

July 23, 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, July 31, 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 July 31, 2014 meeting, the quorum requirement is 13 committee members.	
2. <u>Approval of Draft May 29, 2014 Minutes</u>	2. Approve Draft minutes of the May 29, 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>FY 2015 MAG Transportation Alternatives (TA) Non-infrastructure Safe Routes to School Projects</u> The MAG region receives about \$4.4 million per year in TA funds. The TA	5A. For information, discussion and possible action to recommend the FY2015 Transportation Alternatives (TA) Non-infrastructure SRTS projects as described in Attachment 01.
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funds can be used to fund two categories of projects, referred to as: (1) TA Infrastructure and (2) TA Non-infrastructure Safe Routes to School (SRTS) projects. Through previous MAG action a total of \$400,000 per year was allocated to fund qualifying SRTS projects that would not involve any road improvements. In January of 2014 MAG issued a call for projects for FY2015-2017. Three project applications were received and recommended, resulting in remaining funds in the amounts of \$285,500 in FY2015 and \$310,000 in each FY2016 and FY2017.

Based on the recommendation of the Transportation Safety Committee, MAG issued a second call for SRTS projects, on May 27, 2014, to help expedite the programming of remaining FY2015 funds and help meet the June 30, 2015 obligation deadline. Projects from first call for projects, previously programmed in FY2016 and FY2017, were eligible to be advanced to FY2015 and the funding levels for projects were increased from \$45,000 to \$135,000. MAG received a total of five project applications. Two of the projects involved the advancement of previously programmed TA projects in FY2016 and FY2017 to FY2015 and did not require an evaluation. The remaining three applications were reviewed by the Transportation Safety Committee and a recommendation generated on July 22, 2014 (See Attachment 01). Another call for SRTS projects in FY2016 - 2017 is anticipated to be issued early in 2015.

*5B. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities

5B. For information and discussion.

include actions on plans, zoning, and permits. ADOT has forwarded a list of notification from January 1, 2014 to June 30, 2014. Nine of the 68 notices received have an impact to the state highway system. Please refer to the enclosed material.

*5C. MAG Federally Funded, PM-10 Street Sweeper Policy Revision

Member agencies have requested that MAG review the replacement policies for useful life of the federally funded PM-10 certified street sweepers. Many agencies maximize their equipment by sweeping larger areas, or by increasing the frequency of sweeping for units. Staff researched and developed a proposal that includes an hours used and miles of operation for policy modification consideration.

Current Policy: *PM-10 certified street sweepers are eligible for purchase with CMAQ funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace a Rule 1186 certified unit that is at least eight years old, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions.*

A modification to the MAG PM-10 Street Sweeper replacement policy was recommended by the MAG Street Committee on June 10, 2014. Please refer to the enclosed material.

*5D. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY2015 Arterial Life Cycle Program and to the 2035 Regional Transportation Plan

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation

5C. For information, discussion, and recommendation to include the following revision to the MAG policies for useful life of certified PM-10 Street Sweepers.

Revised Policy: PM-10 certified street sweepers are eligible for purchase with CMAQ funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace an older Rule 1186 certified unit, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. For replacement of an older Rule 1186 certified unit, the unit must be at least eight years old or have recorded 12,000 hours or 96,000 miles of operation.

5D. Approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

Plan (RTP) were approved by the MAG Regional Council on June 25, 2014 and have been modified 4 times. The FY2015 Arterial Life Cycle Program (ALCP) was approved on June 25, 2014. Since then there is a need to make project changes.

Highway and Transit project changes are included in Table A. Arterial Life Cycle Project changes are included in Table B and C. Please refer to the enclosed material.

ITEMS TO BE HEARD

6. Job Access and Reverse Commute Priority Ranking and Funding Recommendations

On March 26, 2014, MAG Regional Council approved the Job Access and Reverse Commute (JARC) policy guidelines for inclusion in the Regional Programming Guidelines for Federal Transit Formula Funds. In March 2014, MAG initiated a call for projects for funding under the JARC program. Twenty (20) applications totaling \$3.5 million in funding request were received. One project was deemed ineligible. On May 5, 2014, an evaluation panel composed of representatives from of the Transit Committee interviewed the project applicants and ranked the project applications. On May 8, 2014, the MAG Transit Committee reviewed the project rankings and funding recommendations made by the evaluation panel and requested additional information from MAG staff prior to taking action with recommended approval. On July 10, 2014, MAG staff presented three programming options for Transit Committee discussion and possible recommendation. The Transit Committee, by a 15-3 vote, voted to recommend approval of funding option number one. Please refer to attachment for additional information.

6. For information, discussion, and possible recommendation of the Job Access and Reverse Commute Priority Ranking and Funding Recommendation.

7. Locally Preferred Alternative (LPA) and Proposed Major Amendment to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Rd. to the 2035 MAG Regional Transportation Plan

METRO Light Rail and the City of Phoenix are requesting approval of the Locally Preferred Alternative (LPA) for South Central, and to add the 5 mile light rail transit (LRT) extension on Central Avenue from Washington/Jefferson to Baseline Rd. to the 2035 MAG Regional Transportation Plan (RTP). The preliminary estimated capital cost for the project is approximately \$680 million and will be funded through City of Phoenix sales tax funds and, potentially, federal funds. No regional Public Transportation Funds / Proposition 400 funds are planned to be used for this project. Adding this project to the RTP requires a major amendment in accordance with A.R.S. 28-6301. The process to implement a major amendment is outlined in A.R.S. 28-6353. This requires MAG to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. Following that consultation, the item would be brought back through the MAG process for consideration and possible approval. The Transit Committee recommended approval of this item on July 10, 2014. Please review the enclosed memorandum; the South Central Corridor Alternatives Analysis Locally Preferred Alternative Report can be found online at: <http://www.azmag.gov/Events/Event.asp?CMSID=5712>.

8. Update of the Federal Functional Classification and National Highway System Designation of Principal Arterial Roadways in the MAG Urbanized Area

7. For information, discussion and possible recommendation to approve (1) the Locally Preferred Alternative (LPA) for the South Central project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Rd; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the 5 mile light rail transit (LRT) extension on Central Avenue from Downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 MAG Regional Transportation Plan, contingent on the finding of air quality conformity.

8. For information, discussion and possible action to request changes to the functional classification and National Highway designation of roadways depicted in the on the map for Option 2B.

In 2012, the Congress added 60,000 miles of roadway classified as principal arterial to the National Highway System (NHS). Approximately 850 miles of these roadways are owned by MAG member agencies and are now subject to increased federal regulation.

Federal guidance prohibits the en masse removal of principal arterial roadways, but provides for the removal of roadways from the NHS where the roadways are reclassified to a lower functional category. Roadways may also be removed from the NHS by request, but only on a case-by-case basis.

The last major update of the functional classification of principal arterial roadways occurred in 1992 and the number and layout of principal arterial roadways in the region fails to meet current federal functional classification guidelines and exacerbates problems associated with the expansion of the NHS. To address these issues, the Street Committee has reviewed the functional classification of principal arterial roadways and NHS designation and is recommending changes as shown on the map for Option 2B. These changes include the following:

- Reclassifying approximately 576 miles of principal arterial to minor arterial and requesting removal of their NHS designation,
- Reclassifying approximately 4 miles of the Northern Parkway to principal arterial and requesting that it be added to the NHS,
- Reclassifying approximately 80 miles of roadway to principal arterial in outlying areas (NHS designation is not requested),
- Requesting the removal of NHS designation from approximately 29 miles of principal arterial as these roadways stub end at non NHS roadways and/or are largely located in outlying suburban areas.

9. 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.

9. For information and discussion.

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.

10. For information.

11. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, August 28, 2014 at 10:00 a.m. in the MAG Office, Saguaro Room.

11. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

May 29, 2014

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

MEMBERS ATTENDING

Phoenix: Rick Naimark, Vice Chair and Acting Chair	Litchfield Park: Julius Diogenes for Woody Scoutten
ADOT: Kwi-Sung Kang for Floyd Roehrich	Maricopa (City): Paul Jepson
Avondale: Kristen Sexton for David Fitzhugh	Maricopa County: Clem Ligocki for John Hauskins
Buckeye: Scott Lowe	#Mesa: Jeff Martin for Scott Butler
*Cave Creek: Ian Cordwell	*Paradise Valley: Jim Shano
Chandler: Patrice Kraus for Dan Cook	Peoria: Dan Nissen for Andrew Granger
El Mirage: Jorge Gastelum	Queen Creek: Mohamed Youssef
Fountain Hills: Randy Harrel	Scottsdale: Eve Ng for Paul Basha
Gila Bend: Ernie Rubi	Surprise: Martin Lucero for 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: Dana Owsiany, City of Phoenix	* 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	Eileen Yazzie, MAG
John Bullen, MAG	Trent Kelso, ADOT
Monique de los Rios Urban, MAG	Giao Pham, City of Apache Junction
Bob Hazlett, MAG	Charlene Neish, City of Tempe
Sarath Joshua, MAG	Tim Wolfe, Dibble
Teri Kennedy, MAG	Brian Sager, Kimley Horn
Alex Oreschak, MAG	Art Brooks, Strand Associates, Inc.
Brian Rubin, MAG	Steve Jimenez, SCI
Steve Tate, MAG	

1. Call to Order

Acting Chairwoman Patrice Kraus from the City of Chandler called the meeting to order at 10:04 a.m. Acting Chairwoman Kraus noted that the quorum requirement for the May 29, 2014 TRC meeting was 13 committee members.

2. Approval of Draft April 24, 2014 Minutes

Mr. John Farry from Valley Metro motioned to approve the minutes. Mr. Grant Anderson from the Town of Youngtown 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

Acting Chairwoman Kraus invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Anderson noted that revenues for the sales tax in April increased 5.2% over last year, and had increased 7.5% year-to-date. Mr. Anderson stated that, if these growth percentages hold, final sales tax revenues will be at or above FY 2014 projections. Similarly, HURF revenues increased 2.8% year-to-date. The HURF revenues are now near 2004 levels. Most of the growth in HURF revenues resulted from increases in Vehicle License Tax (VLT).

Mr. Anderson informed the committee that MAG was closely following the potential reauthorization of MAP 21, which expires in 2014. The Highway Trust Fund (HTF) is in danger of becoming insolvent by early August 2014, unless Congress provides additional funding. Mr. Anderson noted that the latest proposal to fund transportation from the U.S. House of Representatives is to cut Saturday mail service. MAG will continue to monitor the process.

Mr. Anderson noted that Certified Agencies need to close out inactive projects as soon as possible, and need to submit for reimbursement promptly. Mr. Anderson explained that some new US-DOT measures could delay reimbursements, and that US-DOT may go to a proportional reimbursement instead of full reimbursement, which could present cash-flow problems for agencies. Mr. Anderson informed the committee that MAG was starting the development of the new Regional Transportation Plan, and that MAG provided a presentation to the MAG Transportation Policy Committee on May 21, 2014. The next steps would be to convene work groups to discuss goals, objectives, and performance measurement. Mr. Anderson explained that MAP-21 requires a more robust performance-based planning process and requires setting targets for performance measures. There are no financial penalties for not meeting such targets at this point, but financial penalties could be a part of future transportation bills.

Mr. Anderson also noted that the Central Phoenix Framework Study process was wrapping up, and that a presentation on May 29, 2014 would be given to discuss final deliverables.

Mr. Farry noted that the second audit from Proposition 400 would occur in 2015, and that the auditors would likely look closely at performance measures and targets. Mr. Anderson noted that the first performance audit found that MAG needed to set targets on performance measures, which had not been done in the region previously.

5. Consent Agenda

Addressing the next item of business, Acting Chairwoman Kraus directed the Committee's attention to the consent agenda items 5A – Arterial Life Cycle Program Status Report December 2013 – April 2014 and 5B – Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan. Acting Chairwoman Kraus asked the Committee if there were any questions or comments. Seeing none, Acting Chairwoman Kraus requested a motion. Mr. Grant Anderson motioned to approve the consent agenda. Mr. Julius Diogenes from the City of Litchfield Park seconded, and the motion passed by a unanimous voice vote of the Committee.

5A. Arterial Life Cycle Program Status Report December 2013 – April 2014

The MAG Transportation Review Committee, by consent, approved the Arterial Life Cycle Program Status Report December 2013 – April 2014.

5B. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan

The MAG Transportation Review Committee, by consent, approved the Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan.

6. MAG Federally Funded, Locally Sponsored Project Development Status Report

Acting Chairman Rick Naimark invited Ms. Teri Kennedy from MAG to present on the MAG Federally Funded, Locally Sponsored Project Development Status Report.

Ms. Kennedy noted that the Federal Fund Project Status Reports have been very successful in reporting on suballocated FHWA funds, including Congestion Mitigation and Air Quality Improvement Program (CMAQ), Safety, and Transportation Alternatives (TA) projects. The Status Reports do not cover Regional Transportation Plan (RTP) freeway program, Arterial Life Cycle Program (ALCP), or Transit Life Cycle Program (TLCP) projects. The Status Reports allow MAG staff and managers to monitor the status of federally funded projects, and allow member agencies to request funding for closeout if funds are available. The Status Reports also include reporting on Commitment Letters, project cost changes, and an opportunity to find out about any agency staff changes on project leads.

Ms. Kennedy provided a summary of project statuses. For FY 2015, 48 projects were on time, with three projects requesting deferrals. For FY 2016, 39 projects were on time, with no projects requesting deferrals. Ms. Kennedy explained that the trend from 2009 has been a sharp increase in deferrals through 2011, and then a decrease in deferrals since that time. Ms. Kennedy noted

that it was a good goal for program to have more on-time projects and fewer deferrals. Ms. Kennedy also explained that carry forward funding has been reduced in recent years due in large part to the Project Status Reports. Carry forward funds have fallen from over \$30 million a year to nearly non-existent levels.

Acting Chairman Naimark thanked Ms. Kennedy and all the member agencies for helping to achieve the goals of reducing deferrals and carry forward.

Acting Chairman Naimark asked for a motion. Ms. Patrice Kraus moved to recommend approval with the inclusion of advancement of the projects outlined in the presentation. Mr. Clem Ligocki from Maricopa County seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

7. Draft Fiscal Year 2015 Arterial Life Cycle Program

Acting Chairman Naimark invited Mr. John Bullen from MAG to present on the Draft Fiscal Year 2015 Arterial Life Cycle Program (ALCP).

Mr. Bullen noted that the ALCP is the financial management tool for the arterial section of the RTP, and is updated annually. Mr. Bullen noted that state statute requires that costs cannot exceed available revenues in the program. Additionally, federal statute requires that the program must show fiscal constraint in the Transportation Improvement Program (TIP) . Mr. Bullen provided an overview of the development process for the ALCP. The first step is to update project work schedules and costs. The second step is to update revenue forecasts, and the third step is to adjust reimbursements as needed.

Mr. Bullen explained that project workbooks were distributed to all agencies in February 2014. The lead agencies provided updated project costs and schedules. Then, MAG analyzed the updated cost schedules and projects and adjusted reimbursements accordingly. If a project was deferred, the associated reimbursement was deferred as well. Project change requests were reviewed and approved at the MAG Street Committee. Mr. Bullen noted that multiple project change requests were heard at the MAG Street Committee this year.

Mr. Bullen informed the committee that Regional Area Road Fund (RARF) revenue forecasts have increased by approximately \$2.5 million from FY 2012 to FY 2013, but that federal revenue forecasts fell from FY 2012 to FY 2013, and again from FY 2013 to FY 2014. The decreased forecast represents about five percent of the federal program. Mr. Bullen noted that from FY 2015 to FY 2020, there is a surplus projected for the ALCP, but that projections indicate a deficit in the ALCP after FY 2020.

Mr. Bullen explained that under the new ALCP programming principles, advancement of reimbursements programmed in the first several years can be advanced to align properly with the work schedule. With the ALCP funding in balance through FY 2020, the ALCP meets federal constraints in the TIP window, though there is a long term deficit that must be addressed. The FY 2015 ALCP continues the temporary elimination of bonding and inflation. MAG believes that the program does not need to be rebalanced yet, with surpluses projected through FY 2020, until more clarity is provided at the federal level regarding revenues.

Mr. Bullen noted that after near-term advancements to match work schedules, the fund balance is maintained from FY 2017 to FY 2020, which will help off-set any losses if a new federal transportation bill reduces revenues. Mr. Bullen also explained that there were a few minor changes from the workbooks that provided to the committee, but that those changes do not have major impacts on what was being presented.

Mr. Ligocki noted that MAG was doing a very good job with the program, which was a culmination of a good process through the workbooks.

Acting Chairman Naimark asked for a motion. Mr. Ligocki moved to recommend approval. Ms. Leah Hubbard from the Town of Gilbert seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

8. Interstate 10/Interstate 17 Corridor Master Plan

Acting Chairman Naimark invited Mr. Bob Hazlett from MAG to present on the Interstate 10/Interstate 17 Corridor Master Plan.

Mr. Hazlett introduced Mr. Trent Kelso, ADOT Urban Projects Manager, who would be available to provide answers on any technical questions. Mr. Hazlett noted that this presentation was previously provided to the MAG Management Committee, Transportation Planning Committee, and Regional Council. Mr. Hazlett noted that the study included a 35 mile corridor from the SR-101L/I-17 North Stack Interchange to the Pecos Stack Interchange at SR-202L/I-10. Mr. Hazlett explained that roughly 43% of all traffic in the region occurs on either I-10 or I-17, and that there was \$1.47 billion programmed in the RTP to improve the corridor. Mr. Hazlett noted that previous corridor and EIS studies for I-10 and I-17 were cancelled, and that a new process was started to study the corridor anew, multi-modally and fitting the character of the region.

In October 2012, a large group met to identify a path forward for the corridor. The first step was to identify near-term improvements to solve bottlenecks, while simultaneously developing a corridor master plan. The corridor master plan would look at narrow rights of way, and needed a long term vision for what the region wants to have happen in the corridor. Previous studies have identified bottlenecks and strategies for near term relief. Mr. Hazlett noted that near term improvements must meet environmental requirements and a near-term construction time-frame. Mr. Hazlett explained that a number of micro-simulation models were run to identify improvement strategies, and that the Microsim model was available for member agency use to address operation-level planning.

Mr. Hazlett explained the near-term strategies. One improvement involves adding an additional outbound lane from the I-10/SR-51/SR-202L Mini Stack Interchange to US-60. There has not been a determination made whether the lane will be general purpose or high-occupancy vehicle (HOV). Mr. Hazlett noted that the improvements did not involve narrowing lanes below 11 feet, that minimal shoulder width would need to be taken to accomplish the widening, and that there was heavy HOV demand in the corridor. Mr. Hazlett noted that the Broadway Curve carries 300,000 vehicles per day, with significant weaving issues. Most of the needed right of way is already available for the improvements.

Inbound traffic from I-10 exiting to SR-143 northbound would be separated from thru traffic south of the US-60 interchange and a separate exit from US-60 to SR-143 and Broadway would be provided. Outbound traffic entering I-10 from SR-143 or Broadway Road would utilize a new collector/distributor (C/D) road, allowing traffic to either enter US-60 directly or enter I-10 south of US-60. Ms. Kraus asked if the near-term improvements would include a flyover at SR-143. Mr. Hazlett noted that a flyover at SR-143 would need to be addressed in the corridor master plan, but is not included in the near-term improvements due to the fact that the final locations for structures and bridge piers would not be known until that effort was completed.. Acting Chair Naimark asked whether any near-term investments would end up wasted when the long-term recommendations implemented. Mr. Hazlett noted that there would be minimal waste, as the near-term improvements focus on needs in the next 5-10 years, while long-term improvements could be decades away. Additionally, Mr. Hazlett explained that the near-term improvements were being treated as givens in the corridor master plan, so long-term recommendations would consider the near-term improvements. Mr. Farry asked how these near-term improvements impact Level of Service (LOS). Mr. Hazlett noted that the improvements to LOS have been analyzed visually, but not yet quantified. Mr. Hazlett estimated that the improvements would probably generally increase LOS to a level C or better, but on a lane by lane basis, not corridor-wide.

Mr. Hazlett explained that the improvements on the I-10 from Baseline Road to the Pecos Stack Interchange at SR-202L would include the addition of an extra lane in both the inbound and outbound direction, along with raising noise walls. The lane additions would dovetail with the full six lane cross-section being built south from the Pecos Stack to Queen Creek Road. Improvements on the I-17 from 16th St to 19th Ave would be minimal, with the addition of auxiliary lanes for the entry/exit ramps, which will improve capacity and safety. The interchanges of Pinnacle Peak Road and Happy Valley on I-17 are also being considered for reconstruction, as they are both at the end of their service life. Mr. Hazlett also noted that bicycle and pedestrian crossings were being considered at both Guadalupe Road and Alameda Drive over I-10.

The final improvement outlined by Mr. Hazlett were enhancements to Traffic Operations and ITS. These improvements included Incident Management, Ramp Metering Coordination, Arterial Infrastructure, Supporting Corridor Operations, Traffic Video Sharing, and Maintenance Support. One example was adding DPS personnel in the room at the ADOT operations center.

The construction time-frame for the near-term improvements is anticipated to be two to three years, though operations and ITS improvements can be implemented more quickly. Construction items would be added to the TIP in Fall 2014, with operations improvements added starting in June 2014. For most elements, construction would occur by FY 2017. Mr. Hazlett noted that the Corridor Master Plan was underway, and that MAG would update the committee every three to four months. Additionally, the website for the project will be spine.gov.

Ms. Kraus asked how long the near-term improvements would improve traffic for. Mr. Hazlett responded that MAG was analyzing the improvements in the 2025 and 2040 horizon years to see how long the improvements will last. Ms. Kraus asked whether construction in these areas would occur only in the life of the existing RTP, or if there would be additional beyond the life of the current RTP. Mr. Hazlett noted that there would be additional improvements beyond the current RTP, such as the loop ramp at SR-143, and solutions could come right after the C/D roads come

in. Ms. Debbie Albert from the City of Glendale asked if managed lanes were discussed as a near-term improvement option. Mr. Hazlett responded that managed lanes are more of a long-term solution. Ms. Albert clarified that she meant advanced traffic management generally. Mr. Hazlett replied that the near-term improvements would help work toward an advanced traffic management system, but most improvements would be in the long-term. Mr. Farry asked what the target date for completing the corridor master plan was. Mr. Hazlett replied that the target date was December 31, 2016. Mr. Farry asked whether some construction projects would be underway before the corridor master plan was completed. Mr. Hazlett replied that this was correct. Mr. Ligocki asked what impacts the Broadway Curve improvements would have on US-60 inbound traffic. Mr. Hazlett replied that MAG did not look closely outside of the study area, but that near the I-10, the near-term improvements do improve inbound US-60 traffic.

Mr. Grant Anderson noted that the presentation was very timely, but asked why the presentation was heard at the MAG Management Committee, Transportation Policy Committee, and Regional Council first, when presentations are usually heard at the Transportation Review Committee (TRC) first. Mr. Hazlett noted that time restrictions demanded that the presentation be given out of order, as information was not ready in time for the April TRC meeting. Mr. Hazlett noted that MAG always attempts to go to the TRC before the other committees. Mr. Eric Anderson noted that funding for DPS and Traffic Operations would be brought to the other committees in June 2014, and not to the TRC, as the June TRC meeting was canceled. Mr. Anderson noted that recent wrong-way crashes in the region make these improvements even more timely.

Mr. Jepson asked whether the segment of I-10 from the Pecos Stack to Queen Creek Road could be addressed more quickly, or whether there were any updates on that project. Mr. Kelso replied that part of the solution for that corridor was a district minor project from Wildhorse Pass to Riggs Road, which would include auxiliary lanes and additional pavement preservation. Acting Chairman Naimark noted that the future South Mountain freeway would have an impact on that traffic. Mr. Grant Anderson asked if the South Mountain freeway would eliminate the need for extra lanes on the I-10, or whether it sets back the timeline in which extra lanes are needed. Mr. Hazlett replied that MAG modeling assumes that the South Mountain freeway is built, so the future modeling done with the corridor master plan would take that into account.

Ms. Eve Ng from the City of Scottsdale asked if previous Environmental Impact Statement (EIS) work on the I-10 and I-17 corridors could be utilized with the corridor master plan, or if the corridor master plan would be starting from scratch. Mr. Hazlett replied that previous corridor studies and EIS work provided relevant information that is being used in the planning process. Acting Chairman Naimark thanked Mr. Hazlett, MAG staff, and ADOT staff for their work, noted that he was looking forward to seeing the near-term improvements implemented, and stated that he appreciated the coordination with the Central Phoenix Transportation Framework study.

9. MAG Bicycle and Pedestrian Pathway/Railroad Crossing Recommendations Report

Acting Chairman Naimark invited Mr. Alex Oreschak from MAG and Mr. Brian Sager from Kimley-Horn to present on the MAG Bicycle and Pedestrian Pathway/Railroad Crossing Recommendations Report.

Mr. Oreschak provided project background, explaining that the project was originally awarded as a MAG Design Assistance grant to the City of Chandler to study one crossing, on the Western Canal at the city's border with the Town of Gilbert. After awarding the grant, MAG recognized that there were a number of off-street path / railroad crossings in the region, and that addressing them as one larger project would be preferable to a piecemeal approach. Mr. Oreschak noted that the project team was comprised of representatives from City of Chandler, Town of Gilbert, City of Tempe, Union Pacific Railroad (UPRR), Salt River Project (SRP), Roosevelt Water Conservation District, Arizona Operation Lifesaver, the Federal Railroad Administration, and the Arizona Corporation Commission (ACC). Mr. Oreschak introduced Mr. Sager to present on the project.

Mr. Sager introduced the project management team: Mr. Oreschak and Mr. Marc Pearsall from MAG, and Mr. Sager from Kimley-Horn. Mr. Sager discussed that the need for the project stemmed from an increase in interactions between bicycle and pedestrian users and railroad users. Seven locations were identified in the southeast valley where off-street paths intersect with railroad crossings, generally along the SRP canals, which are increasingly being identified and utilized as bicycle and pedestrian corridors. Increasing regional use of the paths is creating more potential conflicts between users.

Mr. Sager noted that the Railroad Crossing Study is transferrable to other railroad crossings beyond the seven identified in the study. Mr. Sager noted that UPRR currently considers intersections of multi-use pathways with rail lines as private property unless otherwise noted, and that those who cross the railroad at these locations are currently breaking the law and trespassing. However, with people continuing to cross at these locations in greater numbers, there is a question of how the agencies and the railroad company can provide for public safety. Mr. Sager noted that train and pedestrian/bicyclist collisions can result in severe injuries, with 64% of such collisions resulting in death.

A combination of factors lead to high levels of danger at the unimproved crossings. Pedestrians do not pay full attention when walking on the paths. In some locations, UPRR only runs one or two trains per day with low noise levels. In others, UPRR runs more and faster moving trains. Poor crossing angles also present dangers for bicyclists.

Mr. Sager noted that there is no national crossing design standard, though various guidelines exist to provide some recommendations. The MAG Railroad Crossings Recommendation Report recommends implementing grade-separated crossings where feasible. Otherwise, agencies should work closely with the railroad company to implement safe at-grade crossings. Mr. Sager noted that UPRR requires the closing of two active crossings to open one new active crossing. These crossings can be anywhere in the state, and can include public or private crossings.

The MAG study included development of a process checklist and flowchart for use by agencies when considering addressing a crossing. Crossings should be addressed on a case-by-case basis and should be closely coordinated with the railroad company. The flow chart gives general guidance on types of treatments needed depending on the specific circumstances of the crossing, including considerations of train speed, sight distances, bicycle and pedestrian activity, and number of trains.

Mr. Sager provided an overview of passive warning crossing treatments, such as tactile warning strips, crossbucks, signage, fencing, and gates. Mr. Sager also provided an overview of active crossing treatments, including flashers, audible devices, and automated gates.

Mr. Sager provided the committee an overview of the study's test case: the crossing on the Western Canal at the border between Chandler and Gilbert, which is part of the regional Sun Circle Trail. Mr. Sager noted that this section of track was a rail spur with low speeds and low frequency of train traffic. The pathway had previously been built right up to the rail line on each side of the tracks, but there was no legal, developed crossing for users. The pathway generally followed the path of an SRP canal. Recommendations at this site included advanced warning signage, pavement markings and striping, channelization, flashing lights, audible devices, and clearing vegetation to increase sight distances.

Mr. Sager then explained the crossings checklist. The checklist was written as a step-by-step guide for municipal planners to use in getting crossing improvements implemented. Step one involves gathering basic information on the existing conditions at the crossing. Step two is to identify whether an existing public or private crossing agreement exists at the location. Step three is to determine the improvements that should be implemented. Step four is to develop a preliminary cost estimate, and determine whether the crossing should be pursued. If the crossing should be pursued, step five is to identify partners, such as the railroad company, utility companies, flood control districts, adjacent municipalities, ADOT, the ACC, and any commercial or private entities. Step six is to open official dialogue with the railroad company and other partners. Step seven is to develop agreements and construct the project.

Ms. Kraus thanked MAG for conducting the study, and noted that Chandler had been working to improve that railroad crossing for years, and that the trail system is a strong amenity to the community, both for recreation and transportation. Ms. Kraus noted that these gaps are problematic, and that people are using the crossings anyway, so we have a responsibility for making the crossings as safe as possible. Mr. Grant Anderson asked about legality of the crossings, and whether adding a sidewalk to a road crossing that has existed for decades would be an illegal bicycle and pedestrian crossing in the railroad's eyes, or whether it would be legal because of the road. Mr. Sager noted that the ACC has jurisdiction over roadway crossings, and that the sidewalks alongside roads would likely be incorporated into the existing road crossings. Ms. Hubbard thanked MAG and Kimley-Horn for working with the Town of Gilbert to take feedback and help to address serious safety issues at some of these crossings. Mr. Naimark asked MAG staff to send the study link directly to the committee. Mr. Oreschak noted that he would email the study directly to the committee.

Acting Chairman Naimark asked for a motion. Mr. Grant Anderson moved to recommend acceptance of the report. Ms. Kraus seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

10. Request for Future Agenda Items

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

11. Member Agency Update

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

12. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, July 31, 2014 at 10:00 a.m. in the MAG Office, Saguaro Room. The June 26, 2014 meeting has been canceled.

There being no further business, Acting Chairman Naimark adjourned the meeting at 11:23 a.m.

ATTACHMENT #1

Agenda #5A

ATTACHMENT #2

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 23, 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 a quarter-mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from January 1, 2014, to June 30, 2014. Nine of the 68 notices received have 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:

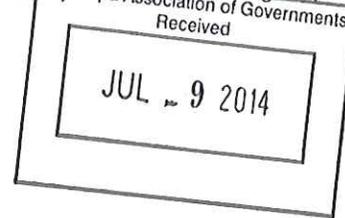
Information and discussion.

PRIOR COMMITTEE ACTIONS:

None

CONTACT PERSON:

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



July 07, 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 January 01, 2014 to June 30, 2014

Dear Mr. Smith:

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

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of January 01, 2014 to June 30, 2014. 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.	00	00
City of Avondale	00	00
Town of Buckeye	00	00
City of Chandler	12	01
Town of Gilbert	01	00
City of Glendale	00	00
City of Goodyear	00	00
Maricopa County	09	00
City of Mesa	06	00
City of Peoria	01	00
City of Phoenix	25	08
City of Scottsdale	07	00
City of Surprise	07	00
City of Tempe	00	00
Other	<u>00</u>	<u>00</u>
Total Received	68	09

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER:

March 24, 2014 – Willis Gated Community – Site Plan

The proposed project will have an impact to City of Chandler retaining wall improvement project located at I-10 between 32nd St. and SR202. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact response sent.

MARICOPA COUNTY: No impact responses sent.

CITY OF MESA: No impact responses sent.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX:

February 24, 2014 – Metro Marketplace – Site Plan

This proposed project will have an impact to NEC of 29th Ave and Dunlap. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

April 01, 2014 – Norterra – Site Plan

This proposed project will have an impact to I-17 North of Happy Valley Pkwy. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

April 15, 2014 –PH II Southwest Village Apartments – Site Plan

This proposed project will have an impact to NEC of 59th Ave and Fillmore. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Reggie Rector.

May 13, 2014 – Solar Technologies – Site Plan

This proposed project will have an impact to I-10. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

May 14, 2014 – Foothills West – Site Plan

This proposed project will have an impact to Pecos & 31st Ave. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Merrisa Marin.

June 06, 2014 – Middle Mountain– Site Plan

This proposed project will have an impact to SWC of Dixileta Dr and I-17. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards

June 19, 2014 – Circle K – Site Plan

This proposed project will have an impact to I-17 Indian School Rd. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards

June 30, 2014 – Metro Marketplace – Site Plan

This proposed project will have an impact to NEC of 29th Ave and Dunlap. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards

CITY OF SCOTTSDALE: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

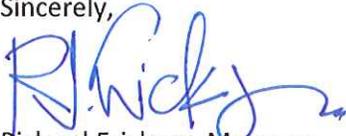
OTHER: No impact responses sent.

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 blue ink, appearing to read "R. Erickson", with a stylized flourish at the end.

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 #3

Agenda Item #5C

Date: July 23, 2014

To: Members of the MAG Transportation Review Committee

FROM: Teri Kennedy, Transportation Programming Manager

SUBJECT: UPDATE OF PM-10 CERTIFIED STREET SWEEPER REPLACEMENT POLICY

On October 11, 2011, the MAG Street Committee requested a review of eligibility criteria for the replacement of PM-10 certified street sweepers using Congestion Mitigation and Air Quality (CMAQ) funding allocated to the MAG Region. Many agencies maximize their equipment by sweeping larger areas, or by increasing the frequency of sweeping. Specifically, the MAG Street Committee requested MAG staff to consider additional eligibility requirements which would allow funding the replacement of a PM-10 certified street sweeper with less than eight years of service, as the current policy requires. MAG staff worked with the Federal Highway Administration and ADOT Equipment Services on developing a proposal to modify the PM-10 Street Sweeper policy on useful life. On June 10, 2014, the MAG Street Committee recommended a proposed change to the policy which would allow the replacement of a PM-10 certified street sweeper with less than eight years of service by including total hours of service and total miles. The change to the policy will continue to meet the intent of the CMAQ program and reduce the level of PM-10 pollution in the MAG region.

Background

Table I shows a comparison of useful life policies as currently used by MAG, the Arizona Department of Transportation (ADOT), and the California Department of Transportation (Caltrans).

**Table I
Comparison of Street Sweeper Useful Life Policies**

Useful life	Current MAG policy	ADOT	Caltrans
Years	8 years	10 years	10 years
Hours	N/A	9,000 hours	N/A
Miles	N/A	100,000 miles	N/A

For estimating capital costs and depreciation of street sweepers, an 8 year useful life was used for the MAG region (Most Stringent PM10 Control Measure Analysis, May 1998).

The California Air Resources Board uses a 10 year useful life as part of calculations to determine the air quality benefits from replacing a conventional street sweeper with a Rule 1186 certified sweeper (Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, dated May 2005).

Current Policy

PM-10 certified street sweepers are eligible for purchase with CMAQ funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace a Rule 1186 certified unit that is at least eight years old, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions.

(Page 40 of Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects, September 30, 2011. Reviewed by MAG AQTAC, December 2010)

Methodology

To determine an appropriate number of miles and hours of service for replacement based on current utilization of street sweepers within the MAG region, a rounded average of two estimates of the 75th percentile total miles and hours of service on an annual and 8-year basis has been calculated and shown in Table 2.

As part of the application for CMAQ funding for PM-10 certified street sweepers, the applying agency provides sweeping cycle length in days, lane miles to be swept per cycle, and the number of hours in service of the sweeper that is being replaced. The information found in funded Fiscal Year 2014 applications for street sweeper replacements was used to estimate a 75th percentile number of annual miles and hours of service for street sweepers currently being used in the MAG region. Additionally, a Sierra Auction list of retired MAG region street sweepers and their age in years, along with recorded miles and hours of service provided a second estimate of the 75th percentile number of annual miles and hours of service for sweepers in the MAG region.

Table 2
Street Sweeper Replacement Evaluation Criteria

	75th Percentile Total Miles of Service (1 Year)	75th Percentile Total Miles of Service (8 Years)	75th Percentile Total Hours of Service (1 Year)	75th Percentile Total Miles of Service (8 Years)
2013 Funded Street Sweeper Replacements	15,841 miles	126,728 miles	1,876 hours	15,004 hours
Sierra Auction Retired Street Sweeper List	7,914 miles	63,312 miles	1,137 hours	9,096 hours
Rounded Average	12,000 miles	96,000 miles	1,500 hours	12,000 hours

Proposed Change to Policy

PM-10 certified street sweepers are eligible for purchase with CMAQ funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace an older Rule 1186 certified unit, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. For replacement of an older Rule 1186 certified unit, the unit must be at least eight years old or have recorded 12,000 hours or 96,000 miles of operation.

**ATTACHMENT
#4**

Agenda Item #5D

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 23, 2014

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and, as appropriate, to the 2035 Regional Transportation Plan.

SUMMARY:

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 28, 2014 and have been modified three times. The MAG Arterial Lifecycle program was approved by the MAG Regional Council on June 25, 2014. Since then there is a need to make project changes.

The project changes in Table A include changes requested by the Arizona Department of Transportation and member agencies. The changes include revisions to project budgets and work years.

Additionally, the agencies of Phoenix and Tempe requested to split the Phoenix lead project, funding and scope into two projects from the originally awarded CMAQ funded joint 2015 Bikeshare project. The Bicycle and Pedestrian committee recommended the division of the project, funding and scope at the June 17, 2014 meeting.

The project changes in Table B (modifications to the TIP) and Table C (non-TIP modifications) contain modifications to the FY 2015 Arterial Life Cycle Program (ALCP). These modifications represent clerical corrections to match the TIP with the FY 2015 ALCP as approved by Regional Council on June 25, 2014.

All of the projects to be amended may be categorized as exempt from conformity determinations.

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 accord with MAG guidelines.

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On July 15, 2014 the MAG Bicycle and Pedestrian Committee recommended approval to split the bike share project into two projects; one led by the City of Phoenix and the other by the City of Tempe.

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair of Bicycle and Pedestrian Committee	Thomas Chlebanowski, Litchfield Park
Tracy Stevens, Avondale, Vice-Chair of Bicycle and Pedestrian Committee	# David Maestas, Maricopa
Michael Sanders, ADOT	# Denise Lacey, Maricopa County
Raquel Schatz, Apache Junction	Jim Hash, Mesa
* Robert Wisener, Buckeye	Brandon Forrey, Peoria
D.J. Stapley, Carefree	* Rich Purcell, Queen Creek
Ian Cordwell, Cave Creek	Amanda Leuker for Ben Limmer, Valley Metro
Jason Crampton, Chandler	Susan Conklu, Scottsdale
* Jose Macias, El Mirage	Stephen Chang, Surprise
Kristin Myers, Gilbert	Eric Iwersen, Tempe
Purab Adabala, Glendale	* Robert Carmona, Wickenburg
Joe Schmitz, Goodyear	Grant Anderson, Youngtown

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

CONTACT PERSON:

Teri Kennedy, 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 the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

TIP Amendment #5																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2015	DOT15-417	19638	10: 3rd Ave, 3rd St and 16th St	Design/Construct pump station improvements	0.1	10	10	----	No	----	Freeway	NHPP	2015	2,074,600	-	125,400	2,200,000	Amend: Add a new pump station improvement project in FY2015 for \$2,200,000.
ADOT	Highway	2018	DOT18-460	1888	10: Cotton Lane - Dysart Rd	Construct FMS	5	10	10	----	No	----	ITS	CMAQ	2018	3,922,880	237,120	-	4,160,000	Amend: Defer project from FY2014 to FY2018.
ADOT	Highway	2015	DOT15-133	6988	17: Buckeye Rd, Grant St, Jefferson St & Adams St	Construct Electrical Rehabilitation	0.1	6	6	----	No	----	Freeway	NHPP	2015	1,886,000	-	114,000	2,000,000	Amend: Increase total project budget by \$948,000 from \$1,052,000 to \$2,000,000.
ADOT	Highway	2017	DOT17-415	31546	17: Mores Gulch	Bridge replacement	0.2	4	4	----	No	----	Freeway	NHPP	2017	4,715,000	-	285,000	5,000,000	Amend: Increase total project budget by \$500,000 from \$4,500,000 to \$5,000,000.
ADOT	Highway	2015	DOT15-419	TBD	347: John Wayne Parkway Sidewalk Enhancement Ph II	Sidewalk Enhancement	1	4	4	----	No	----	Bike/Ped	STP-TEA	2015	736,483	-	44,517	781,000	Amend: Add a new sidewalk enhancement construction project in FY2015 for \$781,000.
ADOT	Highway	2015	DOT15-418	TBD	60(Grand Ave): New River WB #314	Design bridge rehabilitation	0.2	6	6	----	No	----	Street	NHPP	2015	235,750	-	14,250	250,000	Amend: Add a new bridge rehabilitation design project in FY2015 for \$250,000.
ADOT	Highway	2015	DOT15-414	13018	85: Gila Bend Airport - MP 130.42	Construct pavement preservation	8.9	4	4	----	No	----	Street	NHPP	2015	4,196,350	-	253,650	4,450,000	Amend: Change phase from design to construction. Increase total project budget by \$4,344,000 from \$106,000 to \$4,450,000.
ADOT	Highway	2015	DOT16-423C	20301	88: Apache Junction - Tortilla Flat	Spot safety improvements and pavement preservation	9	2	2	----	No	----	Street	NHPP	2015	4,590,455	-	277,472	4,867,927	Amend: Advance project from FY2016 to FY2015.
ADOT	Highway	2015	DOT16-423C2	20301	88: Apache Junction - Tortilla Flat	Spot safety improvements and pavement preservation	9	2	2	----	No	----	Street	HSIP-AZ	2015	2,185,000	-	132,073	2,317,073	Amend: Advance project from FY2016 to FY2015.
ADOT	Highway	2015	DOT15-402	27452	I-10 and SR101L--Various Locations	Construct Drainage-Tunnel Improvements	0	8	8	----	No	----	Maintenance	STP-AZ	2015	1,487,111	-----	89,889	1,577,000	Amend: Delete project from TIP.
ADOT	Highway	2016	DOT16-401	23305	I-17: Peoria Ave and Union Hills	Construct Drainage Grate Improvements	0.1	8	8	----	No	----	Freeway	NHPP	2016	377,200	-	22,800	400,000	Amend: Increase total project budget by \$242,000 from \$158,000 to \$400,000.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

TIP Amendment #5																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2015	DOT15-194	9967	MAG regionwide	Dynamic Message Signs (DMS), Travel Times	0	0	0	-----	No	-----	Freeway	State	2015	-	-	170,000	170,000	Amend: Change funding source from RARF-HURF to State.
ADOT	Highway	2015	DOT15-413	47463	MAG regionwide	Drainage tunnel improvements	0	0	0	-----	No	-----	Freeway	STP-AZ	2015	1,487,111	-----	89,899	1,577,010	Amend: Delete project from TIP.
ADOT	Highway	2016	DOT16-407	9967	MAG regionwide	Dynamic Message Signs (DMS), Travel Times	0	0	0	-----	No	-----	Freeway	State	2016	-	-	170,000	170,000	Amend: Change funding source from RARF-HURF to State.
ADOT	Highway	2017	DOT17-403	9967	MAG regionwide	Dynamic Message Signs (DMS), Travel Times	0	0	0	-----	No	-----	Freeway	State	2017	-	-	170,000	170,000	Amend: Change funding source from RARF-HURF to State.
ADOT	Highway	2018	DOT18-404	9967	MAG regionwide	Dynamic Message Signs (DMS), Travel Times	0	0	0	-----	No	-----	Freeway	State	2018	-	-	170,000	170,000	Amend: Change funding source from RARF-HURF to State.
ADOT	Highway	2015	DOT15-416	29806	Sequoia Charter School, 1460 S. Horne St., Mesa, AZ 85204	Install new bicycle racks and enclosures on the east side and west side of campus; Demolish masonry wall on west side of the campus, install wrought iron.	--	--	--	--	No	-----	Safety	SRTS	2012	104,900	-	-	104,900	Amend TIP: Add new project to TIP; Project was previously deleted and has been requested to be re-added by ADOT
ADOT	Highway	2015	DOT15-198	218	SR24 (Gateway Freeway): SR202L to Ellsworth	Repayment of advanced construction	0	0	0	-----	No	-----	Freeway	STP-MAG	2015	500,000	77,335,000	-	77,835,000	Amend: Decrease repayment of advanced construction by \$70,365,000 from \$148,200,000 to \$77,835,000.
ADOT	Highway	2015	DOT15-420	TBD	SR347: Union Pacific Railroad Crossing	Design	1	3	3	-----	No	-----	Street	NHPP	2015	5,186,500	-	313,500	5,500,000	Amend: Add a new railroad crossing design project in FY2015 for \$5,500,000.
ADOT	Highway	2015	DOT15-421	TBD	SR347: Union Pacific Railroad Crossing	Right of Way Acquisition	1	3	3	-----	No	-----	Street	NHPP	2015	471,500	-	28,500	500,000	Amend: Add a new railroad crossing right of way project in FY2015 for \$500,000.
ADOT	Highway	2016	DOT16-426	TBD	SR347: Union Pacific Railroad Crossing	Right of Way Acquisition	1	3	3	-----	No	-----	Street	NHPP	2016	5,186,500	-	313,500	5,500,000	Amend: Add a new railroad crossing right of way project in FY2016 for \$5,500,000.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

TIP Amendment #5																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2017	DOT17-424	TBD	SR347: Union Pacific Railroad Crossing	Right of Way Acquisition	1	3	3	-----	No	-----	Street	NHPP	2017	6,883,900	-	416,100	7,300,000	Amend: Add a new railroad crossing right of way project in FY2017 for \$7,300,000.
ADOT	Highway	2015	DOT15-408	42481	SR79 at SR79B	Construct Roundabout	0.3	2	2	-----	No	-----	Safety	HSIP-AZ	2015	2,100,000	-	-	2,100,000	Amend: Increase total project budget by \$100,000 from \$2,000,000 to \$2,100,000.
ADOT	Highway	2017	DOT15-410	25910	SR87 at Gila River Bridge, Str# 635	Scour Retrofit	0.3	2	2	-----	No	-----	Other	STP-BR	2017	600,000	-	-	600,000	Amend: Increase total project budget by \$300,000 from \$300,000 to \$600,000. Defer project from FY2015 to FY2017.
ADOT	Highway	2016	DOT16-424	3776	SR88 at Superstition Blvd	Right of Way and Utilities Roundabout	0.3	2	2	-----	No	-----	Street	HSIP-AZ	2016	2,500,000	-	-	2,500,000	Amend: Add a new roundabout Right of Way and Utility project in FY2016 for \$2,500,000.
ADOT	Highway	2017	DOT15-409	3776	SR88 at Superstition Blvd	Construct Roundabout	0.3	2	2	-----	No	-----	Safety	HSIP-AZ	2017	3,500,000	-	-	3,500,000	Amend: Decrease total project budget by \$452,000 from \$3,952,000 to \$3,500,000. Defer project from FY2015 to FY2017.
ADOT	Highway	2015	WKN10-801	40083	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	--	--	--	--	No	SL690 01C	Bike/Ped	STP-TEA	2010	436,129	-	26,362	462,491	Amend: Defer project work year from 2014 to 2015. Reduce federal/local from \$483,279/\$59,397 to \$436,129/\$26,362
Gilbert	Highway	2015	GLB12-102D	23182	Various Gilbert School Locations	Design pedestrian crossing improvements	0	0	0	-----	No	SF039 03D	Safety	TAP-AZ	2015	130,000	-	-	130,000	Amend: Change work year to 2015. Change Federal funding source to TAP-AZ.
Gilbert	Highway	2016	GLB12-102C	23182	Various Gilbert School Locations	Construct pedestrian crossing improvements	0	0	0	-----	No	SF039 03C	Safety	TAP-AZ	2016	270,000	-	-	270,000	Amend: Change Federal funding source to TAP-AZ.
Maricopa (City)	Highway	2015	MAR14-407	38156	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	Design Roadway Paving.	1.5	2	2	-----	No	SZ152 01C/01 D	Air Quality	Local	2015	-	-	88,802	88,802	Amend: Change work year to 2015. Update local design cost.
Maricopa (City)	Highway	2015	MAR14-407D2	38156	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	ADOT Design Review Fees	1.5	2	2	-----	No	SZ152 01C/01 D	Air Quality	CMAQ-2.5	2015	28,290	-	1,710	30,000	Amend: Add new phase for ADOT Design Review fees. Transfer \$28,290 of CMAQ-2.5 funding with \$1,710 local match from MAR15-407.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

TIP Amendment #5																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Maricopa (City)	Highway	2016	MAR15-407	38156	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	Pave Unpaved Roadway.	1.5	2	2	-----	No	-----	Air Quality	CMAQ-2.5	2016	501,232	-	30,297	531,529	Amend: Change work year to 2016. Reduce federal/local funding from \$529,522/\$32,007 to \$501,232/\$30,297. Funding moved to MAR14-407D2.
Peoria	Highway	2013	PEO12-110	26578	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	0.1	4	4	-----	No	SH535 01D	Safety	HSIP-AZ	2013	647,765	-	212,235	860,000	Amend: Adjust local and federal funding to match current IGA.
Peoria	Highway	2015	PEO14-102	26578	Intersection of Cactus Rd and 75th Avenue	Acquisition of right-of-way for intersection improvement.	0.1	4	4	-----	No	SH535 01R	Safety	HSIP-AZ	2015	907,920	-	260,000	1,167,920	Amend: Change work year from 2014 to 2015 per ADOT request. Adjust local and federal funding to match current IGA.
Peoria	Highway	2016	PEO15-104C1	26578	Intersection of Cactus Rd and 75th Avenue	Relocate utilities	0.1	4	4	-----	No	SH535 01C	Safety	HSIP-AZ	2016	845,305	-	234,695	1,080,000	Amend: Add separate workphase for utility relocation per ADOT request.
Peoria	Highway	2017	PEO15-104	26578	Intersection of Cactus Rd and 75th Avenue	Construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at	0.1	4	4	-----	No	SH535 01C	Safety	HSIP-AZ	2017	3,012,544	-	1,548,633	4,561,177	Amend: Change work year from 2016 to 2017 per ADOT request. Adjust local and federal funding to match current IGA. Change description to reflect separate utility relocation workphase.
Peoria	Highway	2015	PEO14-103	44015	Peoria Ave and 75th Ave	Acquisition of right-of-way for intersection improvement.	0.1	4	4	-----	No	SH536 01R	Street Intersection	HSIP-AZ	2015	622,400	-	37,600	660,000	Amend: Adjust local and federal funding to match current IGA.
Peoria	Highway	2016	PEO15-105C1	44015	Peoria Ave and 75th Ave	Utility relocation	0.1	4	4	-----	No	SH536 01C	Street Intersection	HSIP-AZ	2016	1,056,200	-	763,800	1,820,000	Amend: Add separate workphase for utility relocation per ADOT request.
Peoria	Highway	2017	PEO15-105	44015	Peoria Ave and 75th Ave	Construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities	0.1	4	4	-----	No	SH536 01C	Street Intersection	HSIP-AZ	2017	3,510,200	-	667,600	4,177,800	Amend: Change work year from 2016 to 2017 per ADOT request. Adjust local and federal funding to match current IGA. Change description to reflect separate utility relocation workphase.
Phoenix	Highway	2016	PHX16-415	6650	Rio Salado Pathway: 32nd Street to SR-143	Construct multiuse path and outlooks	2.2	0	0	-----	No	SZ137 01C/01D	Bike/Ped	CMAQ	2016	3,180,952	-	192,273	3,373,225	Amend TIP: Combine PHX16-415 and PHX16-418. The amendment does not change the sum of the lengths or costs for the two projects and does not change the years programmed.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

TIP Amendment #5																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Phoenix	Highway	2016	PHX16-418	28949	Rio-Salado Pathway: 40th Street to SR-143	construct multiuse-path and underpasses	1.1	0	0	---	No	SZ138-01C/01D	Bike/Ped	CMAQ	2016	2,058,310	---	124,415	2,182,725	Amend TIP: Delete project. Combined with PHX16-415.
Phoenix	Highway	2015	PHX14-109	33107	Various Locations	AASHTOWare Bridge Rating Software for bridge inspections	0	0	0	----	No	----	Bridge	STP-BR	2015	88,072	-	5,324	93,396	Amend TIP: Change work year from 2014 to 2015.
Phoenix	Highway	2015	PHX14-110	33174	Various Locations	Equipment Rental for bridge inspections	0	0	0	----	No	----	Bridge	STP-BR	2015	182,471	-	11,030	193,501	Amend TIP: Change work year from 2014 to 2015.
Phoenix	Highway	2015	PHX14-141	46556	Various locations	Bridge inspection program	0	0	0	----	No	----	Bridge	STP-BR	2015	377,200	-	22,800	400,000	Amend TIP: Change work year from 2014 to 2015.
Phoenix	Highway	2015	PHX15-446CR1	23908	Various Locations in Phoenix	Procure bicycles, kiosks, racks, and smart bike technology for Regional Bike Share Program	0	0	0	----	No	----	Bike/Ped	CMAQ	2015	777,975	-	47,025	825,000	Amend TIP: Add new workphase to replace PHX15-446C with separate Phoenix sponsored workphase.
Phoenix	Highway	2015	PHX15-446C	33349	Various Locations in Tempe and Phoenix	Implementation of Regional Bike Share	18	0	0	---	No	---	Bike/Ped	CMAQ	2015	1,414,500	---	85,500	1,500,000	Amend TIP: Delete project. This project is replaced by PHX15-446CR1 and TMP15-403 as separate Phoenix and Tempe sponsored workphases.
Phoenix	Highway	2013	PHX12-107	8257	Yuma Street: 33rd Avenue to 28th Avenue	Design sidewalk, curb gutter and ADA ramps, and streetlighting	0.6	2	2	----	No	SF018 01D	Safety	SRTS	2013	88,000	-	-	88,000	Amend: Change project location to reflect actual length of project.
Phoenix	Highway	2015	PHX12-107C	8257	Yuma Street: 33rd Avenue to 28th Avenue	Construct sidewalk, curb gutter and ADA ramps, and streetlighting	0.6	2	2	----	No	SF018 01C	Safety	SRTS	2015	310,800	-	-	310,800	Amend: Change project location to reflect actual length of project.
Pinal County	Highway	2015	PNL14-410	44178	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Design Roadway Paving.	1.5	2	2	----	No	SZ147 01C/01D	Air Quality	Local	2015	-	-	145,000	145,000	Amend: Increase local/total funding from \$115,000 to \$145,000. Change work year from 2014 to 2015.
Pinal County	Highway	2017	PNL15-410	44178	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Pave Unpaved Roadway.	1.5	2	2	----	No	SZ147 01C/01D	Air Quality	CMAQ-2.5	2017	1,178,750	-	112,200	1,290,950	Amend: Change work year from 2015 to 2017.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

TIP Amendment #5																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Tempe	Highway	2015	TMP15-403	27276	Various Locations in Tempe	Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc.	0	0	0	-----	No	-----	Bike/Ped	CMAQ	2015	636,525	-	38,475	675,000	Amend TIP: Add new workphase to replace PHX15-446C with separate Tempe sponsored workphase.

Notes

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

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program

7/23/2014

ALCP - IN TIP																		
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
CHN15-101CZ	Chandler	McQueen Road: Chandler Heights to Riggs Road	Construct roadway widening	2015	Jul-16	1	2	4	Local	5,478,000	-	-	10,956,000	--	--	--	Amend: Duplicate listings for CHN10-101CZ2. Change TIP ID to CHN15-101CZ.	ACI-PRC-10-03-J
CHN17-118RRB	Chandler	Old Price Rd at Queen Creek Rd: Intersection Improvements	Acquisition of right-of-way for roadway widening	2018	Jul-15	0.8	6	6	RARF	(1,141,000)		1,141,000	-	2018	RARF	1,141,000	Admin: Change phase from construction to right-of-way to match FY 2015 ALCP. Change TIP ID from CHN17-112CRB to CHN17-112RRB.	ACI-PRC-10-03-G
GLB15-107DRB	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2015	Dec-15	0.5	4	6	RARF	(135,995)	-	135,995	-	2015	RARF	135,995	Amend: Correct amount to match FY 2015 ALCP.	AI-GUD-30-03
GLB18-110DRB	Gilbert	Elliot Rd at Gilbert Rd	Design intersection improvement	2018	Dec-19	0.5	4	6	RARF	\$ (739,272)	\$ -	\$ 739,272	\$ -	2018	STP-MAG	\$ 739,272	Amend: Correct year to match FY 2015 ALCP	AI-ELT-40-03
MMA16-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2016	Feb-19	0.1	0	4	STP-MAG	85,714	200,000	-	285,714	2016	STP-MAG	200,000	Amend: Correct amount to match FY 2015 ALCP.	ACI-NOR-10-03-E
MMA16-118CZ	Maricopa County	Northern Parkway: Dysart to 111th	Construct roadway widening	2016	Jul-16	2.5	2	4	Local	8,062,611	-	-	8,062,611	--	--	--	Admin: Update the TIP ID from MMA16-113CZ to MMA13-118CZ; duplicate TIP IDs existed.	ACI-NOR-10-03-B
MMA17-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2017	Feb-19	0.1	0	4	STP-MAG	1,049,742	2,449,399	-	3,499,141	2017	STP-MAG	2,449,399	Admin: Change TIP ID from MMA16-113DZ to MMA17-113DZ; project had duplicate TIP IDs. Correct amount to match FY 2015 ALCP.	ACI-NOR-10-03-E
PHX15-102CZ	Phoenix	Black Mountain Blvd- SR 51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Reimbursement for Advanced Construct-Roadway Widening	2015	Oct-15	2	0	6	Local	10,730,955	-----	-----	10,730,955	--	--	---	Amend: Delete TIP listing to match FY 2015 ALCP.	ACI-BMT-10-03
SCT13-105SAVZ	Scottsdale	Northsight Blvd- Hayden to Frank Lloyd Wright	Project Savings for Roadway Widening	2015	Jun-14	0.4	2	4	RARF	-----	-----	1,194,568	1,194,568	2015	RARF	1,194,568	Amend: Delete TIP listing to match FY 2015 ALCP.	ACI-SAT-10-03-C
SCT16-107DRB	Scottsdale	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	2016	Jun-18	1.2	2	4	RARF	(352,073)	-	352,073	-	2016	RARF	352,073	Amend: Create separate listings for work and reimbursement. Match the FY 2015 approved ALCP.	ACI-SAT-10-03-E
SCT14-122RRB	Scottsdale	Raintree Drive Extension: 76th Place to Hayden Rd	Acquisition of right-of-way for roadway widening	2016	Dec-17	1	0	2	RARF	(5,016,725)	-	5,016,725	-	2016	RARF	5,016,725	Amend: Duplicate listings for SCT14-122RWZ. Change TIP ID to SCT14-122RRB.	ACI-SAT-10-03-F
SSCT18-125CZ	Scottsdale	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	2018	Jun-19	1	4	6	Local	4,571,429	-----	-----	4,571,429	2019	RARF	3,200,000	Amend: Delete TIP listing to match FY 2015 ALCP.	ACI-PMA-10-03-C
SCT14-118DZ	Scottsdale	Raintree Drive: Hayden Road to Loop 101	Design roadway widening	2016	Jun-17	1	4	6	Local	1,005,922	-	-	1,005,922	--	--	--	Amend: Defer project design phase from 2015 to 2016.	ACI-SAT-10-03-G

Red indicates a change to the TIP

Table C. ALCP Project Changes to the FY 2015 ALCP (Non-TIP Changes)

7/23/2014

ALCP - OUT OF TIP																		
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
--	Chandler	Ray Rd at McClintock Dr	Acquisition of right-of-way for intersection improvement	2024	Jun-25	0.3	4	6	STP-MAG	(545,864)	545,864	-	-	2024	STP-MAG	545,864	Amend: Previous listing incorrectly recorded as \$54,586.36. Increase to \$545,863.56 to match FY 2015 approved ALCP.	AII-RAY-40-03
--	Mesa	Southern Ave at Lindsay Rd	Construct intersection improvement	2024	Jun-22	0.5	4	6	RARF	(1,764,272)	-	1,764,272	-	2024	RARF	1,764,272	Amend: Correct amount to match FY 2015 ALCP.	ACI-SOU-10-03-C
--	Mesa	Signal Butte Rd: Ray Rd to Pecos Rd	Design roadway widening	2024	Jun-26	2	0	6	STP-MAG	(1,688,490)	1,688,490	-	-	2024	STP-MAG	1,688,490	Amend: Correct year to match FY 2015 ALCP	ACI-SGB-10-03-C
--	Mesa	Southern Ave: Crismon Rd to Meridian Rd	Acquisition of right-of-way for roadway widening	2027	Jun-25	2	4	6	RARF	(2,193,915)	-	2,193,915	-	Unfunded	RARF	2,193,915	Amend: Correct amount to match FY 2015 ALCP.	ACI-SOU-20-03-B
--	Mesa	Southern Ave: Crismon Rd to Meridian Rd	Construct Roadway Widening	2027	Jun-25	2	4	6	RARF	(2,371,033)	-	2,371,033	-	Unfunded	RARF	2,371,033	Amend: Correct amount to match FY 2015 ALCP.	ACI-SOU-20-03-B

**ATTACHMENT
#5**

Agenda Item #6

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 23, 2014

SUBJECT:

Job Access and Reverse Commute Priority Ranking and Funding Recommendations

SUMMARY:

On March 26, 2014, MAG Regional Council approved the Job Access and Reverse Commute (JARC) policy guidelines for inclusion in the Regional Programming Guidelines for Federal Transit Formula Funds. The memo to the MAG Regional Council outlines the JARC guidelines. (Attachment A)

In March 2014, MAG initiated a call for projects for funding under the JARC program. The program goal, as approved by MAG Regional Council was "To improve access for low-income persons to jobs and job-related services". Twenty (20) applications totaling \$3.5 million in funding request were received. One project was deemed ineligible.

On May 5, 2014, an evaluation panel composed of representatives from of the Transit Committee interviewed the project applicants and ranked the project applications (Attachment B). The evaluation panel applied the following methodology:

- 1) Each project was ranked based on the four criteria approved by MAG Regional Council:
 - **Target Population**: Has the applicant demonstrated their commitment to providing a service/resource that directly benefits the target population;
 - **Performance Indicators**: Is the project an efficient utilization of public resources;
 - **Coordination and Outreach**: Has the applicant conducted outreach and coordination with the community to help understand the greatest needs of the target population;
 - **Meets the program intent** of "To improve access for low-income persons to jobs and job-related services.
- 2) Instead of applying a points-based system to each category, each project was **ranked** relative to the other projects submitted in each of the four criteria.
- 3) Evaluation panel chose to not rank their individual projects, thus reducing the number of projects including in the rankings of agency individuals who submitted projects.

On May 8, 2014, the MAG Transit Committee reviewed the project rankings and funding recommendations made by the evaluation panel and requested additional information from MAG staff prior to taking action with recommended approval.

On July 10, 2014, the MAG Transit Committee was presented the three programming scenarios for programming recommendation. (Attachment C)

Option 1:

Recommend approval of the rankings and funding recommendations of the Evaluation Panel for fiscal years 2014 and 2015, and the re-evaluation of the JARC guidelines and principles for fiscal years 2016 and beyond.

Option 2:

Recommend approval of the rankings and funding recommendations of the Evaluation panel, for fiscal year 2014 only, and the re-evaluation of the JARC guidelines and principles for fiscal years 2015 and beyond.

Option 3:

Recommend approval of the rankings of the evaluation panel, fund projects to the "natural breaking point", normalize funding requests to available funding amount and the re-evaluation of the JARC guidelines and principles for fiscal years 2015 and beyond. Please refer to Attachment D for an illustration of the "weighted project rankings".

The MAG Transit Committee, by a 15-3 vote, voted to recommend approval of funding option number one.

PUBLIC INPUT:

The project did not receive any public input.

PROS & CONS:

PROS: Approval of programming option 1 funds existing JARC routes for fiscal years 2014 and 2015.

CONS: Option 1 does not allow for modifications to the JARC program until fiscal year 2016.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: Option 1 recommends policy updates for the JARC program for the fiscal year 2016 and beyond.

ACTION NEEDED:

For information, discussion, and possible recommended approval of programming Option 1, amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On July 10, 2014, the Transit Committee with 15 yes votes and three no votes (*in Italics*), recommended the approval of Option 1.

MEMBERS ATTENDING

- ADOT: Nicole Patrick
- Avondale: Kristen Sexton
- *Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- El Mirage: Jorge Gastelum
- Gilbert: Kristin Myers

- *Paradise Valley: Jeremy Knapp
- Peoria: Bill Mattingly as Proxy
- Phoenix: Ken Kessler for Maria Hyatt
- Queen Creek: Mohamed Youssef
- Scottsdale: Madeline Clemann, Chair
- Surprise: *Martin Lucero for David Kohlbeck*

Glendale: Matthew Dudley for Debbie
Albert
Goodyear: Cato Esquivel
Maricopa: David Maestas
*Maricopa County DOT: Mitch Wagner
Mesa: Jodi Sorrell

Tempe: Robert Yabes
Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

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

CONTACT PERSONS:

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

March 18, 2014

TO: Members of the MAG Regional Council

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

SUBJECT: MAG TRANSIT PROGRAMMING GUIDELINES FOR JOB ACCESS REVERSE
COMMUTE (JARC) SUBALLOCATED FUNDS

On March 27, 2013, the MAG Regional Council approved the Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access Reverse Commute (JARC) eligible activities receive a suballocation 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. The final draft was recommended for approval at the February 13, 2014, MAG Transit Committee meeting

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

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

Operating

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

Non-Operating

- One year funding period
- May reapply 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

- Target Population Served (30 percent weight)
- Coordination and outreach (30 percent weight)
- Performance Indicators (20 percent weight)
- Meets Program Intent (20 percent weight)

Evaluation Process/Team

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
May 8, 2014	MAG Transit Committee recommends a list of projects for approval
May 29, 2014	MAG Transportation Review Committee recommends a list of projects for approval
June 11, 2014	MAG Management Committee recommends a list of projects for approval
June 18, 2014	MAG Transportation Policy Committee recommends a list of projects for approval
June 25, 2014	Regional Council approves a list of projects for inclusion in the FY 2014-2018 MAG Transportation Improvement Plan

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.

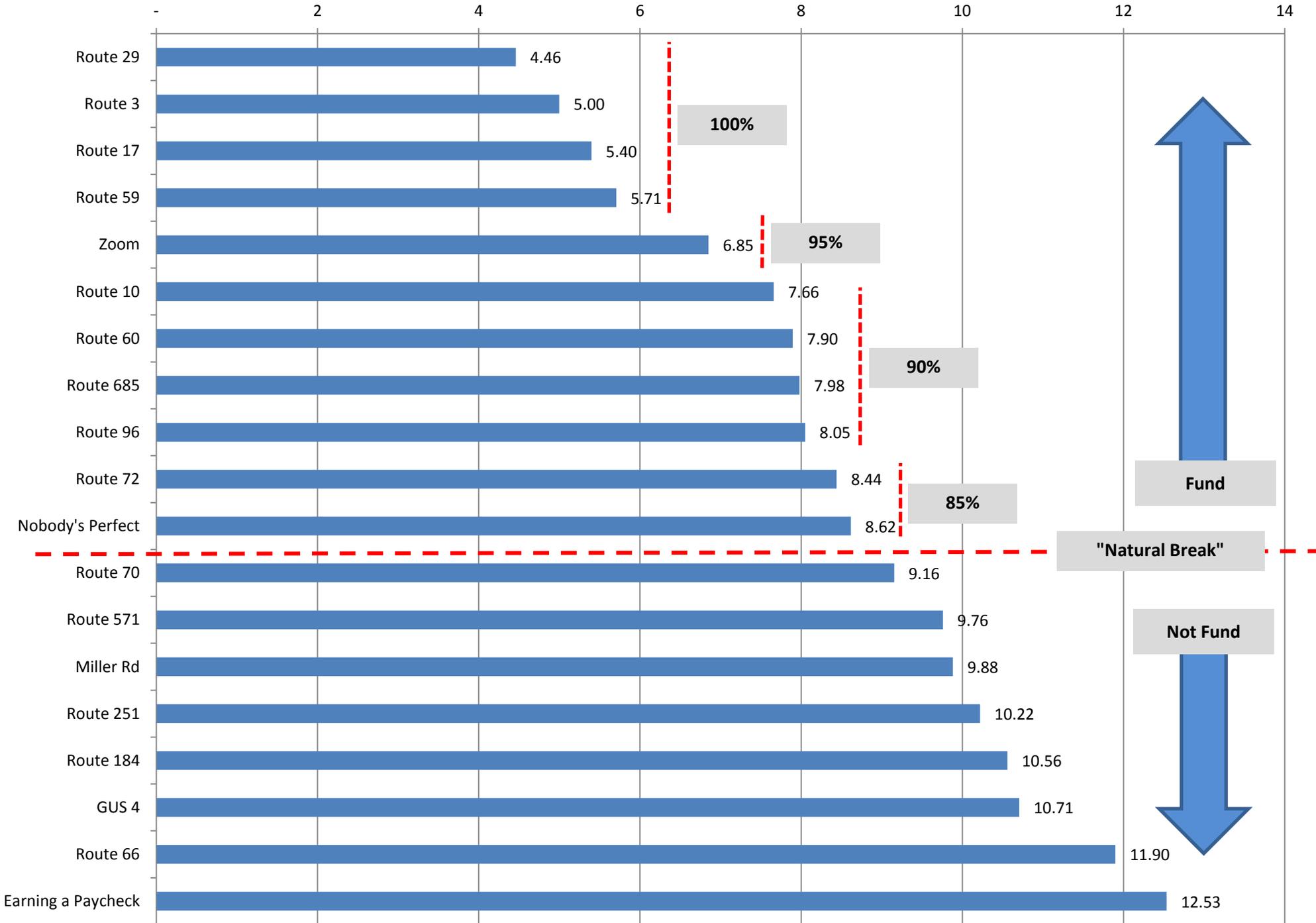
JARC Project Ranking

Rank	Project Name	Applicant(s)	Target Population Avg Rank	Performance Indicator Avg Rank	Coordination and Outreach Avg Rank	Meets Program Intent Avg Rank	Weighted Rank Points	FY 14 Funding Request	FY 15 Funding Request	Notes
1	JARC Maintenance Route 29 with increased frequencies- Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	5.60	2.80	5.00	5.00	4.46	400,000	400,000	Scottsdale maintenance portion not eligible due to no prior JARC funding.
2	JARC Maintenance Route 3 with increased frequencies - Phoenix and Tolleson Joint Application	City of Phoenix and City of Tolleson	5.80	6.20	3.00	3.00	5.00	400,000	400,000	
3	JARC Maintenance Route 17 with increased frequencies - Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	6.40	5.20	5.20	5.20	5.40	400,000	400,000	Scottsdale maintenance portion not eligible due to no prior JARC funding.
4	Route 59	City of Glendale and City of Phoenix	5.20	3.83	7.40	7.40	5.71	200,000	200,000	Phoenix portion not eligible due to no prior JARC funding.
5	Zoom	City of Tolleson	6.33	8.33	6.17	6.17	6.85	128,870	128,870	
6	JARC Extension of Route 10 - Phoenix Application	City of Phoenix	6.60	8.20	8.40	8.40	7.66	200,000	200,000	
7	Route 60	City of Glendale and City of Phoenix	7.25	6.60	9.50	9.50	7.90	360,000	360,000	
8	Route 685	Valley Metro	9.40	9.40	6.00	6.00	7.98	15,000	55,000	
9	Route 96	Valley Metro RPTA and City of Chandler	9.75	9.25	6.25	6.25	8.05	36,000	59,000	
10	Route 72	Valley Metro	8.80	8.40	7.20	7.20	8.44	70,000	72,000	
11	Nobody's Perfect Employment Services Expansion	Nobody's Perfect Inc	11.33	9.67	5.50	5.50	8.62	15,000	15,000	
12	Route 70	Valley Metro and City of Phoenix	7.25	5.40	13.50	13.50	9.16	200,000	200,000	Phoenix portion not eligible due to no prior JARC funding.
13	Route 571	Valley Metro	8.40	9.60	10.40	10.40	9.76	125,000	130,000	
14	Miller Road Trolley service	City of Scottsdale	6.83	5.50	14.67	14.67	9.88	200,000	200,000	
15	Route 251	Valley Metro	9.60	11.80	9.80	9.80	10.22	200,000	200,000	
16	Route 184	Valley Metro	8.60	11.20	11.80	11.80	10.56	-	68,000	
17	Glendale Urban Shuttle 4 (GUS 4)	City of Glendale	12.40	9.33	8.80	8.80	10.71	66,670	66,670	
18	Route 66	Valley Metro	13.20	11.20	10.60	10.60	11.90	20,000	86,000	
19	Earning a Paycheck	The Centers for Habilitation/TCH	14.17	14.17	10.83	10.83	12.53	100,000	100,000	
20	Tempe Collaborative	#N/A						400,000	400,000	Vouchers not eligible. Orbit not eligible due to no prior JARC funding.

JARC Project Funding Award Options

Rank	Project Name	Applicant(s)	FY 14 Funding Request	FY 15 Funding Request	Option 1		Option 2		Option 3		
					FY 14 Award	FY 15 Award	FY 14 Award	FY 15 Award	Funding Factor	Normalized %	FY 14 Award
1	JARC Maintenance Route 29 with increased frequencies- Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	400,000	400,000	400,000	400,000	400,000	-	1.00	0.8745	349,818
2	JARC Maintenance Route 3 with increased frequencies - Phoenix and Tolleson Joint Application	City of Phoenix and City of Tolleson	400,000	400,000	400,000	400,000	400,000	-	1.00	0.8745	349,818
3	JARC Maintenance Route 17 with increased frequencies - Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	400,000	400,000	400,000	400,000	400,000	-	1.00	0.8745	349,818
4	Route 59	City of Glendale and City of Phoenix	200,000	200,000	200,000	200,000	200,000	-	1.00	0.8745	174,909
5	Zoom	City of Tolleson	128,870	128,870	128,870	128,870	128,870	-	0.95	0.8745	107,067
6	JARC Extension of Route 10 - Phoenix Application	City of Phoenix	200,000	200,000	200,000	200,000	200,000	-	0.90	0.8745	157,418
7	Route 60	City of Glendale and City of Phoenix	360,000	360,000	146,657	146,657	146,657	-	0.90	0.8745	283,352
8	Route 685	Valley Metro	15,000	55,000	-	-	-	-	0.90	0.8745	11,806
9	Route 96	Valley Metro RPTA and City of Chandler	36,000	59,000	-	-	-	-	0.90	0.8745	28,335
10	Route 72	Valley Metro	70,000	72,000	-	-	-	-	0.85	0.8745	52,035
11	Nobody's Perfect Employment Services Expansion	Nobody's Perfect Inc	15,000	15,000	-	-	-	-	0.85	0.8745	11,150
12	Route 70	Valley Metro and City of Phoenix	200,000	200,000	-	-	-	-	-	-	-
13	Route 571	Valley Metro	125,000	130,000	-	-	-	-	-	-	-
14	Miller Road Trolley service	City of Scottsdale	200,000	200,000	-	-	-	-	-	-	-
15	Route 251	Valley Metro	200,000	200,000	-	-	-	-	-	-	-
16	Route 184	Valley Metro	-	68,000	-	-	-	-	-	-	-
17	Glendale Urban Shuttle 4 (GUS 4)	City of Glendale	66,670	66,670	-	-	-	-	-	-	-
18	Route 66	Valley Metro	20,000	86,000	-	-	-	-	-	-	-
19	Earning a Paycheck	The Centers for Habilitation/TCH	100,000	100,000	-	-	-	-	-	-	-
20	Tempe Collaborative	#N/A	400,000	400,000	Not eligible				Not eligible		
			3,536,540	3,740,540	1,875,527	1,875,527	1,875,527	-			1,875,527

"Weighted Rank Points" of Eligible Projects



ATTACHMENT #6

Agenda Item #7

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 23, 2014

SUBJECT:

Locally Preferred Alternative (LPA) and Proposed Major Amendment to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Rd. to the MAG Regional Transportation Plan

SUMMARY:

An Alternatives Analysis for the South Central Corridor in Phoenix was initiated in 2012 by Valley METRO Rail. The purpose of this study is to identify a preferred transit technology and alignment for the corridor. The South Central Corridor was originally identified for Bus Rapid Transit (BRT) service in the Proposition 400 plan developed in 2003.

In May 2013, the Phoenix City Council approved a preliminary leading alternative and recommended that a Community Working Group (CWG) be formed to assist in further developing the South Central alternative. Valley METRO Rail and City of Phoenix staffs, and the CWG reviewed street configurations and proposed station locations. The CWG met monthly for six months and supported the alternative that is recommended as the LPA.

In December 2013 the Phoenix City Council approved the LPA, which includes light rail transit on Central Avenue from Baseline Road north to Downtown Phoenix, then using the Central/1st Avenue couplet under the Union Pacific Railroad and Madison Street to connect into the existing light rail system. The LPA was selected because it offers the highest ridership potential, greatest level of mobility improvements, potential for economic development and has the highest level of community support. The City Council also agreed that further analysis and community engagement to finalize station locations, and roadway configuration (e.g. 4-lane, 2-lane, bike lines and landscaping) are necessary. In addition, the City of Phoenix supported future study west, east and south of Baseline Road for possible future light rail extensions.

In April 2014, the Phoenix City Council approved the creation of a community-based committee to assist the City to develop a transit plan and funding strategy to address transit needs after the current Transit 2000 sales tax expires in 2020. In conjunction with this agenda item, the Council also approved a financing plan for the South Central Corridor to be included in the MAG Regional Transportation Plan (RTP). The financing plan makes the reasonable assumption of an extension to Transit 2000 to provide local funding for design, construction and operating expenses for this light rail project.

On June 19, 2014, the METRO Board of Directors accepted the S. Central LPA and recommended to be forwarded to MAG to conduct the Major Amendment process to include the South Central project in the Regional Transportation Plan to be completed in 2034.

These actions makes it possible for the South Central Light Rail Transit Project to be added as a Major Amendment to the RTP for completion in 2034. This schedule may change as Phoenix completes the development of their transit plan and associated future funding is defined.

Cost and Budget

The preliminary estimated capital costs for the project are approximately \$680 million and will be funded through Phoenix sales tax funds and possible federal funds. No regional Public Transportation Funds are planned for this project. Annual operating costs are approximately \$16 million per year for operations and will be paid by Phoenix.

Access the S. Central LPA Report here: <http://www.azmag.gov/Events/Event.asp?CMSID=5712>, and the project page here: http://www.valleymetro.org/projects_and_planning/project_detail/south_central.

Major Amendment Process

The proposed amendment to the RTP qualifies as a Major Amendment in accordance with A.R.S. 28-6301, which states that a Major Amendment means 'the addition or deletion of . . . a fixed guideway transit system that either exceeds one mile in length or exceeds an estimated cost of forty million dollars as provided in the RTP.'

If this is approved, the next steps would be to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process in September 2014, as required by A.R.S. 28-6353. After that, this Major Amendment would come back through the MAG process in October - December 2014 to be approved for an amendment to the RTP pending an air quality conformity analysis. Air Quality Conformity Analysis/New Finding of Conformity would be completed sometime in Spring, 2015.

PUBLIC INPUT:

There was extensive public involvement through the alternatives analysis study by Valley METRO Rail that included a formal City of Phoenix community working group and 70 meetings with businesses and organizations.

PROS & CONS:

PROS: The LPA for the South Central LRT extension was selected because it offers the highest ridership potential, greatest level of mobility improvements, potential for economic development and has the highest level of community support.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The AA conducted by METRO found that the recommended LPA will best meet the purpose and need for the project, meeting the travel demands of increased riders anticipated within the South Central Avenue study area as well as providing the potential to promote economic development opportunities in coordination with transit-supportive policies and investments by the City of Phoenix.

POLICY: The South Central LPA was accepted by the City of Phoenix Council in December 2013 and the METRO Board of Directors on June 19, 2014. The proposed amendment is a major amendment to the Regional Transportation Plan (RTP) since more than one-mile of fixed guideway transit is being added.

ACTION NEEDED:

Information, discussion and possible recommendation to approve (1) the Locally Preferred Alternative (LPA) for the South Central project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Rd; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight

Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the 5 mile light rail transit (LRT) extension on Central Avenue from Downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 MAG Regional Transportation Plan, contingent on the finding of air quality conformity.

PRIOR COMMITTEE ACTIONS:

On July 10, 2014, the Transit Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Rd; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the 5 mile light rail transit (LRT) extension on Central Avenue from Downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 MAG Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

ADOT: Nicole Patrick	*Paradise Valley: Jeremy Knapp
Avondale: Kristen Sexton	Peoria: Bill Mattingly as Proxy
*Buckeye: Andrea Marquez	Phoenix: Ken Kessler for Maria Hyatt
Chandler: Dan Cook for RJ Zeder	Queen Creek: Mohamed Youssef
El Mirage: Jorge Gastelum	Scottsdale: Madeline Clemann, Chair
Gilbert: Kristin Myers	Surprise: Martin Lucero for David
Glendale: Matthew Dudley for Debbie Albert	Kohlbeck
Goodyear: Cato Esquivel	Tempe: Robert Yabes
Maricopa: David Maestas	Tolleson: Chris Hagen
*Maricopa County DOT: Mitch Wagner	Valley Metro: Wulf Grote
Mesa: Jodi Sorrell	Youngtown: Grant Anderson

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

CONTACT PERSON: Eileen O. Yazzie, (602) 254-6300



BACKGROUND

In 2011 Valley Metro and the city of Phoenix initiated a transit study analyzing the opportunity to connect downtown Phoenix with South Central with high capacity transit. The study, called an Alternatives Analysis, included the area from 7th Street to 7th Avenue and Washington Street to Dobbins Road to determine what type of high capacity transit would best serve the community and where the best alignment or route would be located.

The three transit types that were evaluated were bus rapid transit, light rail, and modern streetcar. The route locations that were considered were Central/1st Avenue, 7th Street, and 7th Avenue from the existing light rail system to Baseline Road.

LOCALLY PREFERRED ALTERNATIVE

After two years of technical analysis and working with the local community, staff is recommending light rail on Central and 1st Avenues connecting from the existing light rail system at Washington/Jefferson Streets south to Baseline Road.

The study used a wide variety of criteria including ridership potential, land use, economic development, and traffic impacts to analyze options and determine that light rail would best serve the South Central community. With extensive community input, street configurations, proposed station locations, and possible extensions for future studies were also identified and included in the recommendation.

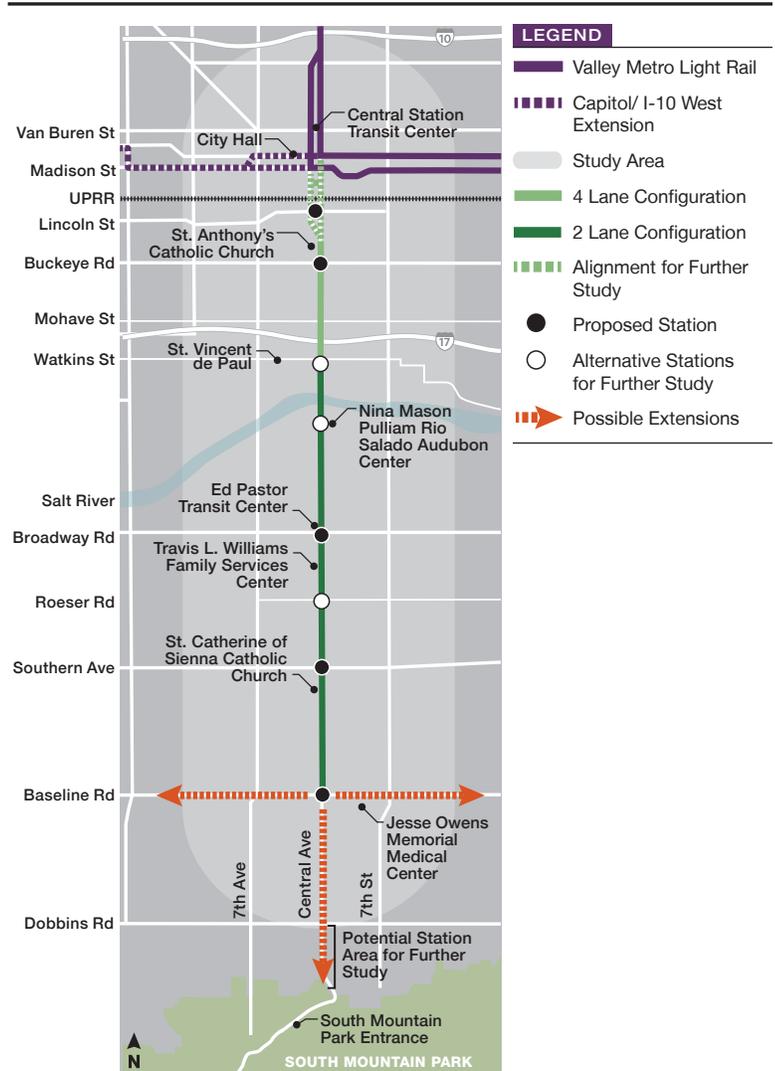
Valley Metro proposes a 4-lane street configuration (2 lanes in each direction) connecting from the existing light rail system in downtown Phoenix to just north of Watkins Street, transitioning to a 2-lane street configuration (1 lane in each direction) at Watkins Street south to Baseline Road. The proposed station locations are at Lincoln Street, Buckeye Road, Broadway Road, Southern Avenue, and Baseline Road. Three additional station locations are identified for further study; Watkins Street, the Audubon Center, and Roeser Road. Staff also identified Baseline Road east and west bound, and south on Central from Baseline to the South Mountain Park area entrance as areas for further study in the future.

NEXT STEPS



8 - 10 YEARS

LOCALLY PREFERRED ALTERNATIVE



ATTACHMENT #7

Agenda Item #8

July 23, 2014

FROM: Teri Kennedy, Transportation Improvement Program Manager

TO: Members of the Transportation Review Committee

SUBJECT: Update of the Federal Functional Classification and National Highway System Designation of Principal Arterial Roadways in the MAG urbanized area

In 2012, the Congress added 60,000 miles of roadway classified as principal arterial to the National Highway System (NHS). Approximately 850 miles of these roadways are owned by MAG member agencies and are now subject to increased federal regulation.

Federal guidance prohibits the en masse removal of principal arterial¹ roadways, but provides for the removal of roadways from the NHS where the roadways are reclassified to a lower functional category. Roadways may also be removed from the NHS by request, but only on a case-by-case basis.

The last major update of the functional classification of principal arterial roadways occurred in 1992 and the number and layout of principal arterial roadways in the region fails to meet current federal functional classification guidelines and exacerbates problems associated with the expansion of the NHS. To address these issues, the Street Committee has reviewed the functional classification of principal arterial roadways and NHS designation and is recommending changes as shown on the map for Option 2E. These changes include the following:

- Reclassifying approximately 576 miles of principal arterial to minor arterial and requesting removal of their NHS designation,
- Reclassifying approximately 4 miles of the Northern Parkway to principal arterial and requesting that it be added to the NHS,
- Reclassifying approximately 80 miles of roadway to principal arterial in outlying areas (NHS designation is not requested),

¹In this memo the term, principal arterial, refers only to roadways classified as “Other Principal Arterial ” and does not explicitly noted refer to other sub categories of principal arterial such as “Interstate” and “Other Freeway & Expressway.”

- Requesting the removal of NHS designation from approximately 29 miles of principal arterial as these roadways stub end at non-NHS roadways and/or are largely located in outlying suburban areas.

Background

In 2012, the Congress enacted a new surface transportation act - Moving Ahead for Progress In the Twenty-First Century (MAP-21). This Act added 60,000 miles of principal arterial roadway to the National Highway System (NHS). Approximately 850 miles of these roadways are owned by MAG member agencies and are now subject to increased federal regulation.

This increased regulation requires that, regardless of funding source, all NHS facilities be constructed to design standards identified in the Code of Federal Regulations and that design exceptions with the appropriate level of environmental clearance be approved by the Federal Highway Administration (FHWA). Additional requirements for quality assurance and value engineering apply if federal funding is used to improve these facilities. Also, there are additional requirements concerning junkyard and outdoor advertising control.

To address the expansion of the NHS, MAG acted in February 2013 to request that most member agency principal arterial roadways be removed. The basis for the request was that the roadways did not meet requirements for NHS designation as identified in the Code of Federal Regulations and that other NHS facilities in the region adequately served the needs of the NHS.

In May, however, the FHWA issued guidance that the NHS designation of principal roadways added by Congress could be removed on a case-by-case basis, but that en masse removals would not be approved, as it was the mandate of Congress to add these roadways to the NHS and that roadways could not be removed from the NHS to circumvent or avoid federal requirements. As a result, the MAG request did not proceed.

In April, 2014, the FHWA Office of Planning, Environment and Realty indicated in a letter to FHWA division offices that it had determined that the FHWA had the administrative authority to remove roadways from the NHS that were added by Congress through the reclassification of these roadways to minor arterial or lower. It went on to stress that the removal requests must be "reasonable and appropriate" and reiterated guidance that the en masse removal of these roadways would not be approved.

The Current Principal Arterial System

Roadways in the MAG area were first functionally classified in the federal system in 1992. At that time the MAG region had the smallest freeway system of any major metropolitan area and one of the most robust

arterial roadway networks in the country. In addition, the planned regional freeway system was stalled due to overly optimistic revenue and cost estimates.

Based on these factors, the MAG Transportation Improvement Program Committee opted to maximize the mileage of roadway classified as principal arterial. In 1993, the FHWA required that this mileage be reduced to bring it into compliance with maximum allowable principal arterial mileage.

In 2005, MAG conducted a major update of the functional classification system. At that time, FHWA staff suggested that the principal arterial system should be reduced, but only minor changes resulted as most member agencies saw little need for reduction in the principal arterial system. The changes that occurred included classifying one corridor in the West Valley and one corridor in the East Valley as principal arterial roadways and reclassifying sections of principal arterial roadways crossing the City of Glendale (Peoria Ave, Olive Ave, Northern Ave and Glendale Ave) to minor arterial.

At a 6.9 percent share of total centerline roadway mileage, the size of the current principal arterial network in the MAG region is larger than average for other major metropolitan areas that are at 5.2 percent². It is also well above similarly situated desert cities such as Las Vegas that have a principal arterial share of total roadway mileage of only 2.5 percent.

The principal arterial system (see map of the current principal arterial system) also violates many of the guidelines identified in the FHWA functional classification manual released in 2013. These conflicts include the spacing of numerous principal arterial roads at one mile or less intervals from each other or from freeways, numerous principal arterial roads that terminate at lower classified road and lack of route continuity in many areas.

Overall the principal arterial system also does not take into account the near doubling of the urban freeway system or population growth in the northern and far southeastern parts of the region. As a result it includes many holdovers from when the region had a very small freeway such as the Apache Trail in the East Valley and Washington Street in Phoenix and there is a general lack of principal arterial coverage across the northern and far southeastern parts of the region.

Street Committee Review

The Street Committee reviewed the principal arterial system and NHS in the region at their March 18th, April 8th, June 10 and July 22nd meetings. This review included:

² Based on Highway Statistics, 2012 (FHWA). The calculation was included only metropolitan areas with a population of one million or more and was for roadways classified as Principal Arterial Other.

- federal requirements for functional classification and for changes to the NHS,
- past arterial planning efforts - e.g the roads of regional significance networks developed largely by Maricopa and Pinal Counties,
- actions taken by other metropolitan areas and state departments of transportation with regard to NHS expansion,
- the size of roadway and characteristics of principal networks of other metropolitan areas,
- multiple options for revising the functional classification of roadways, and
- travel demand modeling of trip length, traffic volume, roadway capacity, route continuity and connectivity to higher level facilities.

Proposed Principal Arterial System and NHS Changes

The proposed principal arterial network as shown on the map for Option 2E limits principal arterial roadways to a two to three mile minimal spacing, has all principal arterial roadways terminating at either another principal arterial or freeway and focuses on corridors that are long and carry a greater than average number of long trips, meeting federal guidance Roadways not included on the proposed principal arterial network are requested to be reclassified to minor arterial.

Roadways that are requested to be reclassified to minor arterial are also requested to be removed from the NHS as federal regulations specify that the "National Highway System shall consist of interconnected urban and rural principal arterials" and presumably it was not the intent of Congress to add roadways to the NHS that are not in fact principal arterial roadways. The reclassified roadways will retain their edibility for all federal funding sources except National Highway Performance Program funding. Approximately 576 miles of roadway are requested to be reclassified to minor arterial and be removed from the NHS.

The proposed principal arterial network also includes roughly 80 miles of new principal arterial roadway. These roadways function as principal arterials according to current Federal guidance and are largely in outlying areas of the region that have developed since 1992. These roadways are not requested to be added to the NHS as they do not meet requirements for NHS designations defined in the Code of Federal Regulations and MAG does not have the authority to override federal regulations.

The Street Committee has also proposed to request the removal of the NHS designation of 29 miles of principal arterial roadways to improve the overall coherence of the NHS by removing roadways that tend to stub end at non NHS roadways and pass through largely low density suburban development. The NHS designation is requested to be removed from the following principal arterials:

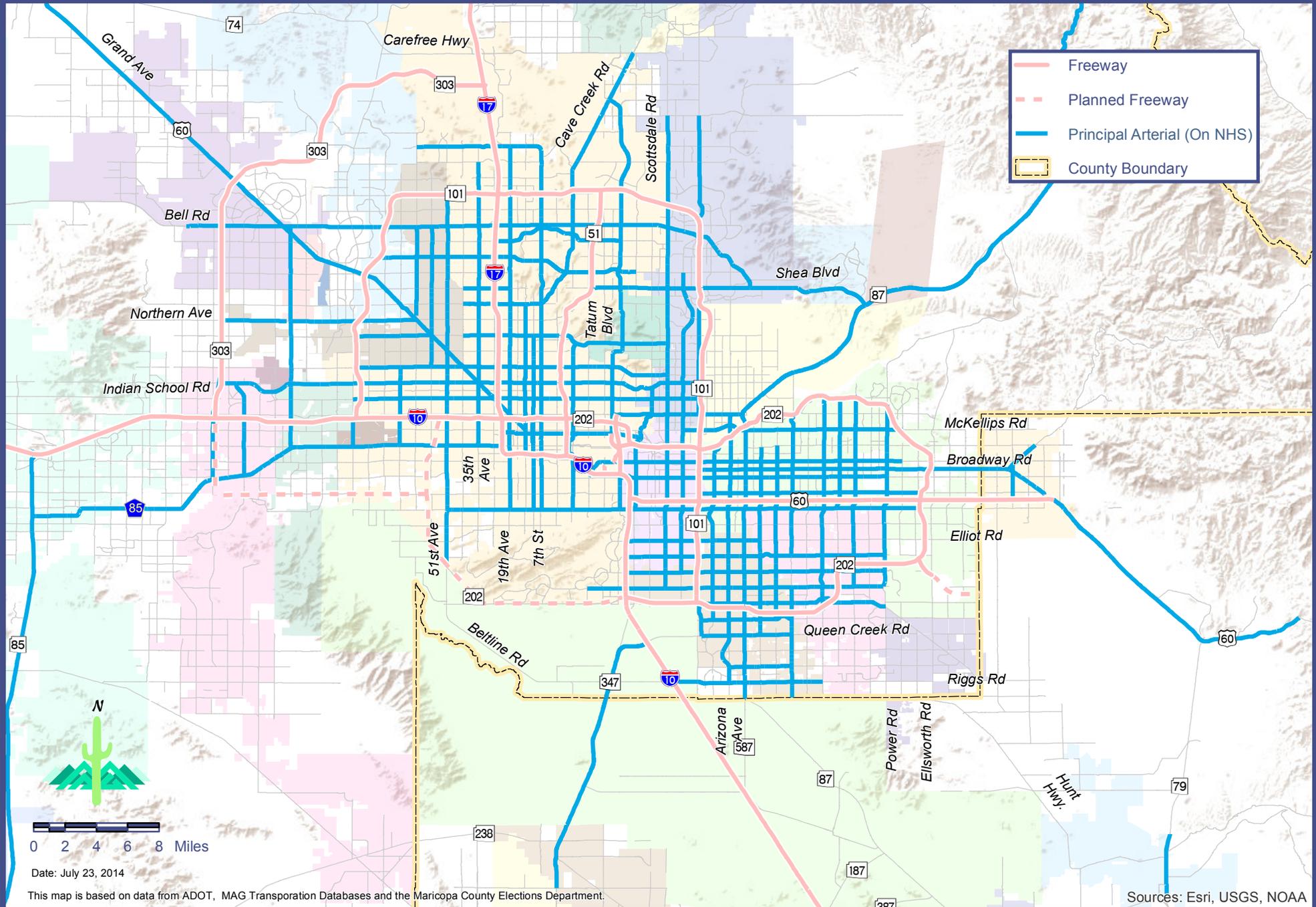
- Happy Valley Road from 67th Avenue to I-17. The NHS designation of this roadway stub ends at a proposed non NHS roadway on its western terminus and passes through lightly developed suburban areas.

- Scottsdale Road from I01L Pima to Dynamite Boulevard. The NHS designation of this roadway stub end at a proposed non NHS roadway and passes through what is largely low density suburban development.
- Tatum Boulevard from I01L Pima to Cave Creek Road. This roadway passes through low density suburban development.
- Riggs Road from I-10 to Val Vista Drive. The NHS designation of this roadway stub ends at its eastern terminus with a non NHS roadway and largely passes through low density suburban development.
- Power Road from 202L Santan to Williams Field Road. This portion of NHS designated roadway is a one mile section that stub ends at a non NHS roadway.
- Elliot Road from Arizona Avenue to McQueen Road. This portion of NHS designated roadway is a one mile section that stub ends at a non NHS roadway.

Finally during the review of the principal arterial network it was discovered that the four mile section of the Northern Parkway from 303L Estrella to Dysart Road had never been functionally classified and is not part of the NHS. It is requested that this section of roadway be classified as principal arterial and be added to the NHS.

If you have any questions or need additional information, please contact me or Stephen Tate at (602) 254-6300.

Current Principal Arterial Network as of October 1, 2012



Revised Principal Arterial Proposal: Option 2E

