

February 19, 2014

TO: Members of the MAG Transportation Review Committee

FROM: David Fitzhugh, City of Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, February 27, 2014, 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 February 27, 2014 meeting, the quorum requirement is 13 committee members.	
2. <u>Approval of Draft January 30, 2014 Minutes</u>	2. Approve Draft minutes of the January 30, 2014 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.
5. <u>Consent Agenda</u> Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.	5. Recommend approval of the Consent Agenda.

CONSENT AGENDA*

5A. <u>ADOT Red Letter Process</u> In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter	5A. For information and discussion.
--	-------------------------------------

process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notifications from July 1, 2013 to December 13, 2013. None of the 144 notices received had an impact to the state highway system. Please refer to the enclosed material.

- 5B. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate to the 2035 RTP

The fiscal year (FY) 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, and have been modified one time. The Arterial Life Cycle Program was approved on September 16, 2013.

At this time there are no requested changes to highway projects in the ALCP. All requested changes are displayed in Table A. Projects included in the request may require a conformity consultation. Please refer to the enclosed material.

- 5B. Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, FY 2014 and as appropriate, to the 2035 Regional Transportation Plan.

ITEMS TO BE HEARD

6. Request for Second Deferral of the Construction Phase for Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash Project by the City of Scottsdale

In October 2011, the Regional Council approved the MAG Federal Fund Programming Guidelines and Procedures. Section 600 of the Guidelines and Procedures addresses project deferrals and

6. Recommend approval of a second deferral for the construction phase of the bicycle and pedestrian improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash project.

deletions. This section specifies that a project may be deferred once without justification. A second project deferral requires the project sponsor justify the request in hearings before MAG committees with final approval by the Regional Council.

The City of Scottsdale is requesting to defer the construction phase of bicycle and pedestrian improvements on the Arizona Canal from Chaparral to Indian Bend Wash Project. If approved the project would be deferred from 2014 into 2015.

At the February 11, 2014 meeting of the MAG Bicycle and Pedestrian Committee, the City maintained that it had and is continuing to actively work on the project and that the delay in completing the project was due to extensive public involvement needed to complete the design and clearance process. This public involvement process has been completed. The item was recommended for approval by the Committee. Please refer to the enclosed material.

7. Evaluation of Federal Fiscal Year 2014 Funding Levels, and Tier II and Tier III Proposals – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP), the 2035 Regional Transportation Plan.

On February 26, 2014, the MAG Regional Council will review for approval the project changes that relate to the MAG Federally Funded Project Development Status Report, January 2014. Included in the report, are projects that are partially or wholly funded with Federal Highway Administration (FHWA) funds that are sub allocated to the MAG region and in some cases awarded by ADOT. If approved this completes the Tier 1 evaluation as outlined in the adopted Federal Fund Programming Guidelines

7. Recommend approval to proceed with FFY 2014 Tier II Federal funding advancement of project requests received, and to the related FY 2014-2018 MAG Transportation Improvement Program, Arterial Lifecycle Program, and 2035 Regional Transportation Plan amendment and modifications as appropriate.

Or

Recommend approval to proceed with FFY 2014 Tier II federal funding advancement of projects, and the FFY 2014 Tier III increased federal funding for projects that submitted requests for additional CMAQ funding in the Bike/Ped, ITS, and Air Quality programs and of the associated amendments and administrative modifications to the FY2014-2018 MAG Transportation

and Procedures. Based on current Federal Funding projections (or actuals if received), information will be presented for evaluating possible project advancement of the Tier II proposals, and requests for additional funding (Tier III) collected between January 30, 2014 and February 14, 2014. Please refer to the enclosed material.

8. Job Access and Reverse Commute Programming Goals and Objectives

On March 27, 2013, the MAG Regional Council approved the MAG Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access and Reverse Commute (JARC) receive a sub-allocation to be utilized for a regional competitive process. On October 23, 2013 per Regional Council approval, MAG assumed the role of programming JARC funds. On January 9, 2014, the MAG Transit Committee received a presentation by MAG staff on the draft programming goals and objectives for review and input. MAG staff was requested to host additional working group discussions to review the draft recommendations. At the February 13, 2014, MAG Transit Committee meeting, the working group draft programming goals and objectives for the JARC program were recommended for approval. Upon Regional Council approval, the draft programming goals and objectives for the JARC program will be incorporated into the MAG Transit Programming Guidelines. Please refer to the enclosed material.

9. Request for Future Agenda Items

Topics or issues of interest that the Transportation Review Committee would

Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan

8. For information, discussion and possible recommended approval of the Job Access Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Formula as appropriate.

9. For information and discussion.

like to have considered for discussion at a future meeting will be requested.

10. 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.

11. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, March 27, 2014 at 10:00 a.m. in the MAG Office, Saguaro Room.

10. For information.

11. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

January 30, 2014

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Litchfield Park: Woody Scoutten
Phoenix: Rick Naimark, Vice Chair	Maricopa (City): David Maestas for Paul Jepson
ADOT: Kwi-Sung Kang for Floyd Roehrich	Maricopa County: John Hauskins
* Buckeye: Scott Lowe	Mesa: Jeff Martin for Scott Butler
* Cave Creek: Ian Cordwell	*Paradise Valley: Jim Shano
Chandler: Dan Cook	Peoria: Andrew Granger
El Mirage: Bryce Christo for Jorge Gastelum	Queen Creek: Mohamed Youssef
* Fountain Hills: Randy Harrel	Scottsdale: Paul Basha
Gila Bend: Ernie Rubi	Surprise: Dick McKinley
Gila River: Tim Oliver	Tempe: Shelly Seyler
Gilbert: Leah Hubbard	Valley Metro: John Farry
Glendale: Debbie Albert	#Wickenburg: Vince Lorefice
Goodyear: Cato Esquivel	Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale	*Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*ITS Committee: Catherine Hollow, City of Tempe	*Transportation Safety Committee: Renate Ehm, City of Mesa
* FHWA: Ed Stillings	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference
	# - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Steve Tate, MAG
John Bullen, MAG	Eileen Yazzie, MAG
Alice Chen, MAG	Ungyo Lynn Sugonama, ADOT
Micah Henry, MAG	Clem Ligocki, MCDOT
Sarath Joshua, MAG	Dana Owsiany, Phoenix
Teri Kennedy, MAG	Mike Sabatini, Baker
David Massey, MAG	Art Brooks, Strand Associates, Inc.
Alex Oreschak, MAG	
Monique de los Rios Urban, MAG	
Brian Rubin, MAG	

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:02 a.m. Chairman Fitzhugh noted that the quorum requirement for the January 30, 2014 TRC meeting was 13 committee members.

2. Approval of Draft October 24, 2013 Minutes

John Hauskins from Maricopa County motioned to approve the minutes. Debbie Albert from the City of Glendale seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

There were no public comments from the audience.

4. Transportation Director's Report

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

Mr. Anderson noted that the half-cent sales tax for December had 8.4% growth compared to 2012. The year to date (YTD) growth for the tax was 6.8%, which was slightly above projections. Highway User Revenue Fund (HURF) revenues were up 2.5% YTD. Almost all of that increase was through the Vehicle License Tax (VLT) and a small bump in motor vehicle fees, while fuel tax revenues remain flat or are declining. Mr. Anderson stated that the Governor released a budget that included transferring \$126 million of HURF money to the Public Safety budget, which is \$106 million above the statutory cap. However, there is support in the legislature to spend \$100 million in general fund revenues to shore up the Public Safety budget and return dedicated funding to the HURF. Mr. Anderson also introduced David Massey, who will work with Teri Kennedy at MAG in the transportation programming department.

Mr. Rick Naimark from the City of Phoenix asked what the specific change in VLT revenue was. Mr. Anderson noted that VLT revenue increased about 5.3% compared to December 2012.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh noted that there were no items on the consent agenda.

6. MAG Federally Funded Locally Sponsored Project Development Status Report: January 2014

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG to present on the MAG Federally Funded Locally Sponsored Project Development Status Report: January 2014.

Ms. Kennedy noted that the status report is produced twice a year, providing an update on project schedules for Congestion Mitigation and Air Quality (CMAQ) projects and Transportation Alternatives (TA) projects. Ms. Kennedy explained that, for CMAQ projects, two requests for

deferrals and two cancellations were included in the status report. There are 24 CMAQ projects expected to obligate in 2014, with 34 CMAQ projects expected to obligate in 2015. For the TE projects, there was one deferral in 2014, six projects expected to obligate in 2014 and two projects expected to obligate in 2015. Ms. Kennedy remarked that there were many fewer deferrals than in previous years, and that the MAG region was making improvements with project schedules and keeping projects on track.

Ms. Kennedy summarized MAG programming priorities. The top priority is to address current year project requests for first time deferrals, deletions, and modifications. The second priority is to allow projects to advance if requested and if funding is available, subject to the project's ability to meet schedule criteria; projects must be submitted to ADOT, and ready to authorize, no later than June 30. Ms. Kennedy noted that ADOT will sweep remaining funds on June 30, and funding that is swept would be lost from the region. If more funding is available after advancing existing projects, MAG would then look at additional funding requests for existing projects programmed for the current fiscal year. If funding is still available after that step, MAG would look at requesting new projects.

Ms. Kennedy explained that Congress and the President signed a funding bill that includes federal transportation funding for the balance of fiscal year 2014. ADOT will review the funding distribution and post sub-allocations for the region, and then MAG will update funding revenue projections with actual federal funding amounts. Using ADOT's existing projections from December 2013, MAG is currently over-programmed. Those projections do not take into consideration final vouchers MAG expects to see. Last year, MAG had over \$8 million in final vouchers. If the same amount were to appear this year, MAG would be very close to being balanced. While MAG does not anticipate any additional funding, MAG is entertaining requests for advancement in case funding is available. The Tier 2 memo was included in the committee packet.

Mr. Grant Anderson from Youngtown asked if a deferment request by Youngtown was included in the list of deferred projects. Ms. Kennedy replied that the Youngtown project was included in that list.

Chairman Fitzhugh asked for a motion. Mr. Naimark moved to recommend approval. Mr. Grant Anderson seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

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

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG to present on the Programming of Projects for MAG Federal Congestion Mitigation and Air Quality Funding in the 2014-2018 MAG Transportation Improvement Program.

Ms. Kennedy noted that MAP-21 contained a CMAQ suballocation to the state of \$1.2 million in PM-2.5 funding, designated specifically for the PM-2.5 non-attainment areas of Nogales and Pinal County. MAG receives \$672,000 annually for Pinal County. Ms. Kennedy displayed a map of the PM-2.5 non-attainment area. MAG has five years of funding, and announced applications

for paving of unpaved dirt roads projects in October 2013, with three applications received in November 2013. The Street committee and Air Quality committee reviewed the projects. Ms. Kennedy displayed a map of submitted projects. The Air Quality technical committee reviewed air quality scores and made a recommendation to forward the projects and air quality scores to the Transportation Review Committee, and staff has provided a programming methodology for recommended approval by the Transportation Review Committee. The total amount would be \$3.4 million for the three projects.

Ms. Kennedy noted that the programming would result in \$28,000 carried forward to 2018 when a new call for projects is initiated based on the current federal funding estimates. Ms. Kennedy noted that the figures presented were old estimates provided by ADOT in December 2013, and that new estimates would be provided in about five weeks. Ms. Kennedy noted that there was also sufficient funding to provide funds for approximately six street sweepers, and provided a recommended rank order of applications. If additional funding became available, MAG could fund projects in rank order from highest priority on the list.

Mr. Dan Cook asked about a discrepancy between the handout provided to the committee (which indicated seven street sweepers) and the presentation (which indicated six street sweepers). Ms. Kennedy noted that the seventh sweeper identified in the handout, for the City of Phoenix, would not be fully funded with existing funds, and that only six street sweepers would be fully funded. Mr. Dick McKinley from the City of Surprise asked if the motion being considered by the TRC included both the PM-2.5 projects and the street sweepers, or only the PM-2.5 projects. Ms. Kennedy noted that the motion would only include the PM-2.5 projects, and that the information on the street sweepers was being provided for the committee's information only, as the MAG Management Committee is the committee that would recommend the ranked list of street sweepers for approval.

Chairman Fitzhugh asked for a motion. Mr. McKinley moved to recommend approval. Mr. Andy Granger from the City of Peoria seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

8. Road Safety Assessments (RSAs) and Project Assessments (PAs) at Intersections/Corridors

Chairman Fitzhugh invited Mr. Sarath Joshua from MAG to present on the Road Safety Assessments (RSAs) and Project Assessments (PAs) at Intersections/Corridors.

Mr. Joshua noted that a call for projects to perform RSAs or develop PAs at intersections or arterial corridors was issued in November 2013. A total of 14 project applications were received; one application was subsequently withdrawn from consideration, while a different project from a prior year was deferred and recommended with this call for projects, leaving the total number of projects at 14. The total estimated cost for the 14 projects is \$440,000, while MAG has \$446,000 available in funding. Projects that are approved would be carried out using MAG On-Call consultants.

Mr. Joshua explained that the development of Project Assessments, a new addition to the Road Safety Assessment program, refines and further develops safety information from RSAs to the 15 percent design level, which can help projects contend for Highway Safety Improvement Program (HSIP) funds through ADOT. Mr. Joshua noted that RSAs are assessments of safety

at areas of high crash risk utilizing a law enforcement officer, traffic engineer, safety planner, and human factors specialist over a three-day period, with the full completion of the project occurring over approximately 11 weeks.

Mr. Paul Basha from the City of Scottsdale complimented Mr. Joshua for the inclusion of Project Assessments as eligible projects. Chairman Fitzhugh asked Mr. Joshua to clarify the number of projects, including the one project deferred from a previous year. Mr. Joshua responded that the total number of projects being considered, including the one project deferred from a previous year, was 14 projects. Mr. John Farry from Valley Metro asked for clarification that none of the crashes noted along the light rail system involved a light rail vehicle. Mr. Joshua noted that Mr. Farry's clarification was correct, but that the crashes were along the light rail alignment and may have involved pedestrians who were using the light rail system.

Chairman Fitzhugh asked for a motion. Mr. Basha moved to recommend approval. Mr. Mohamed Youssef from the Town of Queen Creek seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

9. Designing Transit Accessible Communities Study Final Report

Chairman Fitzhugh invited Ms. Alice Chen from MAG to present on the Designing Transit Accessible Communities Study Final Report.

Ms. Chen noted that the study does not provide any funding initiatives or project recommendations. The request is that the committee recommends acceptance of the study, that the study is complete and meets the objectives of the work program, and that the committee accepts the information provided in the final document. Acceptance would allow the study tools to be used by MAG member agencies. The report was recommended for acceptance by Transit Committee at their January 9, 2014 meeting.

Ms. Chen explained the background for the study. There is a sense that aging baby boomers can no longer drive, and/or are choosing lifestyle change that involves taking more transit. Current evidence also suggests a shift toward multi-modalism and living in compact walkable communities, a trend that seems to exist beyond the recent recession; a generational shift in preferences. Ms. Chen noted that, from a car driver's perspective, the act of accessing the car is not always closely considered, while a transit user must consider the trip to the transit stop in addition to the transit trip itself. Therefore, the trip to the transit stop needs to be considered as part of the overall transit trip.

Stakeholder outreach was conducted to determine what transit accessibility means in the MAG region and in individual communities. The next step for the project was for volunteers and MAG staff to interview transit users at transit stops at five locations around the region. Bus stops were categorized into five locations based on the surrounding built environment. The final survey results, with 221 responses, indicated that providing certain amenities, such as street trees, bus information, streetlights, and landscaping, would encourage respondents to ride transit more often.

The responses were taken to the study working group, to determine the issues most critical to the MAG region. The issues that received the most responses included shade trees, bus schedule

information, streetlights, landscaping, bicycle lanes, bicycle parking, curb extensions, medians, decorative pavement, and art. The goal of the study was not to produce illustrative projects; rather, to produce a MAG region specific tool for member agencies to have available for their use. The study recognized that there are constraints in the built environment and funding, and looked at ways to leverage amenities and address issues in the planning and design phase to reduce the need to go back and retrofit.

Ms. Chen detailed the different elements addressed in the final report. Shelter can be provided for protection from the elements and can provide seating. Landscaping can be coordinated with shelter to maximize benefits. Ms. Chen showed an example of a shelter from the City of Scottsdale that can be placed in a southwestern climate to provide shade throughout the day. Seating can be provided in many ways, including through benches or short street walls. Landscape shading was the most critical factor in the survey. Different ways to provide shading include sidewalk-oriented buildings, and building entrances that minimize the distance pedestrians need to walk in the sun to access buildings.

Ms. Chen noted that there are different stages at which transit accessibility can be considered in the planning and policy process. Guidance might be introduced at the plan review stage, or may involve more comprehensive zoning or other changes. The study attempted to provide a variety of options for achieving greater transit accessibility. Adjacent land use was also noted as an important factor in transit accessibility. Informational signage best practices were evaluated during the study, including updating bus stop signage to provide more information. An example produced in the study was a bus stop sign that provides bus route information that is more related to destinations instead of street names, and may provide a greater sense of place to a transit user. Wayfinding, including bike-to-transit wayfinding initiatives, can provide more information to users to make transit more accessible.

Ms. Chen showed a summary of a study from the Mineta Transportation Institute that explained how coordination of bicycle and transit planning, bicycle parking, bike-to-transit encouragement, and bike share programs can all encourage additional transit use. Bicycling access, treatments, bicycle parking are recognized by the FTA as improvement to the transit system, and FTA funds are eligible for bicycling improvements, including bike racks and bike lockers. 51% of respondents indicated that they would increase transit utilization if greater bicycle access were provided. Pedestrian crossings are also mentioned in the study. Midblock crossings for pedestrians at bus stops are a safety concern and an uncomfortable experience for pedestrians. Sidewalks are a pathway to transit, and continuous sidewalks with widths beyond minimum standards are recommended.

The second workshop introduced participants to the concept of transit accessibility, and encouraged participants to think about how they could work together to improve transit accessibility. The study included an implementation checklist to assist agencies in implementing each topic from the study. Ms. Chen noted that one of the best ways to improve transit accessibility is to work internally by coordinating staff from different departments. Ms. Chen noted that the draft report was available on the MAG website.

Mr. Naimark noted that the study was very timely, especially with the impending opening of bike share and an increasing desire for connectivity. Mr. Naimark stated that he had an opportunity to preview the new bike share program after not riding a bike for 20 years, and noted that

lighting, both for pedestrians and bicyclists, is critical for encouraging transit use. Mr. Naimark also asked whether there was a section of the report related to maintenance. Ms. Chen replied that maintenance was not addressed in the study, as the focus was more on the user and less on the operations and maintenance perspective. Mr. Naimark replied that cracked pavement, tree branches, and dust/dirt accumulation are all aspects that should be addressed in terms of sidewalks and bike lanes. Mr. Basha thanked Ms. Chen for the presentation and noted that he supported Mr. Naimark's remarks. Mr. Basha explained that shadows and poor maintenance, such as using asphalt to cover concrete cracks, are concerns, and asked for data on millennial and baby boomer populations and possible changes toward use of the transit system. Ms. Chen noted that she could provide that information as a follow-up after the committee meeting. Mr. Farry noted that Valley Metro conducts ridership surveys that include demographics questions.

Chairman Fitzhugh asked for a motion. Mr. Grant Anderson moved to recommend acceptance of the study. Mr. Jeff Martin from City of Mesa seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

10. MAG Regional Transportation Survey Results

Chairman Fitzhugh invited Ms. Eileen Yazzie from MAG to present on the MAG Regional Transportation Survey Results.

Ms. Yazzie noted that MAG began discussions with the Transportation Policy Committee in August to launch a survey to engage voters, particularly high-efficacy voters (those who voted in the last three out of five elections, or for young voters, who voted in the last election), on their feelings and thoughts on increased taxes and fees to support transportation services in the region. Through October and November, MAG worked with the Transportation Policy Committee and Regional Council to develop the survey. The survey was conducted in December. The demographics of the high efficacy voters tend to be older and Caucasian in comparison to the general electorate and population.

The survey asked whether respondents felt they would be better or worse off next year financially, with over half of respondents saying they would be the same, and the remainder split between better and worse off. In answering the question of which methods were used to get to work, a majority responded that they drive alone. These responses influenced satisfaction with different modes, particularly high "don't know" responses to non-driving modes. There was a statistical difference in satisfaction between Maricopa and Pinal counties regarding roads. MAG staff have also heard that streets and highways are a large concern in Pinal County.

Respondents were asked what the most important transportation related issue facing greater Phoenix was; traffic congestion on freeways received 18%, and lack of transit service received around 30%. The net total of traffic safety, bad drivers, and road rage respondents was 6%. In 2008, one of the top responses was gas prices, and for this survey, respondents did not indicate that as a concern. When asked about the most important improvement in their area, a plurality indicated public transportation issues, at 40%, while traffic control issues received the second-most responses at 19%. Respondents were asked what their top priorities for the greater Phoenix area were. Top answers included the completion of the regional freeway system, expansion of the existing light-rail system, improvement of major streets and intersections, and implementation of a region-wide bus system. The light rail responses demonstrated a statistical

difference between Maricopa and Pinal Counties. On the question of funding, over 60% of respondents agreed that there is probably or definitely not enough funding for transportation improvements. A high number of respondents (78%) understood and agree that transportation is tied to the economic vitality of the region.

One section of the survey included a preamble explaining the declining power of the gas tax and lower than expected sales tax revenue. Respondents indicated a general opposition to taxing themselves using a variety of sources, though extension of the existing transportation sales tax garnered 53% support. No other tax option received at least 50% approval. Ms. Yazzie noted that the yellow, more neutral responses shown in the graph are an opportunity area and an area of potential influence; these respondents are basically a swing vote. The survey asked whether there was more support for \$50 in new taxes or indexing the gas tax to match inflation. With the choice presented, respondents found a sales tax to be more preferable to a gas tax increase. People do not necessarily want to touch the gas tax at this point.

Ms. Yazzie noted that a big takeaway from the survey was that, when asking about support for various projects additional funding would be spent on, repairing and maintaining existing streets and freeways garnered top responses, and utilizing technologies to increase efficiencies also scored highly. Light rail, building freeways/lanes, and expanding bus service were ranked just below. On the question of likeliness to support a tax increase if money might not be used in their community, over half of respondents were somewhat or very likely to support the tax increase.

Conclusions from the survey were that high-efficacy voters do not appear to support new taxes at this time. The 53% support for a sales tax extension is positive, though 60% or higher support would be ideal. Voters do understand that there is a link between transportation and economic vitality. A large number of responses were related to improving public transit, but responses also indicated a strong need for maintaining what exists.

Mr. Eric Anderson noted that MAG would be conducting sub-regional analysis of the survey results to determine more specific responses. Mr. Woody Scoutten noted that the third largest response to transportation-related issues was “other” and asked whether there was a theme in the “other” responses. Ms. Yazzie replied that those responses were all over the map, with each scoring under 2%. Mr. Cook asked whether the survey takes into account that people may see the number of options for transportation and think that there is too much need and not enough funding, leading to reluctance to provide more funding. Mr. Cook also asked whether there was any idea to narrow the focus of the survey. Ms. Yazzie noted that the intent of the survey was to test broad views and options, and identify what respondents would most strongly support. Ms. Yazzie noted that the survey questions were randomized so that people would not always indicate support for the same first option they were read and reduce their support for projects toward the end of the list. Mr. Cook asked whether there was a question about priorities in spending between different modes. Ms. Yazzie replied that question five asked what the priorities of respondents were, and that completion of the regional freeway system and expanding the existing light rail system received the most responses.

Mr. Hauskins noted that the survey was a good temperature of transportation feelings in the region, and asked about how preferences for transportation funding compared to prioritizing funding for other areas, such as education or other areas. Mr. Eric Anderson replied that a question about that was in the draft survey, and that other surveys have shown transportation to

rank below other issues consistently, possibly because of reduced congestion and increased options in the region compared to previous years. Mr. Anderson noted that comparing, for example, education to transportation, was very difficult to do. Mr. Anderson believed the survey indicated that people are generally satisfied with the transportation system, that there is not enough funding, that people do not understand how transportation is paid for, that maintaining what exists is very important, and that expanding public transportation is very important too. The purpose of the survey was to get an understanding of public opinion at this point in time, in that any ballot initiative would need to have broad public support from the start.

Mr. Martin asked whether the next step was to develop an educational approach or outreach campaign about what is currently being funded, where funding comes from, and what funding is needed in the future. Mr. Martin noted that Valley Metro was facing some of the same challenges in terms of education, and asked whether there was an opportunity for MAG and Valley Metro to work together to educate citizens on transportation issues.

11. Request for Future Agenda Items

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

12. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community.

Ms. Albert asked MAG to look at when we are programming different funding sources, such as HSIP, and how ADOT is changing their local government process, and making it more difficult for agencies to meet deadlines (see slides). Mr. Anderson noted that MAG is working closely with ADOT local government staff to coordinate the MAG and ADOT processes. Ms. Albert noted that the big issue currently is the long timeframe between MAG approval and ADOT approval.

Mr. Grant Anderson noted that Avondale is undergoing changes, and hoped that Chairman Fitzhugh would be able to continue his duties as chair of the Transportation Review Committee. Mr. Fitzhugh noted that his intention was to continue in his current role at the TRC.

Mr. Eric Anderson noted that EPA was going to approve MAG's PM-10 plan.

13. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, February 27, 2014 at 10:00 a.m. in the MAG Office, Saguro Room.

There being no further business, Chairman Fitzhugh adjourned the meeting at 11:25 a.m.

ATTACHMENT #1

Agenda #5A

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 19, 2014

SUBJECT:

ADOT Red Letter Process

SUMMARY:

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

Notifications:

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

Advance acquisitions:

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

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

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

ADOT has forwarded a list of notifications from July 1, 2013, to December 31, 2013. None of the 144 notices received had an impact to the State Highway System.

PUBLIC INPUT:

None.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None

CONTACT PERSON:

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



ADOT
 Janice K. Brewer
 Governor
 John S. Halikowski
 Director

**Arizona Department of Transportation
 Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Jennifer Toth
 State Engineer

January 21, 2014

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

Re: Red Letter Report - Notices from July 01, 2013 to December 31, 2013

Dear Mr. Smith:

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

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 1, 2013 to December 31, 2013. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	05	00
City of Avondale	00	00
City of Scottsdale	10	00
Town of Buckeye	00	00
City of Chandler	01	00
Town of Gilbert	03	00
City of Glendale	02	00
City of Goodyear	55	00
Maricopa County	20	00
City of Mesa	02	00
City of Peoria	00	00
City of Phoenix	18	00
City of Surprise	16	00
City of Tempe	00	00
Other	<u>12</u>	<u>00</u>
Total Received	144	00

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

CITY OF SCOTTSDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER: No impact responses sent.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact responses sent.

MARICOPA COUNTY: No impact responses sent.

CITY OF MESA: No impact responses sent.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

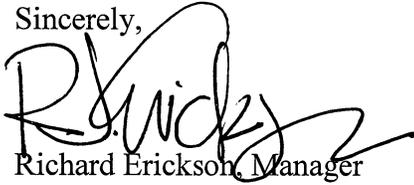
OTHER: No impact responses sent.

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "R. Erickson", written over a white background.

Richard Erickson, Manager
Right of Way Project Management

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

ATTACHMENT #2

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

~Revised~

DATE:

February 19, 2014

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP), the Regional Transportation Plan 2014 Update, and as necessary, the draft FY 2011-2015 TIP.

SUMMARY:

The Fiscal Year 2014-2018 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on January 29, 2014. The last modification is pending approval on February 26, 2014.

The attachment listings in Table A include changes to transit and highway projects in the FY 2014-2018 MAG TIP and the FY 2011-2015 TIP. There are no requested changes to highway projects in the ALCP. Changes to highway projects outside the ALCP include:

The creation of a right-of-way project from funding allocated for design and construction of the project

- Three CMAQ funded projects that are deferring for the first time
- Two projects that are deferring due to a shortfall in ADOT administered TEA funding
- The addition of a locally funded multi use path lighting project in FY 2016
- Changes in local funding to two HSIP funded projects.

The FTA has reduced local matching requirements for certain projects. Ten, 2013, transit projects are affected by this change. It is requested to increase the federal funding share for these projects to 85 percent of total project costs.

The transit changes are due to changes in Federal Transit Administration matching requirements. Changes to highway projects are due to lack of ADOT administered Transportation Enhancement Act (TEA) funding and the need to defer some MAG federally funded projects. The deferrals not related to TEA funded projects are first time deferrals.

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

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY2014-2018 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2014 Update and draft FY 2011-2015 TIP.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Stephen Tate, Transportation Improvement Program Manager, (602) 254-6300.

TABLE A: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and as appropriate the FY 2011-2015 MAG TIP and the 2035 Long Range Plan*

Agency	Section	Year	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Note
Avondale	Highway	2015	AVN14-107	28006	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Construct multiuse path	1.0	4	4	-----	CMAQ	1,077,405	-	2,250,000	3,327,405	Amend TIP: Defer workphase to 2015. With approval of this deferral the agency has exercised its one time deferral option.
Fountain Hills	Highway	2016	FTH14-102	68	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Construct/Pave Dirt Shoulders	2.0	2	2	-----	CMAQ	255,364	-	15,436	270,800	Amend TIP: Defer workphase to 2016. With approval of this deferral the agency has exercised its one time deferral option.
Glendale	Transit	2013	GLN12-815T	16941	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	-	-	-	11.12.04	STP-Flex	101,045	17,831	-	118,876	Change match from 80% federal / 20% local to 85% federal / 15% local.
Glendale	Transit	2013	GLN13-110T	16941	Regionwide	Purchase bus: 30 foot - 1 replacement (GUS)	-	-	-	11.12.03	STP-Flex	144,099	25,429	-	169,528	Change match from 80% federal / 20% local to 85% federal / 15% local.
Mesa	Highway	2016	TBD	TBD	Consolidated Canal from Adobe to Lindsay	Install lighting on shared use path	2.6	-	-	-----	Local	-	-	1,150,000	1,150,000	Amend TIP: Add new locally funded bicycle project to the TIP.
Phoenix-Mesa UZA	Transit	2013	PNP13-109T	47414	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Chandler Gilbert Arc: 1 Cutaway with Lift	-	-	-	11.12.04	5310	49,014	-	8,649	57,663	Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing
Phoenix-Mesa UZA	Transit	2013	PNP13-110T	47414	Chandler, Tempe, Mesa, Phoenix	The Centers for Habilitation (TCH): 2 Cutaway with Lift	-	-	-	11.12.04	5310	98,028	-	17,299	115,327	Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing
Phoenix-Mesa UZA	Transit	2013	PNP13-111T	47414	Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	STARS: 1 Cutaway with Lift	-	-	-	11.12.04	5310	49,014	-	8,649	57,663	Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing
Phoenix-Mesa UZA	Transit	2013	PNP13-112T	47414	North Central Phoenix, Paradise Valley, Glendale, Peoria	United Cerebral Palsy (UCP): 3 Cutaways with Lift	-	-	-	11.12.04	5310	147,041	-	25,948	172,989	Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing
Phoenix-Mesa UZA	Transit	2013	PNP13-114T	47414	Region-wide	Arizona Spinal Cord Injury Assoc: 1 Cutaway with Lift	-	-	-	11.12.04	5310	49,014	-	8,649	57,663	Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing
Phoenix-Mesa UZA	Transit	2013	PNP13-115T	47414	Mesa	Marc Center: 3 Cutaways with Lift	-	-	-	11.12.04	5310	147,041	-	25,948	172,989	Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing
Phoenix-Mesa UZA	Transit	2013	PNP13-116T	47414	Region-wide	Hacienda Healthcare: 2 Cutaway with Lift; 1 Minivan with Ramp	-	-	-	11.12.04	5310	128,402	-	22,659	151,061	Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing
Phoenix-Mesa UZA	Transit	2013	PNP13-120T	47414	Glendale, Paradise Valley, Phoenix	Beatitudes: Minivan with Ramp	-	-	-	11.12.04	5310	30,374	-	5,360	35,734	Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing
Queen Creek	Highway	2015	QNC12-100	11637	North Bank Queen Creek Wash: Hawes Rd and Ellsworth	Construct a one mile 8' wide multi-use path	1.0	-	-	-----	STP-TEA	486,926	-	29,432	516,358	Amend TIP: Defer workphase to 2015 due to lack of ADOT administered TEA funding
Queen Creek	Highway	2015	QNC13-901C	16385	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Queen Creek Wash and South Bank Paved Path	1.0	-	-	-----	CMAQ	525,000	-	110,000	635,000	Amend TIP: Defer workphase to 2015 due to lack of ADOT administered TEA funding in associated project

* Rows in the report are sorted in order by the following columns: Agency, Section, Year and TIP ID.

ATTACHMENT #3

Agenda Item #6

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

DATE:

February 19, 2014

SUBJECT:

Request for Second Deferral of the Construction Phase of the City of Scottsdale Arizona Canal from Chaparral to Indian Bend Wash Project

SUMMARY:

The MAG Federal Fund Programming Guidelines and Procedures document was approved by the MAG Regional Council on October 26, 2011, and outlines project requirements.

In November 2011, two CMAQ funded Scottsdale projects were combined and deferred to 2014. Details for the two projects that were combined are listed below:

- SCT12-810: Arizona Canal: Chaparral Rd to McDonald Dr, Design and construct 10-ft to 12 ft multi-use path with \$500,000 in CMAQ, for construction in FFY 2012
- SCT13-901: Along the Arizona Canal from McDonald Drive to the Indian Bend Wash, Arizona Canal Path: McDonald to IBW/Share-use path with \$1,100,000 in CMAQ for construction in FFY2013.

The combined project details are as follows:

- SCT14-104: Arizona Canal from Chaparral to Indian Bend Wash, Design and Construct multi-use path with \$1,600,000 in CMAQ for construction in FFY 2014. Total project work phase cost is \$3,511,700.

At the time the projects were deferred it was indicated in the TIP amendment approved by the Regional Council and in the Project Status Report that the combined project had “exercised it’s one deferral request” under the MAG Federal Fund Programming Guideline and Procedures.

The City of Scottsdale has requested to defer SCT14-104 due to delays necessary to authorize design and complete extensive public outreach efforts to neighborhoods affected by the project. The public involvement process required eleven months to complete and involved multiple public meetings.

Substantial work has been completed on the environmental clearance and design of the project and the City may be able to complete the necessary clearances and design requirements prior to the ADOT deadline for submission of documents. However, this would leave little or no room for possible delays and would entail considerable risk of possible loss of funding should the project not be able to obligate as programmed. An updated schedule is attached.

Project Deferrals and Deletions are covered in section 600 of the MAG Federal Fund Programming Guidelines and Procedures as follows:

- If an agency does not show continuous progress for a second time on project development and it is in their control, the project is deleted.
- Project development actions that are ‘in an agency’s control’ refer to actions for which a project sponsor has decision making authority, such as the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency’s boundaries, such as developer or other agency projects.
- If there is not continuous progress on the project due to external factors that are not within a project sponsor’s control, the decision to continue, reschedule, or delete a project will be based on the following factors:
 - ▶ Identification and explanation of specific problems or issues beyond the control of the agency other than financial issues that have caused the delay (e.g. the actions of outside actors) or failure to achieve a required milestone.
 - ▶ Demonstration of financial commitment (e.g. staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.
 - ▶ The previous MAG status reports show that the agency has initiated development of the project and has worked continuously to develop the project for obligation.
 - ▶ A revised schedule and plan that address the specific issues identified.
 - ▶ If a project has been previously deferred, demonstration that the previous cause of delay has been addressed and/or explanation of the reason the revised approach will address the problem causing the delay.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: If it is agreed that progress on the project was delayed due to actions outside of the agency’s control, a second deferral is recommended and the project will move forward.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Arizona Department of Transportation and agency project managers have determined that the updated project schedule is achievable. Air quality benefits from completing the project as currently proposed have been evaluated.

POLICY: The MAG Federal Fund Programming Guidelines and Procedures were approved by the

MAG Regional Council on October 26, 2011. As per Section 600, each project is allowed a one-time deferral option. A second deferral would require the project be deleted from the TIP if the actions that caused the second deferral were within the agency control. Policy requires that a determination be made that the actions that caused the schedule delay were outside of the agency's control and the agency can meet the revised schedule and that the project will proceed.

ACTION NEEDED:

Recommend approval of a second deferral for the construction phase of the Arizona Canal from Chaparral to Indian Bend Wash.

PRIOR COMMITTEE ACTIONS:

At the February 11, 2014 meeting the Bicycle and Pedestrian Committee recommended a second deferral for the project.

MEMBERS ATTENDING

- Katherine Coles, Phoenix, Chair of Bicycle and Pedestrian Committee
 - Tracy Stevens, Avondale, Vice-Chair of Bicycle and Pedestrian Committee
 - Michael Sanders, ADOT
 - Raquel Schatz, Apache Junction
 - Robert Wisener, Buckeye
 - * D.J. Stapley, Carefree
 - * Ian Cordwell, Cave Creek
 - Jason Crampton, Chandler
 - Jose Macias, El Mirage
 - * Nicole Lance, Gilbert
 - ^ Steve Hancock, Glendale

 - * Joe Schmitz, Goodyear
- ^ Dave Gue for Thomas Chlebanowski, Litchfield Park
 - David Maestas, Maricopa
 - ^ Denise Lacey, Maricopa County
 - Jim Hash, Mesa
 - ^ Brandon Forrey, Peoria
 - Rich Purcell, Queen Creek
 - Ben Limmer, Valley Metro
 - Susan Conklu, Scottsdale
 - Stephen Chang, Surprise
 - Eric Iwersen, Tempe
 - * Robert Carmona, Wickenburg
 - ^ Grant Anderson, Youngtown

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

OTHERS PRESENT

- ^ Bob Beane, Coalition of AZ. Bicyclists
- Kenneth Steel, Maricopa County Health Dept.
- Anissa Janovich, Valley Metro
- Reed Kempton, Wilson & Company

- Alex Oreschak, MAG
- Margaret Boone, MAG
- Kelly LaRosa, FHWA
- Christine Fanchi, Avondale

CONTACT PERSON:

Stephen Tate or Teri Kennedy, 602.254.6300

MAG Status Workbook

Schedule Information: Please enter anticipated dates for completing the steps in the process for obtaining the FHWA commitment (e.g. obligation) to fund the projects. If the step is not applicable - e.g. right-of-way clearance for an ITS procurement project - please enter "Not Applicable".

Phase	Step	Critical Deadline	Actual/Planned Date		Status	Notes
			Start	End		
Design	Construction - Only					
	Preliminary Project Assessment		12/2/2013	2/7/2014	Submitted for Review	
	Design Concept Report				Not Applicable	
	30 Percent Plans		12/2/2013	2/7/2014	Submitted for Review	
	60 Percent Plans	Draft Plans, 6/30/13*	2/11/2014	5/13/2014	Underway	
	95 Percent Plans		5/13/2014	8/21/2014	Not Started	
	Construction Or Procurement					
	Plans, Specifications & Estimates	Completed, 6/30/2014**	8/21/2014	9/17/2014	Not Started	
Environmental	Hazmat Report	Submitted, 6/30/13*	12/30/2013	2/28/2014	Underway	
	Biological Report	Submitted, 6/30/13*	12/30/2014	3/10/2014	Underway	
	Cultural Report	Submitted, 6/30/13*	12/2/2013	3/5/2014	Underway	
	Envir Document/Clearance	Submitted, 6/30/13* and Completed 6/30/14**	12/2/2013	6/13/2014	Underway	
Right-of-Way	Inventory Completed	Submitted, 6/30/13*			Not Applicable	
	Acquisitions Completed				Not Applicable	Project is entirely within Salt River Project ROW, City will have a license agreement.
	ROW Clearance	Completed, 6/30/14**	2/7/2014	8/13/2014	Requested Clearance	Will perform ROW clearance in-house since City is self-certified.
Other	Utilites Clearance	Completed, 6/30/14**	2/7/2014	8/13/2014	Underway	
	Materials Memo	Completed, 6/30/14**	2/7/2014	8/13/2014	Underway	
	IGA/JPA (Typically at least requires 6 months, Not applicable for CA Agencies)	Completed, 6/30/14**			Not Applicable	
	Authorize Project	Authorized, 9/15/14***	12/22/2014	1/30/2015	Not Started	

* MAG requirement for the project to be kept in the year programmed. If the project has been previously deferred, the project will be deleted if it fails to meet this deadline.

** ADOT requirement to insure that the State can re-allocate funding to insure that federal obligation authority is not lost (meets "use it or lose it" federal requirements).

*** Expiration date for the authority to authorize federal funding - federal "use it or lose it" provision.

**ATTACHMENT
#4**

Agenda Item #7

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

~Revised~

DATE:

February 19, 2014

SUBJECT:

Evaluation of Federal Fiscal Year 2014 Funding Levels, and Tier II and Tier III Proposals – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP), and to the 2035 Regional Transportation Plan.

SUMMARY:

The Fiscal Year 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. On February 26, 2014, the MAG Regional Council will review for approval the project changes that relate to the MAG Federally Funded Project Development Status Report, January 2014. Included in the report, are projects that are partially or wholly funded with Federal Highway Administration (FHWA) funds that are sub allocated to the MAG region and in some cases awarded by ADOT. If approved this completes the Tier 1 evaluation as outlined in the adopted Federal Fund Programming Guidelines and Procedures that were approved by Regional Council in October 2011. Based on current estimated Federal Funding projections, estimated project schedules and funding, and data received from ADOT, information will be presented for evaluating possible project advancement of the Tier II proposals, and Tier III requests for additional funding on existing projects for FFY 2014. The information for Tier II and Tier III was requested on January 30, 2014 and closed on February 14, 2014. Additionally, agencies submitted requests for advancement of federal CMAQ funded Arterial Lifecycle Program (ALCP) projects. All of the projects to be amended may be categorized as exempt from conformity determinations and administrative modifications do not require a conformity determination. Please refer to the enclosed material.

Based on the ADOT sub allocation of Federal Funding to the MAG region it is estimated that \$111,306,568 is available as of the January 2014 ledger report. With an additional \$4,166,420 of Final Vouchers (FV) and project cost savings, less \$451,758 of negative carry forward and subtracting current project costs for FFY 2014, there is an ending positive balance of \$486,913. Recommendation of option one would allow the single Tier II request received to advance the project identified in the TIP as PHX16-414 City of Phoenix to advance from FY2016 to FY2014, leaving a positive overall balance of \$41,345. Option two would include the Tier II request and add in the Tier III requests received in the amount of \$ 4,970,171. Option two would assume that additional final vouchers will be processed and the additional positive funding will be realized. Last year the MAG region received over \$8.1 million in final vouchers. The ALCP project reimbursement advancement requests will be addressed in May and June of 2014 if additional funding is identified as being available and will follow the ALCP Policies and Procedures.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of an option and the related TIP amendment and administrative modification will allow the projects to proceed in a timely manner and will protect sub allocated regional funding.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Tier II and Tier III process of evaluating projects is included in the Federal Fund Programming Guidelines. Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they will commence and may need to undergo an air quality conformity analysis or consultation.

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

ACTION NEEDED:

Recommend approval to proceed with Option One: FFY 2014 Tier II Federal funding advancement of project requests recieved, and to the related FY 2014-2018 MAG Transportation Improvement Program, Arterial Lifecycle Program, and 2035 Regional Transportation Plan amendment and modifications as appropriate.

Or

Recommend approval to proceed with Option Two: FFY 2014 Tier II federal funding advancement of projects, and the FFY 2014 Tier III increased federal funding for projects that submitted requests for additional CMAQ funding in the Bike/Ped, ITS, and Air Quality programs and of the associated amendments and administrative modifications to the FY2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

2/18/2014

Current MAG Sub Allocated FFY 2014 Ledger: Federal Funding (estimated)	
Total 2014 Estimated Funding (Obligation Authority January 2014 ADOT report)	\$ 111,306,568
Obligation Authority Carry Forward from FFY2013	\$ (451,758)
Final Vouchers, Project Savings (January 2014 ADOT report)	\$ 4,166,420
Total FFY2014 TIP Project Costs (with estimated changes pending)	\$ (114,534,317)
Ledger Balance	\$ 486,913

Tier II and Tier III Requests	
Advancements (Tier II)	\$ 445,568
Additional Funding (Tier III)	\$ 4,970,171

Option One: Advancement of Projects (Tier II)	
Ending Balance: Ledger balance, less Tier II request	\$ 41,345

Option Two: Advancement of Projects (Tier II), and funding increases (Tier III)*	
Ending Balance: Ledger balance, less Tier II and Tier III requests	\$ (4,928,825)

* assumes additional Final Vouchers and Project Savings will occur.

2/18/2014

FFY 2014 CMAQ Federal Funding Project Tier 2 Requests (Advancements from future years)														CMAQ Match Rates			5.7%	94.3%	100%
Currently Programmed														New Project Changes and Request					
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MMY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Local Cost	New Federal Cost	New Total Cost Work Phase	Net Federal increase to FY2014 CMAQ funds (advancement)	Requested Date
PHX16-414	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	Construct bike lanes	2014 2016	2015	7	0	0	CMAQ	26,932	445,568	-	472,500	Advance the construction phase of the project from FY 2016 to FY 2014. Agency meets requirements.	26,932	445,568	472,500	\$ 445,568	2/13/2014

FFY 2014 CMAQ Federal Funding Project Tier 3 Requests (Additional federal funding requests)														CMAQ Match Rates			5.7%	94.3%	100%		
Currently Programmed														New Project Changes and Request							
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MMY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Local Cost	New Federal Cost	New Total Cost Work Phase	Net Federal increase of funding.	Requested Date		
BKY10-801	Buckeye	Miller Rd: Hazen Rd to I-10 & Monroe Rd (MC-85): Miller Rd to Apache Rd	Interconnect traffic signals	2014	2015	6	4	4	CMAQ	90,000	210,000	-	300,000	Reduce local match to 5.7%.	17,100	282,900	300,000	72,900	9/18/2013		
BKY13-901C2	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2015	2015	10.5	2	2	Local	472,413	-	-	472,413	Utility relocation in FY2014, agency requesting CMAQ to cover additional overall all construction costs due to extensive utility relocation & updated engineering estimated costs. Construction can be authorized in FFY2014.	26,928	445,485	472,413	445,485	9/18/2013		
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	24,178	400,000	-	424,178	No Change	24,178	400,000	424,178	-	-		
CVK07-601C	Cave Creek	Townwide	Pave dirt roads program - Construct	2014	2015	0.5	0	0	CMAQ	-	180,000	-	180,000	Match was listed incorrectly at 100%, change to 5.7%.	10,880	180,000	190,880	-	2/13/2014		
MES12-814	Mesa	Fiesta Paseo Nodes Southern Ave from Alma School to Dobson Rd	Construct pedestrian refuge and shelters for the Fiesta Pathway	2014	09/15	1	6	6	CMAQ	428,087	998,870	-	1,809,018	Local match is coming for ROW purchased by Mesa. The total federal funds requested total \$1,809,018.	103,114	1,705,904	1,809,018	707,034	2/12/2014		
New MES12-814RW	Mesa	Fiesta Paseo Nodes on Southern Ave between Alma School & Dobson Rd	ROW acquisition required for the construction of pedestrian refuge shelters for the Fiesta Pathway	2013-2014	09/15	1	6	6	Local	225,943	-	-	225,943	Add ROW listing to TIP and request CMAQ funding For FFY2014.	12,879	213,064	225,943	213,064	2/12/2014		
MAG14-103	MAG	Regionwide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	54,401	900,000	-	954,401	Current Call For Projects can fund 6 sweepers with CF from 2010. Requesting to fund 7 additional.	174,689	2,890,038	3,064,727	1,990,038	2/12/2014		
MAG10-621P2	MAG	Regionwide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	19,983	330,599	-	350,582	Carry forward from cost savings FY2010, no change	19,983	330,599	350,582	-	-		
MMA14-101	Maricopa County	Regionwide	Upgrade Regional Archive Data Center Equipment & Systems to enhance archiving capacity & utility of real time traffic data.	2014	2015	0	0	0	CMAQ	58,500	125,937	-	184,437	ITS Project: Updated engineering cost estimate submitted. Meets requirements for projected authorization.	10,513	173,924	184,437	47,987	2/13/2014		
MMA14-102	Maricopa County	MC 85, 75th Ave to Litchfield Rd	Construct/Install ITS traffic management capabilities along MC 85	2014	2015	5	0	0	CMAQ	638,544	781,456	-	1,420,000	ITS Project: Updated engineering cost estimate submitted. Meets requirements for projected authorization.	104,607	1,730,596	1,835,203	949,140	2/13/2014		
PE014-101	Peoria	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2014	42109	N/A	N/A	N/A	CMAQ	213,785	645,831	-	859,616	Engineering estimate increase. Adjust project local match to 5.7%. CMAQ increase is \$164,787.	48,998	810,618	859,616	164,787	2/13/2014		
PE013-901	Peoria	83rd Ave: Lone Cactus & continuing north to Jomax Rd	Install conduit, pull boxes, fiber, and CCTV cameras	2014	42170	3 (Mi)	N/A	N/A	CMAQ	300,000	700,000	-	1,000,000	Project was originally programmed at 70/30 match for construction. Update to current project total and 5.7% local/93.4% federal. Increase CMAQ by \$379,735. Total cost increase of \$145,000.	65,265	1,079,735	1,145,000	379,735	2/13/2014		
																		\$	4,970,171		

FFY 2014 Federal Funding Project Requests (Advancement of ALCP and Transit Project Federal funding from future years)															CMAQ Match Rates			5.7%	94.3%	100%
Currently Programmed														New Project Changes and Request						
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: M/M/Y	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Local Cost	New Federal Cost	New Total Cost Work Phase	Net Federal increase to FY 2014 (ALCP Advancement)	Requested Date	
VMR14-101PEZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Engineering	2014		2	4	2	Local	2,623,457	-		2,623,457	Project work phase is locally funded with CMAQ reimbursement programmed in the ALCP Phase III. Request advancement of CMAQ funding. ACI-LRT-10-03. Project sponcer will accept partial advancement.	2,808,707	3,250,000	6,058,707	6,058,707	2/13/2014	
VMR14-101RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - ROW Acquisition	2014		2	4	2	CMAQ	37,677	623,323		661,000	Project work phase is locally funded with reimbursement programmed in the ALCP Phase III. Request advancement of CMAQ funding. ACI-LRT-10-03. Project sponcer will accept partial advancement.	80,427	1,373,323	1,453,750	830,427	2/13/2014	
\$ 6,889,134																				

**ATTACHMENT
#5**

Agenda Item #8

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...

DATE:

February 19, 2014

SUBJECT:

Job Access and Reverse Commute Programming Goals and Objectives

SUMMARY:

On March 27, 2013, the MAG Regional Council approved the MAG Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access and Reverse Commute (JARC) receive a sub-allocation of Section 5307 formula funds to be utilized for a regional competitive process. On October 23, 2013, per Regional Council approval, MAG assumed the role of programming JARC funds. On January 9, 2014, the MAG Transit Committee received a presentation by MAG staff on the draft programming goals and objectives for review and input. The draft goals were based on input from the Elderly and Persons with Disabilities Committee who coordinated the FY 2013 process and national best practices concepts. MAG staff was requested to host additional working group discussions to review the draft recommendations. The invitation to attend the working group was extended to all members of the Transit Committee. The working group met on January 23, January 30, and February 6. The working group draft programming goals and objectives for the JARC program were presented at the February 13, 2014, MAG Transit Committee meeting for recommended approval. The Transit Committee recommended approval of all elements of the working group discussions, with exception of one item. The item requested for exclusion was the inclusion of participation in the Transportation Ambassador's program as an evaluation criteria. Please refer to the attachment. Upon Regional Council approval, the draft programming goals and objectives for the JARC program will be incorporated into the MAG Transit Programming Guidelines.

PUBLIC INPUT:

No comments were received.

PROS & CONS:

PROS: The JARC programming goals and objectives are intended to encourage applicants to apply for funds for programs that meet the needs of the MAG region. It also assist members of the evaluation team in funding projects that are sustainable, serve the target population and best utilize public resources.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Regional Programming Guidelines for Federal Transit Formula Funds would be updated to include guidelines for utilizing and evaluating projects submitted under the JARC program.

POLICY: This request would update the MAG Transit Programming Guidelines to incorporate funding guidelines for providing job access for low income individuals utilizing Federal Transit Administration funds.

ACTION NEEDED:

For information, discussion and possible action to recommend approval of the Job Access Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Formula as appropriate.

PRIOR COMMITTEE ACTIONS:

On February 13, 2014, the Transit Committee by voice vote, recommended approval of the Job Access Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Formula as appropriate. The Town of Gilbert dissented (*italics*).

MEMBERS ATTENDING

- * ADOT: Nicole Patrick
- Avondale: Kristen Sexton
- * Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- El Mirage: Jorge Gastelum
- Gilbert: Leslie Bubke*
- 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, Vice Chair
- Phoenix: Ken Kessler for Maria Hyatt
- Queen Creek: Muhamed Youssef for Chris Anaradian
- * Scottsdale: Madeline Clemann, Chair
- Surprise: David Kohlbeck
- # Tempe: Robert Yabes
- * Tolleson: Chris Hagen
- Valley Metro: Ben Limmer for Wulf Grote
- Youngtown: Grant Anderson

CONTACT PERSONS:

Alice Chen, Transportation Planner III or DeDe Gaisthea, Human Services Transportation Planner I, (602) 254-6300.

February 6, 2014

TO: MAG Transit Committee

FROM: Alice Chen, Transportation Planner III
DeDe Gaisthea, Transportation Planner I

SUBJECT: MAG TRANSIT PROGRAMMING GUIDELINES FOR JOB ACCESS REVERSE
COMMUTE (JARC) SUB-ALLOCATED FUNDS

On March 27, 2013, the MAG Regional Council approved the Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 7.2 of the Guidelines, it was recommended that Job Access Reverse Commute (JARC) eligible activities receive a sub-allocation to be utilized in a regional competitive process.

MAG staff presented draft programming and policy guidelines at the January 9, 2014 Transit Committee for review and input. The Committee requested the opportunity to continue the discussion by an ad-hoc working group. MAG staff has convened three working group discussions. A draft set of guidelines and principles for the JARC program are outlined below. Changes from the draft presented to the January 9, 2014 Transit Committee are highlighted.

The recommended draft set of guidelines and principles for the JARC program, upon Transit Committee recommendation and Regional Council approval will be incorporated into the MAG Transit Programming Guidelines.

Program Goals

The JARC program goals will provide the guiding principles for applicants applying for funding, and for evaluators during the priority ranking process.

Program Goals:

To improve access for low-income persons to jobs and job-related services

Eligibility

The JARC eligible activities can be found in the FTA Circular C9050.1. ([http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf))

Funding Guidelines

A funding framework encourages improved grant management and optimal utilization of public resources.

Operating

- Two years funding
- May reapply with demonstration of success.

Non-Operating

- One year funding period
- May re-apply with demonstration of its success

Funding Amounts

- \$30,000 minimum and \$200,000 maximum funding request. \$400,000 maximum in a multiagency application.

Evaluation Criteria

The concepts below are recommended for inclusion in the application and evaluation criteria.

Target Population Served (30% weight)

- Human Services Coordination Transportation Plan
- Participation in Transportation Ambassadors Program (TAP)

Coordination and outreach (30% weight)

- Increased due diligence, contacting business or social services directly for input
- Letters of support (2 minimum) from stakeholders including businesses, non-profits and/or social services

Performance Indicators (20% weight)

- Cost/benefit
- Desired outcome
- Performance evaluation methodologies
- Sustainability - Program/service can continue after initial two-year JARC funding for Operating Projects
- Project readiness

Meets Program Intent (20% weight)

- Meets intent of program goals and objectives
- Serves as example of a best practice

Evaluation Process/Team

The evaluation team would comprise the ad-hoc Transit working group as defined in the Programming Guidelines and the Elderly Persons and Persons with Disabilities Transportation Committee.

Evaluation Team

- Transit working group plus Chair and Vice-Chair of Elderly and Persons with Disabilities Transportation Committee

Evaluation Process

- Three slides/5 minute discussion
- Question and answer session (5-7 minutes)

Preliminary Call for Projects Timeline

The time line will be finalized upon further coordination with the Elderly and Persons with Disabilities Committee's application for the 5310 program. Staff will develop an application and evaluation process that meets the approval and inclusion in the Transportation Improvement Program prior to the end of the Federal Fiscal Year.

<u>Date</u>	<u>Description</u>
March 2014	Applications made available
April 2014	Applications due to MAG Offices
May 2014	Ad-hoc Evaluation Committee meets to evaluate projects
June 12, 2014	Transit Committee recommends list of projects to Regional Council for approval
July 30, 2014	Regional Council Approves list of projects for inclusion in the FY2014-2018 Transportation Improvement Plan

For information, discussion and possible recommended approval of the update to the MAG Regional Programming Guidelines for Federal Transit Formula Funds. If you have any questions or concerns, please contact Alice Chen at achen@azmag.gov or DeDe Gaisthea at dgaisthea@azmag.gov or 602-254-6300.