SAN	US60, Superstition - Val Vista Dr	104,000	Group 3
		Sub-total	288,000	
202L SOUTH MOUNTAIN CORRIDOR				
NEW	202SM	17th Ave - 51st Ave	387,240	Group 1
NEW	202SM	Salt River Bridge	92,900	Group 1
NEW	202SM	Salt River - Buckeye Rd	181,000	Group 1
NEW	202SM	24th St - 17th Ave	138,800	Group 1
NEW	202SM	I-10 Maricopa - 24th St	178,300	Group 1
NEW	202SM	I-10 Papago/ SR202L System Interchange	594,100	Group 1
NEW	202SM	Baseline Rd - Salt River	53,200	Group 2
NEW	202SM	51st Ave - Elliot Rd	69,400	Group 2
NEW	202SM	Elliot Rd - Baseline Rd	96,800	Group 2
		Sub-total	1,791,740	

PROJECT TYPE	CORRIDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP
<u>SR238 MOBILE HIGHWAY</u>				
GPL	238	SR347 - Warren Rd. ***	25,000	Group 3
<u>SR287 FLORENCE-COOLIDGE HIGHWAY</u>				
GPL	287	SR79 - SR87 ***	15,000	Group 3
<u>303L ESTRELLA CORRIDOR</u>				
LNDSCP	303	I-10/SR303L TI - US60 Grand Avenue	18,490	Group 1
TI	303	US60 Grand Avenue/SR303L (Interim TI)	48,400	Group 1
NEW	303	I-10/303L TI, Phase II	62,000	Group 1
TI	303	El Mirage Rd TI	33,500	Group 1
TI	303	US60 Grand Avenue/SR303L (Final TI)	124,600	Group 2
NEW	303	Van Buren Street - MC85/I-10 Reliever	248,800	Group 2-3
NEW	302	US60, Grand Ave -Happy Valley Rd (Final Freeway) ** (R/W only)	1,000	Group 1
NEW	303	Happy Valley Rd - I-17 (Final Freeway)	227,400	Group 3
TI	303	Northern Parkway System (Final TI)	85,600	Group 3
NEW	303	Riggs Rd - I-10 Reliever (R/W Protection)	46,600	Group 3
		Sub-total	896,390	
<u>SR347 MARICOPA ROAD</u>				
TI	347	Casa Grande Hwy/R.R. Overpass ***	60,000	Group 1
GPL	347	I-10 - SR238 ***	80,000	Group 3
		Sub-total	140,000	
<u>NORTH-SOUTH FREEWAY CORRIDOR</u>				
NEW	N/A	R/W Protection (Including SR24 Corridor)	65,000	Group 3
<u>FREEWAY MANAGEMENT SYSTEM (FMS)</u>				
FMS	SW	Freeway Management System Preservation and Projects	160,130	Group 1-2
<u>MAINTENANCE</u>				
MAINT	SW	Maintenance (Landscape, Litter & Sweep)	321,600	Group 1-3
<u>MINOR PROJECTS</u>				
MISC	SW	Freeway Service Patrol	25,900	Group 1-3
<u>NOISE MITIGATION</u>				
NOISE	SW	Quiet Pavement Preservation	150,000	Group 3
<u>PRELIMINARY ENGINEERING</u>				
ADMIN	SW	Preliminary Engineering	258,900	Group 1-3
<u>RIGHT OF WAY</u>				
R/W	SW	R/W Management and Advance Acquisition	67,950	Group 1-3
		GRAND TOTAL	9,268,476	

PROJECT TYPE	CORR-IDOR	PROJECT DESCRIPTION	COST FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP
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* Plan Groups:

- Group 1 - (FY 2014 - FY 2018)
- Group 2 - (FY 2019 - FY 2026)
- Group 3 - (FY 2027 - FY 2035)

** Amended into FY 2013 on June 19, 2013.

*** Project is not part of Freeway/Highway Life Cycle Program. Cost covers MAG area portion only.

For freeway/expressway projects, the Plan Group generally indicates the period in which a project is programmed for construction activity. Projects may be programmed for design and/or right-of-way acquisition in earlier periods.

Abbreviations:

FMS - Freeway Management System

GPL - General Purpose Lanes

HOV - High Occupancy Vehicle (Lanes)

IMP - Spot Roadway and Access Control Improvements

LNDSCP - Landscaping

NEW - New Freeway on New Right-of-Way

RAMP - Ramps to HOV Lanes in Interchanges

R/W - Right-of-Way

SW - Systemwide

TI - Traffic Interchange

Appendix B
Regional Arterial Street Projects

**TABLE B-1
2035 REGIONAL TRANSPORTATION PLAN
REGIONALLY FUNDED ARTERIAL STREET PROJECTS**

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 \$'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 \$'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 \$'S in THOUSANDS)	PLAN GROUP
<u>CHANDLER</u>				
Arizona Ave/Chandler Blvd	0	0	0	Project Completed
Arizona Ave/Elliott Rd	0	0	0	Project Completed
Arizona Ave/Ray Rd	0	0	0	Project Completed
Arizona Ave: Ocotillo Rd to Hunt Highway	4,433	3,018	16,692	Group 2
Chandler Blvd/Alma School Rd	2,606	942	10,832	Group 1
Chandler Blvd/Dobson Rd	0	0	0	Project Completed
Chandler Blvd/Kyrene Rd	0	3,776	8,385	Group 3
Gilbert Rd: SR-202L to Hunt Hwy				
Gilbert Rd: SR-202L/Germann to Queen Creek Rd	0	0	0	Project Completed
Gilbert Rd: Queen Creek to Hunt Hwy	0	0	0	Project Completed
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	1,869	0	0	Project Completed
Gilbert Rd: Ocotillo Rd to Chandler Heights	6,160	0	4,853	Group 1
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	3,528	2,649	5,298	Group 1
Kyrene Rd/Ray Rd	3,775	0	8,753	Group 2
Price Rd Substitute Projects				
Chandler Heights Rd: Arizona Avenue to McQueen Road	7,325	0	11,157	Group 2
Chandler Heights Road: McQueen Road to Gilbert Road	6,535	0	27,903	Group 2
McQueen Road: Ocotillo Road to Riggs Road	6,482	0	10,766	Group 1
Ocotillo Road: Arizona Avenue to McQueen Road	5,295	1,408	13,486	Group 1
Ocotillo Road: Cooper Road to Gilbert Road	6,499	0	13,637	Group 2
Price Rd at Germann Rd: Intersection Improvements	3,178	0	5,415	Group 2
Price Rd at Queen Creek Rd: Intersection Improvements	5,222	0	6,687	Group 2
Price Rd: Santan to Germann	0	0	0	Project Completed
Ray Rd/Alma School Rd	0	0	0	Project Completed
Ray Rd/Dobson Rd	6,718	0	10,515	Group 2
Ray Rd/McClintock Dr	5,646	0	8,419	Group 1
Ray Rd/Rural Rd	3,775	0	7,907	Group 2
<u>CHANDLER/GILBERT</u>				
Queen Creek Rd: Arizona Ave to Higley Rd				

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 \$'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 \$'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 \$'S in THOUSANDS)	PLAN GROUP
Queen Creek Rd: Arizona Ave to McQueen Rd (CHA)	0	0	0	Project Completed
Queen Creek Rd: McQueen Rd to Gilbert Rd (CHA)	7,448	5,112	18,146	Group 2
Queen Creek Rd: Greenfield Rd to Higley (GIL)	0	0	0	Project Completed. Savings reallocated to AIIIGUD3003 and ACIGER2003B
<u>EL MIRAGE/MARICOPA COUNTY</u>				
El Mirage Rd: Northern Ave to Bell Rd (Phase I)				
El Mirage Road Design Concept Report	0	0	0	Project Completed
El Mirage Rd: Bell Rd to Picerne Dr (MC)	0	0	2,570	Group 1
El Mirage Rd: Northern Ave to Cactus (MC)	0	0	0	Project Completed
El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand (ELM)	1,788	0	1,044	Group 1
El Mirage Rd: Northern Ave to Peoria Ave (MC)	9,856	0	12,604	Group 1
Thunderbird Rd: 127th Ave to Grand Avenue (ELM)	2,817	0	4,024	Group 1
El Mirage Rd: Peoria Ave to Cactus Rd (ELM)	7,612	0	10,875	Group 1
El Mirage Rd: Northern Ave to Bell Rd (Phase II)				
El Mirage Rd: Cactus to Grand Avenue (ELM)	13,553	0	19,361	Group 2
El Mirage Rd: Grand Avenue to Picerne Drive (MC)	0	0	2,000	Group 3
<u>FOUNTAIN HILLS</u>				
Shea Blvd: Palisades Blvd to Cereus Wash				
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	0	0	0	Project Completed
Shea Blvd: Technology Dr to Cereus Wash	2,803	0	4484.78	Group 1
Shea Blvd: Fountain Hills Blvd to Technology Dr	2,131	692	4,826	Group 2
<u>GILBERT</u>				
Elliot Rd/Cooper Rd	4,140	0	7,615	Group 1
Elliot Rd/Gilbert Rd	3,775	3,600	9,382	Group 2
Elliot Rd/Greenfield Rd	3,774	0	7,895	Group 2
Elliot Rd/Higley Rd	3,775	1,137	7,615	Group 2
Elliot Rd/Val Vista Dr	3,775	699	7,615	Group 2
Germann Rd: Gilbert Rd to Power Rd				
Germann Rd: Gilbert Rd to Val Vista Dr	5,285	1,458	12,386	Group 2
Germann Rd: Val Vista Dr to Higley Rd	17,816	0	20,257	Group 1
Greenfield Rd: Elliot Rd to Ray Rd	3,775	0	5,254	Group 3

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 \$'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 \$'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 \$'S in THOUSANDS)	PLAN GROUP
Guadalupe Rd/Cooper Rd	3,518	0	5,937	Group 1
Guadalupe Rd/Gilbert Rd	2,775	0	6,670	Group 1
Guadalupe Rd/Greenfield Rd	2,992	1,919	9,534	Group 2
Guadalupe Rd/Power Rd	2,379	3,901	9,704	Group 2
Guadalupe Rd/Val Vista Dr	3,775	0	7,615	Group 2
Ray Rd: Val Vista Dr to Power Rd	16,683	0	21,239	Group 2
Ray Rd/Gilbert Rd	0	3,775	7,615	Group 2
Val Vista Dr: Warner Rd to Pecos	0	0	0	Project Completed
Warner Rd/Cooper Rd	0	0	0	Project Completed
Warner Rd/Greenfield Rd	3,775	0	7,615	Group 2
<u>GILBERT/MESA/MARICOPA COUNTY</u>				
Power Rd: Santan Fwy to Chandler Heights				
Power Rd/Pecos (GIL)	0	0	0	Project Completed
Power Rd: Santan Fwy to Pecos Rd (MES)	11,957	0	17,738	Group 1
Power Rd: Pecos to Chandler Heights (GIL)	0	0	27,993	Group 2
Power Rd: Baseline Rd to Santan Fwy				
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202 (MES)	8,193	0	11,785	Group 2
Power Rd: Baseline Rd to East Maricopa Floodway (MC)	0	0	11,507	Group 1
<u>MARICOPA COUNTY</u>				
Dobson Rd: Bridge over Salt River	18,632	0	47,110	Group 2
El Mirage Rd: Bell Rd to Jomax Rd				
El Mirage Rd: Bell Rd to Deer Valley Dr	9,725	0	0	Project Completed
El Mirage Rd: L303 to Jomax	0	0	17,889	Group 3
El Mirage Rd: Deer Valley Dr to L303	0	0	0	Project Completed
Gilbert Rd: Bridge over Salt River	12,332	0	41,200	Group 2
Jomax Rd: SR-303L to Sun Valley Parkway	6,830	17,761	35,130	Group 2
McKellips Rd: Bridge over Salt River	0	14,005	27,418	Group 3
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	22,885	14,567	44,715	Group 2
Northern Pkwy: Sarival to Grand (Phase I)				
Northern Parkway: Sarival to Dysart	0	0	0	Project Completed
Northern Parkway: ROW Protection	0	0	0	Project Completed
Northern Pkwy: Sarival to Grand (Phase II)				
Northern Parkway: Sarival to Dysart	2,410	0	2,545	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 \$'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 \$'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 \$'S in THOUSANDS)	PLAN GROUP
Northern Pkwy: Dysart to 111th	23,639	0	30,989	Group 1
Northern Parkway: Reems and Litchfield Overpasses	6,866	0	12,495	Group 1
Northern Pkwy: Northern Ave at L101	8,448	0	12,299	Group 1
Northern Pkwy: Dysart Overpass	23,357	0	33,066	Group 1
Northern Pkwy: ROW Protection	1,400	0	2,000	Group 1
Northern Parkway: Interim Construction	17,880	0	23,630	Group 2
Northern Pkwy: Sarival to Grand (Phase III)				
Northern Pkwy: El Mirage Alternative Access	2,915	0	4,164	Group 2
Northern Pkwy: El Mirage Overpass	21,515	0	30,587	Group 2
Northern Pkwy: Agua Fria to 111th	2,817	0	3,874	Group 2
Northern Pkwy: 111th to 107th	15,424	0	21,883	Group 2
Northern Pkwy: 107th to 99th	20,572	0	29,239	Group 2
Northern Pkwy: Loop 101 to 91st	3,575	0	4,957	Group 2
Northern Pkwy: 91st to Grand Intersection Improvements	5,907	0	8,229	Group 2
Northern Pkwy: ROW Protection	0	0	4,250	Group 2
Northern Pkwy: Ultimate Construction	15,840	0	18,591	Group 2
MESA				
Baseline Rd: Power Rd to Meridian Rd				
Baseline Rd: Power Rd to Ellsworth Rd	8,936	0	LRT Deletion	LRT Deletion
Baseline Rd: Ellsworth Rd to Meridian Rd	9,361	0	LRT Deletion	LRT Deletion
Broadway Rd: Dobson Rd to Country Club	3,751	4,741	20,002	Group 2
Country Club/University Dr	8,325	0	21,138	Group 2
Country Club/Brown Rd	4,030	0	LRT Deletion	LRT Deletion
Crismon Rd: Broadway Rd to Germann Rd				
Crismon Rd: Broadway Rd to Guadalupe Rd	0	9,919	17,965	Group 2
Crismon Rd: Guadalupe Rd to Ray Rd	12,406	0	18,094	Group 2
Crismon Rd: Ray Rd to Germann Rd	12,327	0	LRT Deletion	LRT Deletion
Dobson Rd/Guadalupe Rd	0	0	0	Project Completed
Dobson Rd/University Dr	0	4,921	8223.7	Group 3
Elliot Rd: Power Rd to Meridian Rd				
Elliot Rd: Power Rd to Ellsworth Rd	0	8,646	13,396	Group 2
Elliot Rd: Ellsworth Rd to Meridian Rd	9,330	0	13,607	Group 2
Germann Rd: Ellsworth Rd to Signal Butte Rd	12,795	0	LRT Deletion	LRT Deletion
Gilbert Rd/University Dr	0	0	0	Project Completed

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 \$'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 \$'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 \$'S in THOUSANDS)	PLAN GROUP
Greenfield Rd: University Rd to Baseline Rd				
Greenfield Rd: Baseline Rd to Southern Ave	0	0	0	Project Completed
Greenfield Rd: Southern Ave to University Rd	0	6,585	11,756	Group 2
Guadalupe Rd: Power Rd to Meridian Rd				
Guadalupe Rd: Power Rd to Hawes Rd	8,790	0	LRT Deletion	LRT Deletion
Guadalupe Rd: Hawes Rd to Crimson Rd	8,921	0	LRT Deletion	LRT Deletion
Guadalupe Rd: Crimson Rd to Meridian Rd	7,558	0	LRT Deletion	LRT Deletion
Hawes Rd: Broadway Rd to Ray Rd				
Hawes Rd: Broadway Rd to US60	0	0	10,697	Group 2
Hawes Rd: Baseline Rd to Elliot Rd	7,108	0	10,368	Group 2
Hawes Rd: Elliot Rd to Santan Freeway	4,415	0	5,581	Group 2
Hawes Rd: Santan Freeway to Ray Rd	0	0	0	Project Completed
Higley Rd Parkway: US 60 to SR-202L				
Higley Rd Parkway: SR-202L to Brown Rd	8,582	0	LRT Deletion	LRT Deletion
Higley Rd Parkway: Brown Rd to US-60	8,582	0	LRT Deletion	LRT Deletion
Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	22,490	0	LRT Deletion	LRT Deletion
Lindsay Rd/Brown Rd	3,919	0	5,565	Group 2
McKellips Rd: East of Sossaman to Meridian				
McKellips Rd: East of Sossaman to Crismon Rd	12,283	0	17,444	Group 2
McKellips Rd: Crismon Rd to Meridian Rd	0	0	11,545	Group 2
McKellips Rd: Gilbert Rd to Power Rd				
McKellips Rd/Lindsay Rd	6,137	0	9,690	Group 2
McKellips Rd/Greenfield Rd	2,630	0	3,396	Group 2
McKellips Rd/Higley Rd	6,310	0	9,157	Group 2
McKellips Rd/Power Rd	3,393	0	LRT Deletion	LRT Deletion
McKellips Rd/Recker Rd	3,393	0	5,210	Group 2
McKellips Rd/Val Vista Dr	2,911	0	LRT Deletion	LRT Deletion
Meridian Rd: Baseline Rd to Germann Rd				
Meridian Rd: Baseline Rd to Ray Rd	17,224	0	LRT Deletion	LRT Deletion
Meridian Rd: Ray Rd to Germann Rd	12,721	0	LRT Deletion	LRT Deletion
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd				
Mesa Dr: US 60 to Southern Ave	6,461	0	23,131	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 \$'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 \$'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 \$'S in THOUSANDS)	PLAN GROUP
Mesa Dr/Broadway Rd	8,217	0	19,990	Group 1
Pecos Rd: Ellsworth Rd to Meridian Rd	15,381	0	22,158	Group 2
Ray Rd: Sossaman Rd to Meridian Rd				
Ray Rd: Sossaman Rd to Ellsworth Rd	0	0	0	Project Completed
Ray Rd: Ellsworth Rd to Meridian Rd	21,848	0	31,865	Group 2
Signal Butte Rd: Broadway to Pecos Rd				
Signal Butte Rd: Broadway Rd to Elliot Rd	17,217	0	25,051	Group 2
Signal Butte Rd: Elliot Rd to Pecos Rd	16,576	0	24,175	Group 2
Southern Ave: Country Club Dr to Recker Rd				
Southern/Country Club Dr	5,559	0	7,453	Group 1
Southern Ave/Stapley Dr	8,948	0	20,450	Group 2
Southern Ave/Lindsay Rd	4,251	0	6,189	Group 2
Southern Ave/Higley Rd	6,287	0	9,170	Group 2
Southern Ave: Sossaman Rd to Meridian Rd				
Southern Ave: Sossaman Rd to Crismon Rd	0	8,014	15,735	Group 2
Southern Ave: Crismon Rd to Meridian Rd	0	5,296	10,788	Group 2
Stapley Dr/University Dr	7,785	0	21,532	Group 2
Thomas Rd: Gilbert Rd to Val Vista Dr	4,746	0	LRT Deletion	LRT Deletion
University Dr: Val Vista Dr to Hawes Rd				
University Dr: Val Vista Dr to Higley Rd	11,204	0	16,340	Group 2
University Dr: Higley Rd to Hawes Rd	10,829	0	16,127	Group 2
Val Vista Dr: University Dr to Baseline Rd				
Val Vista Dr: Baseline Rd to Southern Ave	8,320	0	15,104	Group 2
Val Vista Dr: Southern Ave to University Dr	0	4,722	12,150	Group 2
PEORIA				
Beardsley Connection: SR-101L to Beardsley Rd				
Beardsley Connection: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	0	0	0	Project Completed.
Loop 101 (Agua Fria Fwy) at Beardsley Rd/Union Hills Dr	0	0	0	Project Completed
83rd Avenue: Butler Rd to Mountain View	2,593	0	0	Project Completed
75th Ave at Thunderbird Rd: Intersection Improvement	0	0	0	Project Completed
Happy Valley Rd: L303 to 67th Avenue				
Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	0	0	25,000	Group 3
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	0	0	0	Project Completed

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 \$'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 \$'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 \$'S in THOUSANDS)	PLAN GROUP
Lake Pleasant Pkwy: Union Hills to SR74				
Lake Pleasant Pkwy: Dynamite Blvd to CAP	13,867	11,114	24,746	Group 1
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	0	0	0	Project Completed
Lake Pleasant Pkwy: CAP to SR-74/Carefree Hwy	0	0	47,500	Group 3
PHOENIX				
Avenida Rio Salado: 51st Ave. to 7th St.	14,336	0	22,797	Group 1
Black Mountain Blvd: SR-51and Loop 101/Pima Fwy to Deer Valley Rd	17,490	0	24,986	Group 1
Happy Valley Rd: 67th Ave to I-17				
Happy Valley: I-17 to 35th Ave	5,343	78	0	Project Completed
Happy Valley: 35th Ave to 43rd Ave	0	5,232	11,700	Group 2
Happy Valley: 43rd Ave to 55th Ave	0	4,671	11,159	Group 3
Happy Valley: 55th Ave to 67th Ave	0	3,310	10,645	Group 3
Sonoran Blvd: 15th Avenue to Cave Creek	9,194	0	0	Project Completed
SCOTTSDALE/CAREFREE				
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek				
Pima Rd: Thompson Peak Parkway to Pinnacle Peak (SCT)	0	0	0	Project completed.
Pima Rd/Happy Valley (SCT)	0	0	0	Project Completed
Pima Rd: Pinnacle Peak to Happy Valley Rd (SCT)	15,991	0	22,844	Group 1
Pima Rd: Dynamite Blvd to Stagecoach Rd (SCT)	37,892	0	55,270	Group 2
Pima Rd: Stagecoach Rd to Cave Creek (CFR)	4,933	625	7,940	Group 2
Pima Rd: SR101L to Thompson Peak Pkwy (SCT)	0	0	0	Project Completed
SCOTTSDALE				
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	8,012	0	14,344	Group 2
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd				
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	0	0	0	Project Completed
SR-101L Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	0	29,014	41,449	Group 3
SR-101L South Frontage Rd: Hayden Rd to Pima	0	0	3,857	Group 1
Miller Rd/SR-101L Underpass	14,005	0	20,007	Group 2
Pima Rd: Happy Valley Rd to Dynamite Blvd	23,747	0	33,925	Group 1
Pima Rd: McKellips Rd to Via Linda				
Pima Rd: Via Linda to Via De Ventura	1,339	0	2,354	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 \$'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 \$'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 \$'S in THOUSANDS)	PLAN GROUP
Pima Rd: Via De Ventura to Krail	0	0	0	Project Completed
Pima Rd: Krail to Chaparral	9,463	0	16,551	Group 1
Pima Rd: Chaparral Rd to Thomas Rd	6,326	0	11,041	Group 1
Pima Rd: Thomas Rd to McDowell Rd	6,080	0	8,761	Group 1
Scottsdale Airport: Runway Tunnel				
Frank Lloyd Wright -Loop 101 Traffic Interchange	5,633	0	8,047	Group 2
Raintree -Loop 101 Traffic Interchange	2,817	0	4,024	Group 1
Northsight Blvd: Hayden to Frank Lloyd Wright	4,929	0	3,924	Group 1
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	7,746	0	10,059	Group 1
Redfield Rd: Scottsdale Rd to Hayden	3,873	0	5,030	Group 1
Raintree Extension: Hayden to Redfield	12,147	0	17,809	Group 1
Raintree Drive: Loop 101 to Hayden	11,266	0	16,423	Group 1
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	704	0	1,006	Group 1
Southbound Loop 101 Frontage Road Connections	3,052	0	3,857	Group 1
Hayden Rd - Loop 101 Interchange Improvements	11,427	0	16,652	Group 2
Airpark DCR	0	0	0	Project Completed
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd				
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	13,211	0	18,873	Group 1
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	1,800	0	38,032	Group 2
Scottsdale Rd: Jomax Rd to Carefree Hwy				
Scottsdale Rd: Jomax Rd to Dixileta Dr	9,499	0	18,801	Group 2
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	9,499	0	16,624	Group 2
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	9,499	0	16,624	Group 2
Shea Blvd: SR-101L to SR-87				
Shea Blvd at 90th/92nd/96th	0	0	0	Project Completed
Shea Auxiliary Lane from 90th St to Loop 101	6,390	0	9,129	Group 2
Shea Blvd at Via Linda (Phase1)	0	0	0	Project Completed
Shea Blvd at Via Linda (Phase 2)	2,086	0	2,980	Group 1
Shea Blvd at 120/124th St	0	0	0	Project Completed
Shea Blvd at Mayo/134th St	0	0	0	Project Completed
Shea Blvd: SR-101L to 96th St, ITS Improvements	0	0	0	Project Completed
Shea Blvd: 96th St to 144th St, ITS Improvements	2,360	0	3,372	Group 1

FACILITY/LOCATION	REGIONALLY FUNDED REIMBURSEMENTS: FY 2014 - FY 2026 (2011 \$'S in THOUSANDS)	REGIONALLY FUNDED REIMBURSEMENTS: FY 2026 - FY 2035 (2011 \$'S in THOUSANDS)	TOTAL PROJECT COST: FY 2014 - FY 2035 (2011 \$'S in THOUSANDS)	PLAN GROUP
Shea Blvd at Loop 101	3,688	0	5,269	Group 1
Shea Blvd at 110th St	266	0	379	Group 1
Shea Blvd at 114th St	266	0	379	Group 2
Shea Blvd at Frank Lloyd Wright Blvd	664	0	738	Group 1
Shea Blvd at 115th St	111	0	159	Group 2
Shea Blvd at 125th St	880	0	1,257	Group 1
Shea Blvd at 135th St	111	0	159	Group 2
Shea Blvd at 136th St	376	0	211	Group 1
Legacy Dr: Hayden Rd to 88th Street	2,073	10,021	21,910	Group 2
TOTAL	1,171,423.9	197,329.5	2,098,713.7	

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

For arterial projects, the Plan Group indicates the period in which a project is anticipated to be completed. Reimbursements from regional funding sources for arterial projects may occur in later periods.

Appendix C
Regional Transit Projects

**TABLE C-1
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL BUS ROUTES - OPERATING**

	ROUTE	OPERATING COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP *
Express and LINK			
511	Tempe/Scottsdale Airpark Express	6,672	Existing
512	Scottsdale Express	5,474	Existing
520	Tempe Express	2,824	Existing
521	Tempe Express	5,241	Existing
522	Tempe Express SC	6,099	Existing
531	Mesa/Gilbert Express	11,228	Existing
533	Mesa Express	12,614	Existing
535	Northeast Mesa/Downtown Express	10,196	Existing
541	Chandler Express	7,821	Existing
542	Chandler/Downtown Express	10,140	Existing
562	Goodyear Express	5,327	Existing
563	Buckeye Express	2,622	Existing
571	Surprise Express	3,489	Existing
573	Northwest Valley/Downtown Express	11,922	Existing
575	Northwest Valley/Downtown Express	7,704	Existing
	Ahwatukee Connector	1,334	Group 3
	Anthem Express	3,350	Group 3
	Apache Junction Express	4,440	Group 3
	Arizona Ave/Country Club LINK	31,339	Existing
	Avondale Express	4,108	Group 2
	Black Canyon Freeway Connector	2,179	Group 3
	Buckeye Express	4,043	Group 3
	Chandler Blvd LINK	8,908	Group 3
	Grand Ave Limited	3,153	Existing
	Loop 303 Express	4,006	Group 3
	Main St LINK	36,220	Existing
	North I-17 Express	3,617	Group 3
	Peoria Express	3,639	Group 3
	Pima Express	3,358	Group 3
	Red Mountain Freeway Connector	3,086	Group 3
	San Tan Express	8,780	Group 3
	Scottsdale/Rural Rd LINK	22,426	Group 1
	South Central Express	19,924	Existing
	South Central LINK A	2,783	Group 3
	South Central LINK B	2,919	Group 3
	Superstition Freeway Connector	1,341	Group 3
	Superstition Springs Express	4,685	Group 3
Sub-total		289,012	
Supergrid Routes			
3	Van Buren St	18,782	Existing
13	Buckeye Rd	5,312	Group 3
17	McDowell/McKellips	25,067	Existing
29	Thomas Rd	12,983	Group 1
30	University Dr	28,530	Group 2
40	Main St	48,617	Existing
41	Indian School Rd	8,301	Group 3

	ROUTE	OPERATING COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP
44	44th St/Tatum	1,075	Group 3
45	Broadway Rd	13,238	Existing
48	48th St/Rio Salado Pkwy	2,518	Existing
50	Camelback Rd	8,788	Existing
56	56th St	4,626	Existing
59	59th Ave	24,142	Existing
61	Southern Ave	80,558	Existing
66	Mill/Kyrene	8,052	Existing
70	Glendale Ave	43,607	Existing
72	Scottsdale/Rural	129,647	Existing
77	Baseline Rd	26,945	Group 2
81	Hayden/McClintock	63,168	Existing
83	83rd/75th Ave	21,638	Group 3
90	Dunlap/Olive	9,522	Group 3
96	Dobson Rd	41,888	Existing
99	99th Ave	11,494	Group 3
104	Alma School Rd	28,251	Group 1
106	Peoria/Shea	38,286	Existing
108	Elliot Rd	39,838	Existing
112	Arizona Ave/Country Club Dr	32,427	Existing
131	Dysart Rd	3,616	Group 3
136	Gilbert Rd	32,965	Existing
138	Wadell/Thunderbird	20,360	Group 1
139	Litchfield Rd	18,249	Group 3
140	Ray Rd	23,232	Group 3
156	Chandler Blvd	66,756	Existing
160	Greenfield Rd	15,295	Group 3
170	Bell Rd	18,052	Group 2
184	Power Rd	39,045	Existing
204	Queen Creek Rd	4,506	Group 3
Sub-total		1,019,377	
Rural Service			
	Gila Bend connector	7,585	Existing
	Wickenburg connector	0	N/A
Sub-total		7,585	
Other Services			
	ADA Complementary Paratransit	556,905	Existing
	Regional Customer Services	132,076	Existing
	RPTA Planning and Administration	71,010	Existing
	Safety and Security Programs	17,050	Existing
	Operating Contingency	0	N/A
Sub-total		777,040	
Total		2,093,015	

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

Existing (in operation and being funded prior to the "Group 1" period)

For bus operations, the "Group" designations represents the first period in which at least some regional funding was provided for the route. Funding for these routes continues during subsequent periods, and service improvements on certain routes may also be initiated in a later period. Operating costs reflect total costs and are not offset by farebox receipts. Routes designated as "Existing" may also receive service enhancements in later periods which are not specifically indicated. For detailed service enhancements please refer to the latest version of the Transit Life Cycle Program.

**TABLE C-2
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL BUS ROUTES - CAPITAL**

ROUTE		CAPITAL COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP *
Fleet			
	Fixed Route Buses	790,465	Group 1,2,3
	Rural Routes	1,610	Group 1,2,3
	Paratransit	58,330	Group 1,2,3
	Vanpool	33,656	Group 1,2,3
	Sub-total	884,061	
Park and Rides			
	Baseline/24th St	3,895	Group 1
	Camelback/101	5,628	Group 3
	Elliot/-I-10	116	Group 3
	Laveen/59th Ave	5,795	Group 1
	Peoria Grand	5,631	Group 1
	Total Park and Rides	21,065	
Transit Centers			
	19thAveCamelback 6-bay	3,434	Group 3
	44th Cactus 6-bay	3,434	Group 3
	Arrowhead	10,462	Group 1
	Downtown Chandler 4-bay	2,389	Group 3
	Glendale/Grand 4-bay	2,389	Group 3
	Mesa Downtown 6-bay	2,126	Group 1
	Metrocenter TC Rehab	8,212	Group 3
	Peoria 4-bay	2,317	Group 1
	Scottsdale 4-bay	2,389	Group 3
	South Chandler	2,389	Group 3
	South Tempe 4-bay	2,389	Group 3
	Total Transit Centers	41,931	
Operations and Maintenance Facilities			
	Heavy Maintenance	59,726	Group 3
	Mesa Rehab	12,169	Group 3
	Paratransit Phoenix	11,860	Group 3
	South Rehab	12,169	Group 3
	Total O & M Facilities	95,925	
BRT Right-of-Way Improvements			
	Scottsdale/Rural Rd LINK	44,019.5	Group 1,3
	South Central LINK	20,665.2	Group 3
	Total BRT ROW Improvements	64,685	
Other Capital Improvements			
	Bus Stop Improvements	0	N/A
	Vehicle Upgrades	18,257	Group 1
	Total Other Capital	18,257	
	Contingency for Capital Projects	0	N/A
	TOTAL	1,125,924	

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

For transit capital expenditures, the group designation indicates the period when equipment or other capital items are acquired, or when construction of facilities is funded.

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

ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP *
LRT/HCT Segments			
	CP/EV	810,885	Group 1
	Northwest Phase 1	67,743	Group 1
	Northwest Phase 2	13,620	Group 3
	Central Mesa	65,626	Group 1
	Tempe Streetcar	52,963	Group 1
	Phoenix West	143,087	Group 2
	Northeast Phoenix	37,011	Group 3
	Gilbert Rd Extension	40,808	Group 1
	Glendale	48,645	Group 3
Total		1,280,387	

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

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

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

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