

September 17, 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, September 25, 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 September 25, 2014 meeting, the quorum requirement is 13 committee members.	
2. <u>Approval of Draft July 31, 2014 Minutes</u>	2. Approve Draft minutes of the July 31, 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.
<u>CONSENT AGENDA*</u>	
*5A. <u>Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and to the 2035</u>	5A. Recommend approval of amendments and administrative modifications to the FY 2014-2018 Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035

## Regional Transportation Plan

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 June 25, 2014 and have been modified 5 times. Since then, there is a need to make project changes.

Tables A and B contain a list of changes to the Arterial Life Cycle Program; the changes are minor in nature and do not impact the fiscal balance of the program. Table C includes changes to the transit program. These changes incorporate Job Access and Reverse Commute (JARC) projects based on the priority ranking that was approved by the MAG Regional Council on August 27, 2014.

If needed, a Table D will be sent prior to the meeting and will contain a list of non-ALCP highway changes. Please refer to the enclosed material.

### \*5B. ADOT LPA Training

On October 1, 2014, ADOT will hold a training on the Local Public Agency Projects Manual, from 8:30am to 4:30pm. The training will assist with foundational level information, provide handouts for on-going use, be interactive and allow opportunity for questions. The manual is available on the ADOT website at [www.azdot.gov/business/programs-and-partnerships/LocalPublicAgency](http://www.azdot.gov/business/programs-and-partnerships/LocalPublicAgency). Please see the enclosed material for RSVP information.

### \*5C. Pedestrian and Bicycle Facilities Design Assistance Program

The FY 2015 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2014, includes \$300,000 for the MAG Design Assistance for Bicycle and Pedestrian Facilities. The Design

## Regional Transportation Plan

5B. For information.

5C. For information, discussion and possible recommendation to fund the five top ranked projects for the Design Assistance Program.

Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. At the July 15, 2014 and August 19, 2014 meetings, the Bicycle and Pedestrian Committee reviewed and ranked applications. The Committee voted to recommend five projects for \$300,000. Please refer to the enclosed material for additional information.

#### ITEMS TO BE HEARD

6. MAG Bicycles Count Project

MAG staff will present on the recently completed MAG Bicycles Count project, summarizing the results and analysis of the bicycle data count collection effort, along with the framework established for future data collection in the region. MAG staff will also present on the future of the MAG Bicycles Count project, which includes the continuation of data collection using a consultant through the MAG Transportation Planning On-Call, as well as an updated analysis based on new data collected. Data for FY 2015 will be collected in Fall 2014 and Spring 2015.

7. FY 2015 Regional Freeway and Highway Program Update

In October 2009 and May 2012, the Regional Freeway and Highway Program was reviewed and the MAG Regional Council approved scenarios to balance an estimated combined \$6.9 billion shortfall due to cost over-runs and revenue shortfalls. In light of the rebalancing efforts, MAG and the Arizona Department of Transportation (ADOT) have made significant progress in delivering the \$9 billion program for meeting the region's transportation demand. An update will be provided on the program's implementation including financial and construction updates.

6. For information, discussion, and possible recommendation of acceptance of the MAG Bicycles Count project final report.

7. For information and discussion.

8. Outcome of the Central Phoenix Transportation Framework Study

The Central Phoenix Transportation Framework Study was recently completed to identify long-range transportation needs for the center of the MAG region in an area bounded by SR-101L on the north, east, and west, and the Gila River Indian Community on the south. Since beginning this study in 2010, the study team has reached out to numerous representatives from the general public, MAG member agencies, and Valley Metro/RPTA. Through stakeholder meetings, geographic dialogues, two planning charrettes, and fourteen Planning Partner events, the project has identified varying transportation opportunities to meet future travel demand and thereby inform development of the NextGen Regional Transportation Plan. During the tenure of this project, study findings have been used to launch other major planning efforts for Metropolitan Phoenix, including the Southeast Corridor Major Investment Study, the Sustainable Transportation and Land Use Integration Study, MAG's COMPASS (Corridor Optimization, Access Management Plan, and Systems Study) initiatives for US-60/Grand Avenue and 99th Avenue, the MAG Managed Lanes Network Development Strategy, and the Interstate 10/Interstate 17 Corridor Master Plan. The Transportation Review Committee will receive a briefing on the final work products in advance of accepting the project's findings later this year.

9. Near-Term Improvements Strategy for the Interstate 10/Interstate 17 Corridor

On May 29, 2014, the Transportation Review Committee received a briefing on five projects that could be rapidly implemented to meet the travel demand in the Interstate 10 and Interstate 17 corridor.

8. For information and discussion.

9. For information and discussion, and possible action.

These projects include restriping outbound Interstate 10 between SR-51 and US-60 to provide additional capacity without adding pavement; constructing a collector-distributor and ramp system along Interstate 10 between SR-143 and US-60 to eliminate the bottleneck of heavy weaving traffic; adding one new general purpose lane to both directions of Interstate 10 between Baseline Rd and SR-202L/Santan-South Mountain Freeways; widening Interstate 17 between 16th St and 19th Ave to provide for auxiliary lanes between the four traffic interchanges along this segment; and implementing a suite of advanced traffic operations and intelligent transportation system strategies to provide enhanced motorist information and dynamic ramp metering timing to improve the peak period travel performance along both interstate highways. Since presenting on this topic in May, a study team consisting of representatives from MAG, ADOT, the Federal Highway Administration, Maricopa County, and the Cities of Chandler, Phoenix, and Tempe have been working to refine the scoping of these projects and identify the cost opinions of this overall strategy for an amendment to the Transportation Improvement Program. The committee will be briefed on this progress.

10. Regional Transportation Demand Management (TDM) Plan

The Maricopa Association of Governments and Valley Metro are considering ways to expand implementation and marketing of alternative transportation modes and schedules. The Regional Transportation Demand Management (TDM) Plan will evaluate the opportunity for new and expanded alternative mode programs to:

- areas unserved or underserved by transit
- areas where drive-alone rates are high
- non-commute travel, such as special events

10. For information and discussion.

11. Request for Future Agenda Items

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

11. For information and discussion.

12. Member Agency Update

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

12. For information.

13. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, October 23, 2014 at 10:00 a.m. in the MAG Office, Saguaro Room.

13. For information.

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

July 31, 2014

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Litchfield Park: Woody Scoutten
Phoenix: Rick Naimark, Vice Chair	*Maricopa (City): Paul Jepson
ADOT: Brent Cain for Floyd Roehrich	Maricopa County: John Hauskins
Buckeye: Scott Lowe	Mesa: Scott Butler
*Cave Creek: Ian Cordwell	*Paradise Valley: Jim Shano
Chandler: Mike Mah for Dan Cook	Peoria: Dan Nissen for Andrew Granger
El Mirage: Jorge Gastelum	Queen Creek: Mohamed Youssef
*Fountain Hills: Randy Harrel	Scottsdale: Paul Basha
Gila Bend: Ernie Rubi	#Surprise: Mike Gent for Dick McKinley
Gila River Indian Community: Tim Oliver	Tempe: Shelly Seyler
Gilbert: Kristin Myers for Leah Hubbard	Valley Metro: John Farry
Glendale: Bob Darr for 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: Thomas Deitering for Ed Stillings	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference
	# - Attended by Audioconference

OTHERS PRESENT

John Bullen, MAG	Eileen Yazzie, MAG
Alice Chen, MAG	Ungyo Lynn Sugiyama, ADOT
Monique de los Rios Urban, MAG	Christine McMurdy, City of Goodyear
DeDe Gaisthea	Aryan Lirange, FHWA
Bob Hazlett, MAG	Suparna Dasgupta, MCDOT
Roger Herzog, MAG	Laurie Kattreh, MCDOT
Chaun Hill, MAG	Maria Deeb, City of Mesa
Teri Kennedy, MAG	Eve Ng, City of Scottsdale
David Massey, MAG	Janeen K. Gaskins, City of Surprise
Alex Oreschak, MAG	Mike Sabatini, Baker
Brian Rubin, MAG	Philip Pajak, Nobody's Perfect, Inc.
Steve Tate, MAG	Art Brooks, Strand and Associates

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:04 a.m. Chairman Fitzhugh noted that the quorum requirement for the July 31, 2014 TRC meeting was 13 committee members.

2. Approval of Draft May 29, 2014 Minutes

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

3. Call to the Audience

There were no public comments from the audience.

4. Transportation Director's Report

Chairman Fitzhugh invited Mr. Roger Herzog, Senior Project Manager at MAG, to provide the Transportation Director's Report.

Mr. Herzog noted that Fiscal Year 2014 has ended, and that the Arizona Highway User Revenue Fund (HURF) increased 2.6% over Fiscal Year 2013, the largest growth since the recession. Total HURF revenues were similar to Fiscal Year 2005 levels. Mr. Herzog noted that the ½ cent sales tax increased 7% over Fiscal Year 2013, the largest growth since 2008. Total ½ cent sales tax collections were \$366 million, compared to \$391 million in 2007.

Mr. Herzog noted that the U.S. Senate amendment to the U.S. House version of the Highway Trust Fund bill would receive a vote on July 31, 2014. It is anticipated that the Senate amendment will be rejected, and returned to the Senate to either accept the original House version or reject the bill. The House bill calls for an additional \$10.8 billion through May 2015. The Senate version calls for an extension only through December 2014. Mr. Herzog noted that the USDOT explained that payments to state and local governments would need to be cut by as much as 28% if a bill is not passed.

Mr. Anderson asked when the USDOT would start cutting back payments. Mr. Herzog noted that this would likely occur in October 2014. Mr. Tim Oliver from Gila River Indian Community asked whether the payments would be delayed by USDOT, but still paid in full eventually, or whether payments would actually be cut. Mr. Herzog replied that it is possible that FHWA could possibly keep full payment levels through the end of the fiscal year, but there was still much uncertainty. Mr. John Farry from Valley Metro noted he had heard that payments could slow as soon as August.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda items 5A – FY 2015 MAG Transportation Alternatives (TA)

Non-infrastructure Safe Routes to School Projects, 5B – ADOT Red Letter Process, 5C – MAG Federally Funded PM-10 Street Sweeper Policy Revision, and 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. Chairman Fitzhugh asked the Committee if there were any questions or comments. Seeing none, Chairman Fitzhugh requested a motion. Mr. Anderson moved to recommend approval. Mr. Rick Naimark from the City of Phoenix seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

5A. FY 2015 MAG Transportation Alternatives (TA) Non-infrastructure Safe Routes to School Projects

The MAG Transportation Review Committee, by consent, approved the FY 2015 MAG Transportation Alternatives (TA) Non-infrastructure Safe Routes to School Projects.

5B. ADOT Red Letter Process

The MAG Transportation Review Committee, by consent, approved the ADOT Red Letter Process.

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

The MAG Transportation Review Committee, by consent, approved the MAG Federally Funded PM-10 Street Sweeper Policy Revision.

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 MAG Transportation Review Committee, by consent, approved the 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.

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

Chairman Fitzhugh invited Ms. Alice Chen from MAG to present on the Job Access and Reverse Commute (JARC) Priority Ranking and Funding Recommendations.

Ms. Chen noted that the JARC program, by definition of the Federal Transit Administration (FTA), is for expenses supporting the development and maintenance of transportation services for low income individuals to access jobs and job related services. Eligible activities include late night and weekend expansion of fixed route service, demand response, transit-related aspects to bicycling, car loan programs, administration and marketing of transit passes, GIS, ITS, scheduling, and dispatch, or a mobility manager (typically managing non-profit programs).

Ms. Chen explained that the MAG Regional Council approved JARC programming guidelines

in March 2014. Previously, the City of Phoenix managed the JARC program for the region. This is the first year MAG has managed the JARC Program. The program goal that was approved by Regional Council is to improve access for low-income persons to jobs and job-related services. Ms. Chen noted that the FTA allows between one and three years of funding, and that MAG opened a call for projects to include two years, FY 2014 and FY 2015. The minimum project request was for \$30,000 while the maximum request was \$200,000 for a single agency application or \$400,000 for a multi-agency application.

Ms. Chen provided the committee with the four evaluation areas considered in the JARC call for projects, and their associated weights: target population (30%), performance indicators (20%), coordination and outreach (30%), and meets the program intent (20%).

Ms. Chen noted that MAG received 20 JARC applications in the call for projects, and that one project, from the City of Tempe, was determined to be ineligible. 19 projects were evaluated according to the four evaluation areas by a multi-agency evaluation team, and ranked according to a weighted final score. Ms. Chen noted that agencies who submitted projects did not evaluate their own projects.

Ms. Chen explained that the Transit Committee was presented with three programming options in July 2014. Option one was to carry forward all funding for each ranked project for 2014 and 2015, until all funding was expended. Projects one through six would receive full funding and project seven would receive partial funding. The option included an aspect that would re-evaluate the process for competitive programs for funding from 2016 onward. The reason for the recommendation to reevaluate the guidelines was to have the opportunity to improve the process and to clarify both the guidelines and application of the guidelines. The second option only carried forward funding for FY 2014, and the process would be re-evaluated for FY 2015 and beyond. Option three looked at a clustering of rankings, and not individual project rankings. Under option three, the first four projects had a natural clustering, as did the following four, and then two additional projects had a natural clustering as well. All projects above the natural break would receive partial funding. Funding requests would be normalized down to the natural break.

Ms. Chen explained that the Transit Committee recommended approval of option one, funding seven projects over two fiscal years.

Chairman Fitzhugh noted that the committee had received a comment card from Phillip Pajak to speak on the agenda item. Mr. Pajak introduced himself as the Executive Director of Nobody's Perfect, Inc., a small non-profit based out of Queen Creek, Arizona, which works specifically with persons with developmental disabilities. Mr. Pajak noted that Nobody's Perfect, Inc. provides job training and vocationally based programs, operates a small thrift store in Queen Creek, and offers other job placement programs. Mr. Pajak explained that funding from the JARC program was essential in Nobody's Perfect, Inc. establishing job access service programs in 2010. Through this grant opportunity, Nobody's Perfect, Inc. was able to acquire vans and provide transportation on request to job training opportunities to consumers. This program provides a service in the Queen Creek area and other surrounding communities where not much public transportation was available. Transportation is provided to consumers who may not be physically or cognitively able to take public transit to get to and from workplaces and other job programs in the area. Last year Nobody's Perfect, Inc. had three vans, while this year they had

five vans. Mr. Pajak noted that costs for the program have increased each year. Nobody's Perfect, Inc. has received requests for service from as far out as Pinal County, Florence, and Coolidge. Mr. Pajak indicated the non-profit's desire to expand out into those parts of the region to meet the needs of the vulnerable population in the community. Mr. Pajak noted that their partnership with the JARC program has been very instrumental in providing services in the Southeast area of the region.

Mr. Farry asked what would happen to Mr. Pajak's program if the JARC funding went away. Mr. Pajak answered that Nobody's Perfect, Inc. would survive without the funding, but that they would need to pull funding from other sources to implement transportation services. Mr. Paul Basha from the City of Scottsdale clarified that if option three was chosen, Nobody's Perfect, Inc. would receive funding, but under options one and two, Nobody's Perfect, Inc. would not receive funding. Ms. Kristin Myers from the Town of Gilbert asked about service in Coolidge, which is not in the MAG region, and wished to clarify that funding would only be spent in the MAG region. Ms. DeDe Gaisthea responded that Nobody's Perfect, Inc. is located in Queen Creek, Arizona, and that the funding would stay in the MAG region. Mr. Anderson observed that he believed it was necessary to discuss a great need for funding and programs in outlying areas that are either underserved or not served. Mr. Anderson noted that he preferred to look at funding transportation improvements in areas that are not served at all. Mr. Anderson noted that projects in outlying areas ranked lower because the JARC criteria put higher density areas as places of greater need in the evaluation.

Mr. Farry noted that this funding is not just for JARC projects that have been awarded in the past, and that Valley Metro projects that have previously received JARC funding are not being funded now. Mr. Farry noted that option one included language that indicates the need to evaluate guidelines going forward. Mr. Farry noted that selecting projects on annual or two-year basis for fixed-route funding could be problematic, as services rely on uncertain funding sources which could not be there year to year. Mr. Farry noted a need to look at big picture considerations going forward.

Mr. Oliver reiterated what was said by Mr. Anderson and Mr. Farry. Mr. Oliver noted that the outlying areas are least able to make up a lack of funding from other funding sources. Mr. Oliver noted an increasing focus on funding projects in the urban areas, and less focus on more rural outlying areas. Mr. Oliver noted that in order to make these programs reliable, the rural routes will never compare based on established criteria that focus on high-density urban areas. Mr. Oliver noted that two routes that go into the Gila River Indian Community will no longer receive JARC funding and the community will need to scramble to make up the funding. Mr. Basha supported Mr. Anderson's and Mr. Oliver's comments. Mr. Basha noted that the urbanized areas want funding to enhance existing operations (30 minute service to 20 minute service). But in rural communities, the funding can be the difference between no service and having service. Mr. Basha commented that he found that argument to be more compelling from a funding standpoint. Mr. Basha noted that grouping the results as in option three overcomes the difficulty of slight differences in scores making or breaking a program.

Ms. Chen noted that all three options include a reevaluation of the guidelines moving forward. Mr. Naimark noted that when criteria are set up and projects are evaluated based on that criteria, Mr. Naimark felt uncomfortable overturning a solid 15-3 vote from the modal committee, having

not heard any overly compelling reasons at the Transportation Review Committee to overturn that vote. Ms. Myers noted that she had similar concerns about funding for rural routes being lost, but also heard the Transit Committee, which heard the item over two months due to questions about how projects were ranked. Ms. Myers liked having the opportunity to reevaluate criteria in the future, but did not want to retroactively apply new criteria to an existing process.

Mr. Anderson noted that option two was similar to option one, except that it covers only one year of funding and allows for an earlier reevaluation of the process. Mr. Anderson suggested looking at option two as a good compromise between the other two options. Mr. Basha appreciated the idea of using option two, but noted that from a continuity perspective, a two year program is preferable to a one year program. Mr. Basha also noted that option three includes all options from options one and two, but includes four additional projects (Route 685, 96, 72 and Nobody's Perfect, Inc.). Mr. Basha noted that choosing option three would allow for additional projects to be funded, with only slight reductions in funding for projects selected under option one.

Mr. Naimark asked whether the Transit Committee considered all three options, and then chose option one. Ms. Chen replied that was correct. Mr. Naimark would prefer option one to be respectful of the process that led to that result. Mr. Youssef noted that an existing process was in place, and those participating in the process made the decision to make a priority ranked list, beginning the process in March, and voting on it at the Transit Committee in July.

Mr. Mike Gent from the City of Surprise noted that Surprise opposed option one at the Transit Committee, and would continue to oppose option one at the Transportation Review Committee. Mr. Brent Cain from ADOT asked for clarification on how funding levels for the projects varied from option one and two to option three. Ms. Chen noted that option one and two funded each project in its entirety until the last funded project, and awarded the balance of funding to the last funded project. Option three applied a factor to each project, and normalized the funding, resulting in a larger amount for some project and a smaller amount for others.

Chairman Fitzhugh asked for a motion. Mr. Rick Naimark from the City of Phoenix moved to recommend approval of Option One. Mr. Scott Butler from the City of Mesa seconded the motion, and the motion passed by a 17-4 voice vote of the Committee, with the City of Scottsdale, City of Surprise, Gila River Indian Community, and Town of Youngtown opposed.

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

Chairman Fitzhugh invited Ms. Eileen Yazzie from MAG to present on the 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 (RTP).

Ms. Yazzie noted this item included a two part motion. The first part was to recommend approval of a LPA, and the second part was to recommend approval of a proposed major amendment to the 2035 RTP. Ms. Yazzie noted that state laws defined what actions required a major amendment to the RTP. A major amendment process would be triggered by the addition

or deletion of a freeway or fixed transit segment that changes over a mile in length or costs over \$40 million. Ms. Yazzie noted that the South Central corridor was initially shown in Proposition 400 as a Bus Rapid Transit corridor. In 2012, Valley Metro and the City of Phoenix initiated an alternatives analysis process to develop a recommendation for high capacity transit improvements in the study area. Ms. Yazzie noted the alternatives analysis report made a recommendation through rigorous analysis of the mode, alignment, station locations, and the street configuration.

Ms. Yazzie explained that the City of Phoenix appointed a community working group to help determine the alignment, station locations, and street configuration, and approved the light rail mode alternative, in May 2013. Ms. Yazzie displayed the study area, indicating that the study area was six miles in length, and looked at Central Avenue plus one mile in either direction east and west to analyze the corridor. In part due to a desire to hook in to the existing light rail system, three alternatives were advanced for further study. The next level of analysis involved ten evaluation categories, analysis of technologies, extensive public involvement, and evaluation of engineering constraints, such as bridges and a need to cross Union Pacific Railroad tracks and the I-17 with grade separation. Ms. Yazzie noted that the locally preferred alternative (LPA) was for light rail on Central Avenue south of Buckeye Road, and on 1st Avenue and Central Avenue north of Buckeye Road, to connect to the existing light rail system. The Phoenix City Council approved the LPA in December 2013. In April 2014, the City of Phoenix formed a community-based committee to prepare a plan for an extension of the Transit 2000 sales tax, to include capital, operations, and maintenance funding for the South Central corridor. In June 2014, Valley Metro Rail approved the LPA.

Ms. Yazzie noted that the project's capital cost was estimated at \$680 million, which meant that the funding also triggered a major amendment process for the RTP. Ms. Yazzie explained that the anticipated revenue sources for the South Central corridor would be the Phoenix transit tax and possible federal transit funds. No regional Public Transportation Funds (Proposition 400 funds) would be used for the capital expenses. Ms. Yazzie noted that the schedule anticipates an opening in 2034, with an 8-10 year window of project development, which would begin around 2024.

Ms. Yazzie explained that the next steps were approval in the MAG process and then approval by the Maricopa County Board of Supervisors, RPTA, and the State Transportation Board. Following these approvals, action would return to the MAG process for a recommendation to perform an air quality conformity analysis, and finally approval of the RTP amendment and air quality conformity analysis.

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

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

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG to present on the Update of the Federal Functional Classification and National Highway System Designation of Principal Arterial Roadways in the MAG Urbanized Area

Ms. Kennedy noted that there were two updated handouts at the table. Ms. Kennedy explained that under MAP-21, all principal arterials nationwide were added into the National Highway System (NHS), as of October 1, 2012. Numerous regulations are associated with NHS designation, including design and design exceptions, materials certification, quality assurance program, warranties, and sign and junkyard control. The exact meaning of how to implement new measures is unclear until ADOT develops implementation policies. Ms. Kennedy displayed a map of the existing principal arterial network as of October 1, 2012, noting that all the principal arterials must comply with NHS rules and regulations.

Ms. Kennedy explained that the Transportation Review Committee looked at the NHS issue previously. In February 2013, MAG submitted a proposal to remove the principal arterials from the NHS. In May 2013, FHWA issued new guidance for functional classification. In October 2013, FHWA notified MAG that the request to remove principal arterials from NHS would not be approved, and that principal arterials cannot be removed from the NHS solely to avoid NHS requirements.

Ms. Kennedy detailed two problems with the principal arterial network being included in the NHS. The first problem is that the functional classification of the MAG arterial network was last updated in 1992, but there have been many changes to the freeway and arterial network since then. This has led to many redundant corridors, and the MAG region having 22% more principal arterials than the national average. Additionally, population and employment patterns have matured, and new FHWA guidance on functional classification was released in 2013. The second problem is that NHS experienced automatic expansion without MPO or COG concurrence, meaning that the principal arterials that were automatically incorporated do not meet NHS requirements or goals. This means that all new projects on the NHS must comply, while national performance standards for the NHS have not yet been released. Additionally, the quantity of principal arterials that was included in the NHS is inordinately burdensome to the state and local agencies, with little to no increase in funding available.

Ms. Kennedy provided the committee with the federal definition of the National Highway System, and noted that a fact sheet handout on NHS was provided to committee members. Ms. Kennedy explained that MAG's locally owned principal arterials are unique in the nation, as most principal arterials are owned by many state agencies.

Ms. Kennedy informed the committee that NHS designation can be removed by reclassifying principal arterials to minor arterials. The NHS designations are addressed on a case-by-case basis, must meet federal guidelines, should be a rational classification system, and can be periodically updated in the future. Ms. Kennedy explained that removing NHS designation would have no impacts on funding currently, though future legislation could change that. Historically, the amount of arterials played an important factor in funding. Additional impacts would include reduced data collected for HPMS/Asset Management for ADOT. Removing principal arterials from the NHS could reduce the impact of future regulations on the NHS system, and reduces the amount of data collection that may need to be done by local agencies.

Ms. Kennedy noted that minor arterials would still be eligible for STP, TA, CMAQ, and HSIP funding suballocated to the MAG region, though they would lose eligibility for National

Highway Performance Program (NHPP) funds. However, NHPP funds are controlled by ADOT and currently distributed to freeways and state-owned facilities.

Ms. Kennedy explained the MAG approach to addressing the NHS issues. MAG reviewed the current Principal Arterial Network, historic Roads of Regional Significance, and updates to the freeway network. MAG surveyed other agencies in the west and made comparisons to the nationwide network. MAG then coordinated with member agencies, held Street Committee reviews, and did a modeling exercise on ADT and longest-trip lengths. As a result, MAG is recommending reclassification of principal arterials to minor arterials as appropriate, and changes specific to the NHS facilities where appropriate.

Ms. Kennedy explained that the Street Committee recommended approval of Option 2E, and after the committee meeting, Option 2F was developed by an agency request to adjust Tatum Road to a minor arterial, as Tatum Road is a very close parallel corridor to Cave Creek Road. Option 2F also downgrades Adams St from I-17 to 19th Avenue to a major collector, as proposed interchange upgrades to the area never materialized.

Ms. Kennedy noted that the pros of this action are correcting the functional classification of principal arterials, reducing the local NHS by approximately 656 miles, and allowing projects that are removed from NHS to proceed. The cons to this action are lowering the priority of the roadways removed, and possible effect on future funding to the state and the region. Ms. Kennedy noted that the requested action is for recommended approval of Option 2F, to update the functional classification for the Principal and Minor Arterial network and of the modifications in the National Highway System for the MAG region and to the 2035 Regional Transportation Plan as appropriate.

Mr. Naimark asked how often the principal arterial and NHS designations would be updated in the future. Ms. Kennedy noted that updates were not done regularly in the past, but in the future, updates would likely be completed every three to five years or when a new freeway facility is opened. Mr. Naimark asked what the likelihood of approval by FHWA was. Ms. Kennedy noted that she hoped action could be completed by end of October 2014 from FHWA. Mr. Naimark asked how much money has come to cities and towns as a result of NHS designation, or how much funding would be expected. Ms. Kennedy noted that the total funding to cities and towns as a result of NHS designation was \$0. Mr. Naimark noted that because of this lack of funding, there did not seem to be much negative to removing these roads from the NHS, and that not acting could result in an unfunded mandate to change these roads to meet NHS standards. Mr. John Hauskins from Maricopa County noted that the NHS requirements cause increased requirements with no increase in funding, and that taking many of these roadways out of the system would be wise from a financial point of view. Ms. Myers wanted to verify that no NHPP funding is already programmed to go to these routes. Ms. Kennedy verified that this was correct. Mr. Basha thanked Ms. Kennedy and Mr. Steve Tate from MAG for their work. Mr. Basha asked if the City of Phoenix was comfortable with changes from 2E to 2F. Mr. Naimark responded that the City of Phoenix was comfortable. Mr. Naimark asked MAG staff to continue working with ADOT to address funding related to implementing the new requirements.

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

9. Request for Future Agenda Items

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

10. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community. Mr. Naimark noted that City of Phoenix was kicking off a transportation committee and engagement process for bus, rail, and street improvements leading to a likely election in August 2015 for an extension of the transportation tax. This could result in a potential tripling of light rail miles in City of Phoenix.

11. Next Meeting Date

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

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

# **ATTACHMENT #1**

**Agenda #5A**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

September 17, 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 five times. The FY 2015 Arterial Life Cycle Program was approved on June 25, 2014 has been modified one time.

The project changes in Table A (modifications to the TIP) and Table B (non-TIP modifications) contain modifications to the FY 2015 Arterial Life Cycle Program (ALCP). These changes represent updates to work schedules, adjustments to project costs, reallocation of project savings, and corrections to administrative errors. None of the changes impact the fiscal balance of the program.

Table C includes changes to the transit program. These changes incorporate Job Access and Reverse Commute (JARC) projects based on the priority ranking that was approved by the MAG Regional Council on August 27, 2014.

Table D contains changes to the freeway program requested by the Arizona Department of Transportation as well as non-ALCP project changes requested by member agencies. General clerical corrections are also included. The I-10 Right of Way (ROW) Phase 2 work element from 32nd Street to SR-202L (Santan Freeway), requires a material cost change increasing the work phase costs by 10.53%. The detail of the project listings for DPS Officers to co-locate in the ADOT Traffic Operations Center for the pilot years of FY2015, 2016, and 2017 is included. The cost of the DPS Officers project is shared fifty fifty by ADOT and MAG as approved by Regional Council on August 27, 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:**

Recommend 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 August 11, 2014, the MAG Transit Committee recommended approval to amend the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan with the Job Access and Reverse Committee (JARC) project listings.

**MEMBERS ATTENDING**

- # ADOT: Nicole Patrick  
Avondale: Kristen Sexton
- # Buckeye: Andrea Marquez  
Chandler: Jason Crampton for RJ Zeder
- \* El Mirage: Jorge Gastelum  
Gilbert: Kristin Myers  
Glendale: Debbie Albert  
Goodyear: Cato Esquivel
- # Maricopa: David Maestas  
Maricopa County DOT: Suparna Dasgupta  
Mesa: Jodi Sorrell

- \* Paradise Valley: Jeremy Knapp  
Peoria: Stuart Kent as Proxy  
Phoenix: Maria Hyatt, Vice Chair  
Queen Creek: Mohamed Youssef  
Scottsdale: Madeline Clemann, Chair  
Surprise: Martin Lucero for David Kohlbeck
- # Tempe: Robert Yabes
- \* Tolleson: Chris Hagen  
Valley Metro: John Farry for Wulf Grote  
Youngtown: Grant Anderson

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

On August 27, 2014, the MAG Regional Council approved a priority ranking of Job Access and Reverse Commute (JARC) projects and gave approval to fund a three-year pilot project, with an evaluation component, to co-locate three Department of Public Safety (DPS) officers and one DPS supervisor in the Arizona Department of Transportation (ADOT) traffic Operations Center..

**MEMBERS ATTENDING**

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W. J. "Jim" Lane, Scottsdale, Vice Chair
- Vice Mayor Robin Barker, Apache Junction
- Mayor Kenneth Weise, Avondale
- Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree

- Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- \* Mayor Tom Rankin, Florence
- \* President Ruben Balderas, Fort McDowell Yavapai Nation

Mayor Linda Kavanagh, Fountain Hills  
Mayor Steven Holt, Gila Bend  
\* Governor Gregory Mendoza, Gila River  
Indian Community  
Mayor John Lewis, Gilbert  
Mayor Jerry Weiers, Glendale  
Mayor Georgia Lord, Goodyear  
Mayor Rebecca Jimenez, Guadalupe  
Mayor Thomas Schoaf, Litchfield Park  
Mayor Christian Price, City of Maricopa  
\* Supervisor Steve Chucri, Maricopa County  
\* Mayor Alex Finter, Mesa  
Mayor Scott LeMarr, Paradise Valley  
\* Mayor Bob Barrett, Peoria  
Mayor Greg Stanton, Phoenix

Supervisor Todd House, Pinal County  
Mayor Gail Barney, Queen Creek  
\* President Diane Enos, Salt River  
Pima-Maricopa Indian Community  
Mayor Sharon Wolcott, Surprise  
Mayor Mark Mitchell, Tempe  
\* Mayor Adolfo Gamez, Tolleson  
\* Mayor John Cook, Wickenburg  
Mr. Roc Arnett, Citizens Transportation  
Oversight Committee  
Mr. Joseph La Rue, State Transportation  
Board  
Mr. Jack Sellers, State Transportation  
Board

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference

**CONTACT PERSON:**

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

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

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.	TRACS	Notes:	RTP ID
CHN14-112CZ	Chandler	Old Price Rd at Queen Creek Rd	Construct Intersection Improvement	2015	Jun-15	0.8	6	6	Local	1,854,750	-	-	1,854,750	--	--	--		Amend: Change project construction year from 2014 to 2015. Reduce project construction phase costs from \$1,923,400 to \$1,854,750. Project open year remains unchanged.	ACI-PRC-10-03-G
<del>GLB15-108DZ</del>	<del>Gilbert</del>	<del>Elliot Rd at Cooper Dr</del>	<del>Design intersection improvement</del>	2015	<del>Dec-16</del>	<del>0.5</del>	<del>4</del>	<del>6</del>	<del>Local</del>	<del>564,000</del>			<del>564,000</del>	--	--	--		Amend: Delete TIP listing. Project design phase deferred to 2016/2017.	AII-ELT-30-03
GLB16-108DZ	Gilbert	Elliot Rd at Cooper Dr	Design intersection improvement	2016	May-17	0.5	4	6	Local	1,114,000	-	-	1,114,000	--	--	--		Amend: Increase project design phase costs in 2016. Defer project open date from 12/2016 to 5/2017.	AII-ELT-30-03
GLB15-108DRB	Gilbert	Elliot Rd at Cooper Dr	Design intersection improvement	2016	May-17	0.5	4	6	RARF	(492,100)	-	492,100	-	2016	RARF	492,100		Amend: Defer project open date from 12/2016 to 5/2017.	AII-ELT-30-03
GLB17-108DZ2	Gilbert	Elliot Rd at Cooper Dr	Design intersection improvement	2017	May-17	0.5	4	6	Local	127,000	-	-	127,000	--	--	--		Amend: Defer project open date from 12/2016 to 5/2017.	AII-ELT-30-03
<del>GLB15-108RWZ</del>	<del>Gilbert</del>	<del>Elliot Rd at Cooper Dr</del>	<del>Acquisition of right-of-way for intersection improvement</del>	2015	<del>Dec-16</del>	<del>0.5</del>	<del>4</del>	<del>6</del>	<del>Local</del>	<del>800,000</del>			<del>800,000</del>	--	--	--		Amend: Delete TIP listing. Project right-of-way phase to occur in 2016.	AII-ELT-30-03
GLB16-108RWZ	Gilbert	Elliot Rd at Cooper Dr	Acquisition of right-of-way for intersection improvement	2016	May-17	0.5	4	6	Local	1,200,000	-	-	1,200,000	--	--	--		Amend: Increase project right-of-way phase costs in 2016. Defer project open date from 12/2016 to 5/2017.	AII-ELT-30-03
GLB16-108RRB	Gilbert	Elliot Rd at Cooper Dr	Acquisition of right-of-way for intersection improvement	2016	May-17	0.5	4	6	RARF	(840,000)	-	840,000	-	2016	RARF	840,000		Amend: Defer project open date from 12/2016 to 5/2017.	AII-ELT-30-03
GLB16-108CZ	Gilbert	Elliot Rd at Cooper Dr	Construct Intersection Improvement	2016	May-17	0.5	4	6	Local	4,170,000	-	-	4,170,000	--	--	--		Amend: Defer project open date from 12/2016 to 5/2017.	AII-ELT-30-03
GLB17-108CZ	Gilbert	Elliot Rd at Cooper Dr	Construct Intersection Improvement	2017	May-17	0.5	4	6	Local	1,004,000	-	-	1,004,000	--	--	--		Amend: Defer project open date from 12/2016 to 5/2017.	AII-ELT-30-03
GLB18-108CRB	Gilbert	Elliot Rd at Cooper Dr	Construct Intersection Improvement	2017	May-17	0.5	4	6	RARF	(2,808,166)	-	2,808,166	-	2014	RARF	2,808,166		Amend: Change TIP ID from GLB17-102CRB to GLB18-108CRB. Defer project open date from 12/2016 to 5/2017.	AII-ELT-30-03
MMA12-118RWZ	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening (AC)	2012	Jun-16	2.5	2	4	Local	8,610,641	-	-	8,610,641	--	--	--	SZ046 01R	Amend: New TIP listing. Change the way ALCP Advance Construct projects are showing in the TIP. Show original cost commitment to ROW phase in 2012. Project open year remains unchanged.	ACI-NOR-10-03-B

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

9/15/2014

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.	TRACS	Notes:	RTP ID
MMA11-922	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening (reimb)	2012	Jun-16	2.5	2	4	STP-MAG	(686,731)	686,731	-	-	2012	STP-MAG	686,731	SZ046 01R	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in 2012 ROW phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-B
MMA13-118RW3Z	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening (reimb)	2013	Jun-16	2.5	2	4	STP-MAG	(1,995,077)	1,995,077	-	-	2013	STP-MAG	1,995,077	SZ046 01R	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in 2013 ROW phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-B
MMA13-118RWZ	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening (reimb)	2014	Jun-16	2.5	2	4	STP-MAG	(1,412,066)	1,412,066	-	-	2014	STP-MAG	1,412,066	SZ046 01R	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in 2014 ROW phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-B
MMA13-118RW2Z	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening (reimb)	2014	Jun-16	2.5	2	4	STP-MAG	(1,933,575)	1,933,575	-	-	2014	STP-MAG	1,933,575	SZ046 01R	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in 2014 ROW phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-B
MMA15-118RWZ	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening (AC)	2015	Jun-16	2.5	2	4	Local	7,089,359	-	-	7,089,359	--	--	--	SZ046 01R	Amend: New TIP listing. Increase ACI-NOR-10-03-B project right-of-way phase costs. Change the way ALCP Advance Construct projects are showing in the TIP. Show local commitment to additional ROW phase costs in 2015. Project open year remains unchanged.	ACI-NOR-10-03-B.

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

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.	TRACS	Notes:	RTP ID
MMA18-118RWZ	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening (reimb)	2018	Jun-16	2.5	2	4	STP-MAG	(5,000,000)	5,000,000	-	-	2018	STP-MAG	5,000,000	SZ046 01R	Amend: New TIP listing. Change the way ALCP Advance Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. Increase total right-of-way phase costs and reimbursement on ACI-NOR-10-03-B. Transfer reimbursement from ACI-NOR-10-03-G. Project open year remains unchanged.	ACI-NOR-10-03-B
<del>MMA12-113CZ</del>	<del>Maricopa County</del>	<del>Northern Parkway: Dysart to 111th</del>	<del>Construct Roadway Widening</del>	<del>2016</del>	<del>Jun-16</del>	<del>2.5</del>	<del>2</del>	<del>4</del>	<del>Local</del>	<del>8,062,611</del>			<del>8,062,611</del>	-	-	-	<del>SZ046 01C</del>	Amend: Delete TIP listing. All construction phase local costs shown in TIP ID MMA15-113CZ. Project open year remains unchanged.	ACI-NOR-10-03-B
<del>MMA17-113CZ</del>	<del>Maricopa County</del>	<del>Northern Parkway: Dysart to 111th</del>	<del>Construct Roadway Widening</del>	<del>2017</del>	<del>Jun-16</del>	<del>2.5</del>	<del>2</del>	<del>4</del>	<del>STP-MAG</del>	<del>10,017,876</del>			<del>10,017,876</del>	-	-	-	<del>SZ046 01C</del>	Amend: Delete TIP listing. All construction phase local costs shown in TIP ID MMA15-113CZ. Project open year remains unchanged.	ACI-NOR-10-03-B
MMA19-113CZ	Maricopa County	Northern Parkway: Dysart to 111th	Construct Roadway Widening (AC)	2015	Jun-16	2.5	2	4	Local	29,600,000	-	-	29,600,000	--	--	--	SZ046 01C	Amend: New TIP listing. Change the way ALCP Advancement Construct projects are shown in the TIP. Construction costs committed in 2015. Project open year remains unchanged.	ACI-NOR-10-03-B
MMA14-113CX	Maricopa County	Northern Parkway: Dysart to 111th	Construct Roadway Widening (Reimb)	2015	Jun-16	2.5	2	4	STP-MAG	(5,063,048)	5,063,048	-	-	2015	STP-MAG	5,063,048	SZ046 01C	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in 2015 construction phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-B
MMA15-113CX	Maricopa County	Northern Parkway: Dysart to 111th	Construct Roadway Widening (Reimb)	2016	Jun-16	2.5	2	4	STP-MAG	(4,939,987)	4,939,987	-	-	2016	STP-MAG	4,939,987	SZ046 01C	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in 2016 construction phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-B

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

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.	TRACS	Notes:	RTP ID
MMA15-113C2X	Maricopa County	Northern Parkway: Dysart to 111th	Construct Roadway Widening (Reimb)	2017	Jun-16	2.5	2	4	STP-MAG	(7,827,638)	7,827,638	-	-	2017	STP-MAG	7,827,638	SZ046 01C	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in 2017 construction phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-B
MMA18-118CZ	Maricopa County	Northern Parkway: Dysart to 111th	Construct Roadway Widening (reimb)	2018	Jun-16	2.5	2	4	STP-MAG	(4,081,161)	4,081,161	-	-	2018	STP-MAG	4,081,161	SZ046 01C	Amend: New TIP listing. Change the way ALCP Advance Construct projects are showing in the TIP. Listing reflects reimbursement for advance construct phase. Increase project construction phase reimbursement from ACI-NOR-10-03-G. Project open year remains unchanged.	ACI-NOR-10-03-B
<del>MMA15-112DZ</del>	<del>Maricopa County</del>	<del>Northern Parkway: Northern Avenue at Loop 101</del>	<del>Design roadway widening</del>	<del>2015</del>	<del>Jun-16</del>	<del>0.5</del>	<del>4</del>	<del>6</del>	<del>Local</del>	<del>527,466</del>	<del>527,466</del>	<del>527,466</del>	<del>527,466</del>	<del>2016</del>	<del>STP-MAG</del>	<del>300,000</del>	<del>SZ091 03D</del>	<del>Amend: Delete TIP listing. Change the way ALCP Advancement Construct projects are shown in the TIP. Design phase reimbursements consolidated in TIP ID MMA16-112DZ. No change in design phase reimbursements. Project open year remains unchanged.</del>	<del>ACI-NOR-10-03-D</del>
MMA14-112DZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Design roadway widening (AC)	2015	Jun-16	0.5	4	6	Local	1,902,438	-	-	1,902,438	--	--	--	SZ091 03D	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Project design phase to begin in FY 2015. Design phase costs committed in 2015. Design phase reimbursements consolidated in TIP ID MMA16-112DZ. No change in design phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-D
MMA16-112DZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Design roadway widening (Reimb)	2016	Jun-16	0.5	4	6	STP-MAG	(1,100,660)	1,100,660	-	-	2016	STP-MAG	1,100,660	SZ091 03D	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in design phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-D

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

9/15/2014

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.	TRACS	Notes:	RTP ID
MMA15-112RWZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Acquisition of right-of-way for roadway widening (AC)	2015	Jun-16	0.5	4	6	Local	3,350,000	-	-	3,350,000	--	--	--	SZ091 01R	Amend: New TIP listing. Change the way ALCP Advancement Construct projects are shown in the TIP. ROW costs committed in 2015. No change in ROW phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-D
MMA14-112RWZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Acquisition of right-of-way for roadway widening (Reimb)	2015	Jun-16	0.5	4	6	STP-MAG	(2,339,638)	2,339,638	-	-	2016	STP-MAG	2,339,638	SZ091 01R	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in ROW phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-D
MMA14-112CZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Construct Roadway Widening (AC)	2016	Jun-16	0.5	4	6	Local	8,054,463	-	-	8,054,463	--	--	--	SZ091 01C	Amend: Change the way ALCP Advance Construct projects are showing in the TIP. Construction phase costs are committed in 2016. No change in construction phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-D
MMA16-112CZ	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Construct Roadway Widening (Reimb)	2016	Jun-16	0.5	4	6	STP-MAG	(2,008,124)	2,008,124	-	-	2016	STP-MAG	2,008,124	SZ091 01C	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in construction phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-D
MMA15-112CZ2	Maricopa County	Northern Parkway: Northern Avenue at Loop 101	Construct Roadway Widening (Reimb)	2017	Jun-16	0.5	4	6	STP-MAG	(3,000,000)	3,000,000	-	-	2017	STP-MAG	3,000,000	SZ091 01C	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in construction phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-D

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

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.	TRACS	Notes:	RTP ID
MMA15-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design Roadway Widening (AC)	2015	Jun-19	0.1	0	4	Local	3,784,855	-	-	3,784,855	--	--	--	SZ092 03D	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Project design phase to begin in FY 2015. Design phase costs committed in 2015. Design phase reimbursements are in separate TIP listings. No change in design phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-E
MMA16-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design Roadway Widening (reimb)	2016	Jun-19	0.1	0	4	STP-MAG	(200,000)	200,000	-	-	2016	STP-MAG	200,000	SZ092 03D	Amend: New TIP listing. Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in design phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-E
MMA18-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design Roadway Widening (reimb)	2017	Jun-19	0.1	0	4	STP-MAG	(2,449,399)	2,449,399	-	-	2017	STP-MAG	2,449,399	SZ092 03D	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in design phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-E
MMA18-113CZ	Maricopa County	Northern Parkway: Dysart Overpass	Construct Roadway Widening and Overpass (AC)	2017	Jun-19	0.1	0	4	Local	30,086,849	-	-	30,086,849	--	--	--	SZ092 01C	Amend: New TIP listing. Amend Change the way ALCP Advance Construct projects are showing in the TIP. Construction phase costs are committed in 2017. No change in construction phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-E
MMA16-113CZ	Maricopa County	Northern Parkway: Dysart Overpass	Construct Roadway Widening and Overpass (reimb)	2017	Jun-19	0.1	0	4	STP-MAG	(10,000,000)	10,000,000	-	-	2017	STP-MAG	10,000,000	SZ092 01C	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in construction phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-E

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

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.	TRACS	Notes:	RTP ID
MMA16-113CZ2	Maricopa County	Northern Parkway: Dysart Overpass	Construct Roadway Widening and Overpass (reimb)	2018	Jun-19	0.1	0	4	STP-MAG	(10,707,494)	10,707,494	-	-	2018	STP-MAG	10,707,494	SZ092 01C	Amend: Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. No change in construction phase reimbursements. Project open year remains unchanged.	ACI-NOR-10-03-E
MMA14-119RWZ	Maricopa County	Northern Parkway: 111th Ave to Grand	Acquisition of right-of-way for roadway widening (AC)	2016	Jun-20	5.5	--	--	Local	12,600,000	-	-	12,600,000	--	--	--	:	Amend: New TIP listing. Define project limits from "Northern Parkway: ROW Protection" to "Northern Parkway: 111th Ave to Grand." Defer project completion year from 2017 to 2020. Segment right-of-way costs committed in 2016. Increase segment costs from \$2 million to \$12.6 million.	ACI-NOR-10-03-F
MMA15-119RWZ	Maricopa County	Northern Parkway: 111th Ave to Grand	Acquisition of right-of-way for roadway widening (reimb)	2016	Jun-20	5.5	--	--	STP-MAG	(350,000)	350,000	-	-	2016	STP-MAG	350,000	:	Amend: Define project limits from "Northern Parkway: ROW Protection" to "Northern Parkway: 111th Ave to Grand." Defer project completion year from 2017 to 2020. Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase.	ACI-NOR-10-03-F
MMA16-119RWZ	Maricopa County	Northern Parkway: 111th Ave to Grand	Acquisition of right-of-way for roadway widening (reimb)	2017	Jun-20	5.5	--	--	STP-MAG	(1,050,000)	1,050,000	-	-	2017	STP-MAG	1,050,000	:	Amend: Define project limits from "Northern Parkway: ROW Protection" to "Northern Parkway: 111th Ave to Grand." Defer project completion year from 2017 to 2020. Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase.	ACI-NOR-10-03-F

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

9/15/2014

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.	TRACS	Notes:	RTP ID
MMA18-119WZ	Maricopa County	Northern Parkway: 111th Ave to Grand	Acquisition of right-of-way for roadway widening (reimb)	2018	Jun-20	5.5	--	--	STP-MAG	(4,000,000)	4,000,000	-	-	2018	STP-MAG	4,000,000		Amend: New TIP listing. Define project limits from "Northern Parkway: ROW Protection" to "Northern Parkway: 111th Ave to Grand." Defer project completion year from 2017 to 2020. Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. Transfer reimbursement from ACI-NOR-10-03-G.	ACI-NOR-10-03-F
MMA19-119RWZ	Maricopa County	Northern Parkway: 111th Ave to Grand	Acquisition of right-of-way for roadway widening (reimb)	2019	Jun-20	5.5	--	--	STP-MAG	(2,078,747)	2,078,747	-	-	2019	STP-MAG	2,078,747		Amend: New listing. Define project limits from "Northern Parkway: ROW Protection" to "Northern Parkway: 111th Ave to Grand." Defer project completion year from 2017 to 2020. Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. Transfer reimbursement from ACI-NOR-10-03-G.	ACI-NOR-10-03-F
MMA20-119RWZ	Maricopa County	Northern Parkway: 111th Ave to Grand	Acquisition of right-of-way for roadway widening (reimb)	2020	Jun-20	5.5	--	--	STP-MAG	(2,719,635)	2,719,635	-	-	2020	STP-MAG	2,719,635		Amend: New listing. Define project limits from "Northern Parkway: ROW Protection" to "Northern Parkway: 111th Ave to Grand." Defer project completion year from 2017 to 2020. Change the way ALCP Advancement Construct projects are shown in the TIP. Listing reflects reimbursement for advance construct phase. Transfer reimbursement from ACI-NOR-10-03-G.	ACI-NOR-10-03-F

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

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.	TRACS	Notes:	RTP ID
<del>MMA18-122CZ</del>	<del>Maricopa County</del>	<del>Northern Parkway- Interim Construction</del>	<del>Construct Roadway Widening</del>	<del>2018</del>	<del>Jun 23</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>STP-MAG</del>	<del>-2,893,892</del>	<del>-13,081,161</del>	<del>-</del>	<del>-15,975,053</del>	<del>2018</del>	<del>STP-MAG</del>	<del>-13,081,161</del>		<del>Amend: Delete TIP listing. Delete project segment (ACI-NOR-10-03-G). Segment served as a funding placeholder. Transfer \$5.0 million of reimbursement to ACI-NOR-10-03-B right-of-way phase. Transfer \$4,081,161 of reimbursement to ACI-NOR-10-03-B construction phase. Transfer remaining \$4.0 million of reimbursement to Northern Parkway: 111th to Grand Right-of-Way project (ACI-NOR-10-03-F)</del>	<del>ACI-NOR-10-03-G</del>
<del>-</del>	<del>Maricopa County</del>	<del>Northern Parkway- Interim Construction</del>	<del>Construct Roadway Widening</del>	<del>2019</del>	<del>Jun 23</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>STP-MAG</del>	<del>-20,891,253</del>	<del>-2,078,747</del>	<del>-</del>	<del>-22,970,000</del>	<del>2019</del>	<del>STP-MAG</del>	<del>-2,078,747</del>		<del>Amend: Delete listing. Transfer reimbursement to Northern Parkway: 111th to Grand Right-of-Way project (ACI-NOR-10-03-F)</del>	<del>ACI-NOR-10-03-G</del>
<del>-</del>	<del>Maricopa County</del>	<del>Northern Parkway- Interim Construction</del>	<del>Construct Roadway Widening</del>	<del>2020</del>	<del>Jun 23</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>STP-MAG</del>	<del>-1,165,165</del>	<del>-2,719,635</del>	<del>-</del>	<del>-3,884,800</del>	<del>2020</del>	<del>STP-MAG</del>	<del>-2,719,635</del>		<del>Amend: Delete listing. Transfer reimbursement to Northern Parkway: 111th to Grand Right-of-Way project (ACI-NOR-10-03-F)</del>	<del>ACI-NOR-10-03-G</del>
<del>-</del>	<del>Maricopa County</del>	<del>Northern Parkway- Interim Construction</del>	<del>Construct Roadway Widening</del>	<del>2021</del>	<del>Jun 23</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>Local</del>	<del>-800,393</del>	<del>-</del>	<del>-</del>	<del>-800,393</del>	<del>-</del>	<del>-</del>	<del>-</del>		<del>Amend: Delete listing. Segment served as a funding placeholder.</del>	<del>ACI-NOR-10-03-G</del>
MES15-125CRB	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct Roadway Widening	2015	May-14	1	4	6	RARF	(4,276,960)	-	4,276,960	-	2015	RARF	4,276,960		Amend: Increase FY 2015 construction reimbursement by \$46,397.40. Funding to come from All-DOB-10-03 FY 2011 construction reimbursement to reflect actual reimbursement that came from the program.	ACI-MES-10-03-A
<del>MES14-131RWZ</del>	<del>Mesa</del>	<del>Ray Rd- Ellsworth Rd to Signal Butte</del>	<del>Acquisition of right-of-way for intersection improvement</del>	<del>2014</del>	<del>Mar 15</del>	<del>2</del>	<del>0</del>	<del>6</del>	<del>Local</del>	<del>-1,000,000</del>	<del>-</del>	<del>-</del>	<del>-1,000,000</del>	<del>-</del>	<del>-</del>	<del>-</del>		<del>Amend: Delete project right-of-way phase. Project constructed by developer.</del>	<del>ACI-RAY-20-03-B</del>

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

ALCP - IN TIP																		TRACS	Notes:	RTP ID
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.				
MES14-131CZ	Mesa	Ray Rd: Ellsworth Rd to Signal Butte (Phase I)	Construct Intersection Improvement	2013	Jun-13	1	0	6	Private	5,393,444	-	-	5,393,444	--	--	--		Amend: Project was completed in two phases: Phase I (North Half) and Phase II (South Half). Change construction year for Phase I from 2014 to 2013. Change open year from 2015 to 2013. Change funding source from local to private. Change funding amount from \$5,300,000 to \$5,393,444.	ACI-RAY-20-03-B	
MES15-131CZ	Mesa	Ray Rd: Ellsworth Rd to Signal Butte (Phase II)	Construct Intersection Improvement	2015	Aug-15	1	0	6	Private	2,667,243	-	-	2,667,243	--	--	--		Amend: Project was completed in two phases: Phase I(North Half) and Phase II (South Half). Change Phase II open year from 3/2015 to 8/2015. Change funding source from local to private. Change funding amount from \$5,300,000 to \$2,667,243.	ACI-RAY-20-03-B	
<del>MES14-131CRB</del>	<del>Mesa</del>	<del>Ray Rd: Ellsworth Rd to Signal Butte</del>	<del>Construct Roadway Widening</del>	<del>2025</del>	<del>Mar-15</del>	<del>2</del>	<del>4</del>	<del>6</del>	<del>RARF</del>	<del>(5,102,811)</del>	<del>-</del>	<del>-</del>	<del>5,102,811</del>	<del>2025</del>	<del>RARF</del>	<del>-</del>	<del>5,102,811</del>	Amend: Delete listing. Transfer \$900,000 of reimbursement to ACI-MES-10-03-A, \$3,500,000 to ACI-MES-10-03-B, and move remaining balance of \$702,811 into project savings line. Savings will be reprogrammed to a different segment at a later date.	ACI-RAY-20-03-B	
<del>MES15-131CRB</del>	<del>Mesa</del>	<del>Ray Rd: Ellsworth Rd to Signal Butte</del>	<del>Construct Roadway Widening</del>	<del>2026</del>	<del>Mar-15</del>	<del>2</del>	<del>4</del>	<del>6</del>	<del>RARF</del>	<del>(2,317,189)</del>	<del>-</del>	<del>-</del>	<del>2,317,189</del>	<del>2026</del>	<del>RARF</del>	<del>-</del>	<del>2,317,189</del>	Amend: Delete listing. Transfer reimbursement to project savings line item. Savings will be reprogrammed to a different segment at a later date.	ACI-RAY-20-03-B	
<del>MES14-131DZ</del>	<del>Mesa</del>	<del>Ray Rd: Ellsworth Rd to Signal Butte</del>	<del>Design intersection improvement</del>	<del>2014</del>	<del>Mar-15</del>	<del>2</del>	<del>0</del>	<del>6</del>	<del>Local</del>	<del>500,000</del>	<del>-</del>	<del>-</del>	<del>500,000</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	Amend: Delete project design phase. Project constructed by developer.	ACI-RAY-20-03-B	
MES25-131SAV	Mesa	Ray Rd: Ellsworth Rd to Signal Butte	Project Savings for Roadway Widening	2025	Mar-15	2	4	6	RARF	(702,811)	-	702,811	-	2025	RARF	702,811		Amend: New listing. Reimbursement from project construction phase.	ACI-RAY-20-03-B	

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

9/15/2014

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.	TRACS	Notes:	RTP ID
MES26-131SAV	Mesa	Ray Rd: Ellsworth Rd to Signal Butte	Project Savings for Roadway Widening	2025	Mar-15	2	4	6	RARF	(2,317,189)	-	2,317,189	-	2025	RARF	2,317,189	1	Amend: New listing. Reimbursement from project construction phase.	ACI-RAY-20-03-B
MES14-132RWZ	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Acquisition of right-of-way for roadway widening	2014	Mar-15	2	4	6	Local	450,000	-	-	450,000	--	--	--	1	Amend: Decrease project right-of-way phase costs from \$1,000,000 to \$450,000.	ACI-SGB-10-03-B
MES14-132CZ	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Construct Roadway Widening	2014	Mar-15	2	4	6	Local	1,046,615	-	-	1,046,615	--	--	--	1	Amend: Decrease project construction costs in 2014. Split between city funding and developer funding.	ACI-SGB-10-03-B
MES14-132CZ2	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Construct Roadway Widening	2014	Mar-15	2	4	6	Private	1,933,873	-	-	1,933,873	--	--	--	1	Amend: New TIP listing. Decrease project construction costs in 2014. Split between city funding and developer funding.	ACI-SGB-10-03-B
<del>MES15-132CZ</del>	<del>Mesa</del>	<del>Signal Butte Road: Elliot Rd to Ray Rd</del>	<del>Construct Roadway Widening</del>	<del>2015</del>	<del>Mar-15</del>	<del>2</del>	<del>4</del>	<del>6</del>	<del>Local</del>	<del>2,300,000</del>	<del>-</del>	<del>-</del>	<del>2,300,000</del>	<del>--</del>	<del>--</del>	<del>--</del>	<del>1</del>	Amend: Delete TIP listing. Project construction phase costs were committed in 2014.	ACI-SGB-10-03-B
<del>MES14-132DZ</del>	<del>Mesa</del>	<del>Signal Butte Road: Elliot Rd to Ray Rd</del>	<del>Design roadway widening</del>	<del>2014</del>	<del>Mar-15</del>	<del>2</del>	<del>4</del>	<del>6</del>	<del>Local</del>	<del>500,000</del>	<del>-</del>	<del>-</del>	<del>500,000</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>1</del>	Amend: Delete TIP listing. Project design phase occurred in previous years.	ACI-SGB-10-03-B

Table B. ALCP Project Changes to the Fiscal Year 2015 ALCP (Non-TIP Changes)

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
MES25-125CRB	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct Roadway Widening	2025	May-14	1	4	6	RARF	(900,000)	-	900,000	-	2025	RARF	900,000	Amend: New listing. Add 2025 project construction phase reimbursement from ACI-RAY-20-03-B project savings.	ACI-MES-10-03-A
MES25-130CRB	Mesa	Mesa Dr: 8th Avenue to Main Street	Construct Roadway Widening	2025	Dec-16	1	4	4	RARF	(3,500,000)		3,500,000	-	2025	RARF	3,500,000	Amend: New listing. Add 2025 project construction phase reimbursement from ACI-RAY-20-03-B project savings.	ACI-MES-10-03-B
MES14-131CRB	Mesa	Ray Rd: Ellsworth Rd to Signal Butte	Construct Roadway Widening	2025	Mar-15	2	4	6	RARF	<del>(5,102,811)</del>		<del>5,102,811</del>		2025	RARF	<del>5,102,811</del>	Amend: Delete listing. Transfer \$900,000 of reimbursement to ACI-MES-10-03-A, \$3,500,000 to ACI-MES-10-03-B, and move remaining balance of \$702,811 into project savings line. Savings will be reprogrammed to a different segment at a later date.	ACI-RAY-20-03-B
MES15-131CRB	Mesa	Ray Rd: Ellsworth Rd to Signal Butte	Construct Roadway Widening	2026	Mar-15	2	4	6	RARF	<del>(2,317,189)</del>		<del>2,317,189</del>		2026	RARF	<del>2,317,189</del>	Amend: Delete listing. Transfer reimbursement to project savings line item. Savings will be reprogrammed to a different segment at a later date.	ACI-RAY-20-03-B
MES25-131SAV	Mesa	Ray Rd: Ellsworth Rd to Signal Butte	Project Savings for Roadway Widening	2025	Mar-15	2	4	6	RARF	(702,811)	-	702,811	-	2025	RARF	702,811	Amend: New listing. Reimbursement from project construction phase.	ACI-RAY-20-03-B
MES26-131SAV	Mesa	Ray Rd: Ellsworth Rd to Signal Butte	Project Savings for Roadway Widening	2026	Mar-15	2	4	6	RARF	(2,317,189)	-	2,317,189	-	2026	RARF	2,317,189	Amend: New listing. Reimbursement from project construction phase.	ACI-RAY-20-03-B
--	Mesa	Signal Butte Rd: Broadway to Pecos Rd	Construct Roadway Widening	2024	Mar-15	2	4	6	RARF	(4,940,119)	-	4,940,119	-	2024	RARF	4,940,119	Amend: Decrease FY 2024 reimbursement from \$7,232,401.04 to \$4,940,118.76 and transfer to ACI-SGB-10-03-B. Transfer \$941,473.54 to project design phase, \$315,000 to project ROW phase, and \$1,035,808.74 to project construction phase.	ACI-SGB-10-03-A
---	Mesa	Signal Butte Rd: Broadway to Pecos Rd	Construct Roadway Widening	2025	Mar-15	2	4	6	RARF	<del>(3,232,301)</del>		<del>3,232,301</del>		2025	RARF	<del>3,232,301</del>	Amend: Delete listing. Transfer reimbursement to ACI-SGB-10-03-B project construction phase.	ACI-SGB-10-03-A
MES09-132DZ	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Design roadway widening	2009	Mar-15	2	4	6	Local	509,270	-	-	509,270	--	--	--	Amend: New TIP listing. Add project design phase to TIP.	ACI-SGB-10-03-B
MES11-132DZ	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Design roadway widening	2011	Mar-15	2	4	6	Local	335,692	-	-	335,692	--	--	--	Amend: New TIP listing. Add project design phase to TIP.	ACI-SGB-10-03-B
MES11-132DZ2	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Design roadway widening	2011	Mar-15	2	4	6	Private	250,000	-	-	250,000	--	--	--	Amend: New TIP listing. Add project design phase to TIP funded by developer.	ACI-SGB-10-03-B

Table B. ALCP Project Changes to the Fiscal Year 2015 ALCP (Non-TIP Changes)

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
MES12-132DZ	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Design roadway widening	2012	Mar-15	2	4	6	Private	250,000	-	-	250,000	--	--	--	Amend: New TIP listing. Add project design phase to TIP funded by developer.	ACI-SGB-10-03-B
MES15-132DRB	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Design roadway widening	2024	Mar-15	2	4	6	RARF	(941,474)	-	941,474	-	2025	RARF	941,474	Amend: New listing. Add project design phase reimbursement. Transfer funding from ACI-SGB-10-03-A construction phase reimbursement.	ACI-SGB-10-03-B
MES15-132RRB	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Acquisition of right-of-way for roadway widening	2024	Mar-15	2	4	6	RARF	(315,000)	-	315,000	-	2025	RARF	315,000	Amend: New listing. Add project right-of-way phase reimbursement. Transfer funding from ACI-SGB-10-03-A construction phase reimbursement.	ACI-SGB-10-03-B
MES12-132CZ	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Construct Roadway Widening	2012	Mar-15	2	4	6	Local	2,188,853	-	-	2,188,853	--	--	--	Amend: New TIP listing. Add project construction phase in 2012.	ACI-SGB-10-03-B
MES13-132CZ	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Construct Roadway Widening	2013	Mar-15	2	4	6	Local	3,749,753	-	-	3,749,753	--	--	--	Amend: New TIP listing. Add city-share of project construction phase in 2013.	ACI-SGB-10-03-B
MES13-132CZ2	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Construct Roadway Widening	2013	Mar-15	2	4	6	Local	556,830	-	-	556,830	--	--	--	Amend: New TIP listing. Add city-share of project construction phase in 2013.	ACI-SGB-10-03-B
MES13-132CZ3	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Construct Roadway Widening	2013	Mar-15	2	4	6	Private	2,209,300	-	-	2,209,300	--	--	--	Amend: New TIP listing. Add developer-share of project construction phase in 2013.	ACI-SGB-10-03-B
MES16-132CRB	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Construct Roadway Widening	2024	Mar-15	2	4	6	RARF	(1,035,809)	-	1,035,809	-	2024	RARF	1,035,809	Amend: New TIP listing. Add project construction phase in 2024 from ACI-SGB-10-03-A.	ACI-SGB-10-03-B
MES15-132CRB	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	Construct Roadway Widening	2025	Mar-15	2	4	6	RARF	(7,143,847)	-	7,143,847	-	2025	RARF	7,143,847	Amend: Increase total project construction phase reimbursement from \$3,911,546.45 to \$8,179,656.23. Additional funding from ACI-SGB-10-03-A project construction phase reimbursement. Split between FY 2024 and FY 2025.	ACI-SGB-10-03-B
MES11-106CZ	Mesa	Dobson Rd at Guadalupe Rd	Construct Roadway Widening	2011	Oct-10	0.5	4	6	RARF	557,438	-	1,416,398	1,973,836	2011	RARF	1,416,398	Amend: Decrease FY 2011 RARF reimbursement by \$46,397.40 to reflect actual reimbursement that came from the program. Transfer the \$46,397.40 of RARF savings to ACI-MES-10-03-A in FY 2015.	AI-DOB-10-03

**TABLE C: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan<sup>1</sup>, TIP AMENDMENT #6**

Sort: Section, Agency, Location, Work Year

TIP Amendment #6																				
Agency	Section	Work Year <sup>4</sup>	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
Glendale	Transit	2014	GLN14-401T	NEW	Citywide: Glendale	Route 59	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2014	200,000	-	220,000	420,000	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Glendale	Transit	2015	GLN15-403T	NEW	Citywide: Glendale	Route 59	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2015	200,000	-	220,000	420,000	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Glendale	Transit	2014	GLN14-402T	NEW	Citywide: Phoenix and Glendale	Route 60	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2014	146,657	-	360,000	506,657	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Glendale	Transit	2015	GLN15-404T	NEW	Citywide: Phoenix and Glendale	Route 60	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2015	146,657	-	360,000	506,657	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Phoenix	Transit	2014	PHX14-420T	NEW	Citywide: Phoenix	Route 17 with increased frequencies	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2014	400,000	-	3,790,545	4,190,545	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Phoenix	Transit	2014	PHX14-421T	NEW	Citywide: Phoenix	Extension of Route 10	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2014	200,000	-	1,782,513	1,982,513	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Phoenix	Transit	2015	PHX15-428T	NEW	Citywide: Phoenix	Route 17 with increased frequencies	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2015	400,000	-	3,790,545	4,190,545	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Phoenix	Transit	2015	PHX15-429T	NEW	Citywide: Phoenix	Extension of Route 10	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2015	200,000	-	1,782,513	1,982,513	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Phoenix	Transit	2014	PHX14-422T	NEW	Citywide: Phoenix and Scottsdale	Route 29 with increased frequencies	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2014	400,000	-	3,770,899	4,170,899	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Phoenix	Transit	2015	PHX15-430T	NEW	Citywide: Phoenix and Scottsdale	Route 29 with increased frequencies	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2015	400,000	-	3,770,899	4,170,899	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Phoenix	Transit	2014	PHX14-423T	NEW	Citywide: Phoenix and Tolleson	Route 3 with increased frequencies	0	0	0	30.09.01	No	----	Transit Bus	5307-JARC	2014	400,000	-	2,752,070	3,152,070	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.

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FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan<sup>1</sup>, TIP AMENDMENT #6**

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Phoenix	Transit	2015	PHX15-432T	NEW	Citywide: Phoenix and Tolleson	Route 3 with increased frequencies	0	0	0	30.09.01	No	-----	Transit Bus	5307-JARC	2015	400,000	-	2,752,070	3,152,070	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Tolleson	Transit	2014	TOL14-401T	NEW	Citywide: Tolleson	Zoom	0	0	0	30.09.01	No	-----	Transit Bus	5307-JARC	2014	128,870	-	128,870	257,740	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.
Tolleson	Transit	2015	TOL15-401T	NEW	Citywide: Tolleson	Zoom	0	0	0	30.09.01	No	-----	Transit Bus	5307-JARC	2015	128,870	-	128,870	257,740	Amend: Add new project based on FY 2014-2015 allocations of 5307-JARC funding.

**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 D: Requested amendments and administrative modifications to the  
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan<sup>1</sup>, TIP AMENDMENT #6**

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TIP Amendment #6																				
Agency	Section	Work Year <sup>4</sup>	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2011	DOT11-101	41541	10: 32nd St - SR202L, Santan, Phase 1	R/W Acquisition	11	0	0	-----	No	-----	Freeway	RARF	2011	-	71,000,000	-	71,000,000	For information only: <u>Material Cost Change</u> . See DOT12-117RW2.
ADOT	Highway	2012	DOT12-117	20988	10: 32nd St - SR202L, Santan, Phase 2	R/W Acquisition	11	10	10	-----	No	-----	Freeway	IM	2012	23,480,700	1,419,300	-	24,900,000	For information only: <u>Material Cost Change</u> . See DOT12-117RW2.
ADOT	Highway	2015	DOT12-117RW2	20988	10: 32nd St - SR202L, Santan, Phase 2	R/W Acquisition	11	10	10	-----	No	-----	Freeway	NHPP	2015	7,100,000	3,000,000	-	10,100,000	Amendment: <u>Material Cost Change</u> . Add separate workphase to reflect total project budget increase of \$10,100,000. Use \$3,000,000 of RARF-HURF from DOT15-179 and \$7,100,000 of NHPP funding from RTP cash flow.
ADOT	Highway	2015	DOT15-462	1888	10: Cotton Lane - Dysart Rd	Design FMS	5	10	10	-----	No	-----	Freeway	CMAQ	2015	471,500	28,500	-	500,000	Clerical: MAG Mode incorrectly listed as ITS. Change to Freeway.
ADOT	Highway	2018	DOT18-460	1888	10: Cotton Lane - Dysart Rd	Construct FMS	5	10	10	-----	No	-----	Freeway	CMAQ	2018	3,922,880	237,120	-	4,160,000	Clerical: MAG Mode incorrectly listed as ITS. Change to Freeway.
ADOT	Highway	2015	DOT15-462	1888	10: Cotton Lane - Litchfield Rd	Design FMS	4	10	10	-----	No	-----	Freeway	CMAQ	2015	471,500	28,500	-	500,000	Amendment: Change project location from "Cotton Lane - Dysart Rd" to "Cotton Lane - Litchfield Rd".
ADOT	Highway	2015	DOT13-110D	43116	10: Litchfield Rd - 83rd Ave	Design FMS	6	10	10	-----	No	-----	Freeway	NHS	2013	565,800	-	34,200	600,000	Amendment: Change project location from "Dysart Rd - 83rd Ave" to "Litchfield Rd - 83rd Ave". Change work year from 2013 to 2015.
ADOT	Highway	2015	DOT15-422	NEW	17: Cactus Rd, Thunderbird Rd and Greenway Rd	Design Pump Station Rehabilitation	0.3	8	8	-----	No	-----	Freeway	NHPP	2015	204,631	-	12,369	217,000	Amendment: Add a new pump station rehabilitation design project in fiscal year 2015 for \$217,000.
ADOT	Highway	2015	DOT15-463	12318	202 (Santan Fwy): Ray Rd - Broadway Rd	Design FMS	5.5	6	6	-----	No	-----	Freeway	CMAQ	2015	471,500	28,500	-	500,000	Clerical: MAG Mode incorrectly listed as ITS. Change to Freeway.
ADOT	Highway	2017	DOT17-460	12318	202 (Santan Fwy): Ray Rd - Broadway Rd	Construct FMS	5.5	6	6	-----	No	-----	Freeway	CMAQ	2017	4,828,160	291,840	-	5,120,000	Clerical: MAG Mode incorrectly listed as ITS. Change to Freeway.

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FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan<sup>1</sup>, TIP AMENDMENT #6**

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Agency	Section	Work Year <sup>4</sup>	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2015	DOT15-464	34669	303: I-10 - Northern Ave	Design FMS	5	6	6	-----	No	-----	Freeway	CMAQ	2015	471,500	28,500	-	500,000	Clerical: MAG Mode incorrectly listed as ITS. Change to Freeway.
ADOT	Highway	2018	DOT18-461	34669	303: I-10 - Northern Ave	Construct FMS	5	6	6	-----	No	-----	Freeway	CMAQ	2018	3,922,880	237,120	-	4,160,000	Clerical: MAG Mode incorrectly listed as ITS. Change to Freeway.
ADOT	Highway	2016	DOT15-156C	36542	60 (Grand Ave): Thompson Ranch (Thunderbird)	Construct Traffic Interchange	0	6	6	-----	No	-----	Freeway Interchange	RARF-HURF	2016	-	7,000,000	-	7,000,000	Amendment: Defer project from 2015 to 2016.
ADOT	Highway	2015	DOT15-423	NEW	60 (Superstition Fwy): Stapley Dr, Gilbert Rd, Val Vista Dr & 48th St	Design Pump Station Rehabilitation	0.4	10	10	-----	No	-----	Freeway	NHPP	2015	337,594	-	20,406	358,000	Amendment: Add a new pump station rehabilitation design project in fiscal year 2015 for \$358,000.
ADOT	Highway	2015	DOT15-418	11184	60(Grand Ave): New River WB #314	Design bridge rehabilitation	0.2	6	6	-----	No	-----	Street	NHPP	2015	248,009	-	14,991	263,000	Amendment: Increase federal/local costs from \$235,750/\$14,250 to \$248,009/\$14,991.
ADOT	Highway	2015	DOT15-838	20542	60-- Sossaman Rd-to-Meridian-Rd	Construct Drainage-Improvements	5	8	8	---	No	---	Freeway	STP-AZ	2015	<del>893,964</del>	<del>---</del>	<del>54,036</del>	<del>948,000</del>	Amendment: Delete project from TIP.
ADOT	Highway	2015	DOT15-460	18902	MAG Region wide	DPS Officers to Co-Locate in the ADOT Traffic Operations Center. Administration and procure small equipment.	0	0	0	-----	No	-----	Freeway	STP-AZ	2015	47,150	-	2,850	50,000	For information only: Added a new partially funded administrative project in State FY 2015 for \$50,000. Partial programming to cover approximately 7-8 months for one FTE and small equipment procurement.
ADOT	Highway	2015	DOT15-460A2	18902	MAG Region wide	DPS Officers to Co-Locate in the ADOT Traffic Operations Center. Administration and small equipment.	0	0	0	-----	No	-----	Freeway	STP-AZ	2015	165,025	-	9,975	175,000	Amendment: Add a new administrative project, and small equipment procurement in State FY 2015 for 2 of 3 listings for project. Balance of FY2015 one half share ADOT and MAG. Total project cost first year \$450,000. Pilot program for three years only (2015, 16, 17).
ADOT	Highway	2015	DOT15-460A3	18902	MAG Region wide	DPS Officers to Co-Locate in the ADOT Traffic Operations Center. Administration and small equipment.	0	0	0	-----	No	-----	Freeway	RARF	2015	-	225,000	-	225,000	Amendment: Add a new administrative project in State FY 2015 for 3 of 3 listings for project. Balance of FY2015, one half share ADOT and MAG. Total project cost first year \$450,000. Pilot program for three years only (2015, 16, 17).

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Agency	Section	Work Year <sup>4</sup>	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2016	DOT16-464A	18902	MAG Region wide	DPS Officers to Co-Locate in the ADOT Traffic Operations Center	0	0	0	-----	No	-----	Freeway	STP-AZ	2016	200,388	-	12,113	212,500	Amendment: Add a new administrative project in State FY 2016 for 1 of 2 listings. Total project cost second and third year \$425,000. Pilot program for three years only (2015, 16, 17).
ADOT	Highway	2016	DOT16-464A2	18902	MAG Region wide	DPS Officers to Co-Locate in the ADOT Traffic Operations Center	0	0	0	-----	No	-----	Freeway	RARF	2016	-	212,500	-	212,500	Amendment: Add a new administrative project in State FY 2016 for 2 of 2 listings. Total project cost second and third year \$425,000. Pilot program for three years only (2015, 16, 17).
ADOT	Highway	2017	DOT17-462A	18902	MAG Region wide	DPS Officers to Co-Locate in the ADOT Traffic Operations Center	0	0	0	-----	No	-----	Freeway	STP-AZ	2017	200,388	-	12,113	212,500	Amendment: Add a new administrative project in State FY 2017 for 1 of 2 listings. Total project cost second and third year \$425,000. Pilot program for three years only (2015, 16, 17).
ADOT	Highway	2017	DOT17-462A2	18902	MAG Region wide	DPS Officers to Co-Locate in the ADOT Traffic Operations Center	0	0	0	-----	No	-----	Freeway	RARF	2017	-	212,500	-	212,500	Amendment: Add a new administrative project in State FY 2017 for 2 of 2 listings. Total project cost second and third year \$425,000. Pilot program for three years only (2015, 16, 17).
ADOT	Highway	2015	DOT15-179	39990	MAG-regionwide	Advance Acquire Right Of Way	0	0	0	-----	No	-----	Freeway	RARF-HURE	2015	-----	-----3,000,000	-----	-----3,000,000	Amendment: Delete project. Funding transferred to DOT12-117RW2.
ADOT	Highway	2015	DOT15-198	218	SR24 (Gateway Freeway): L202 to Ellsworth.	Repayment of advanced construction.	0	0	0	-----	No	-----	Freeway	NHPP	2015	500,000	77,335,000	-	77,835,000	Admin: Change funding source from STP-MAG to NHPP. SR-24 was designated part of the NHS on October 1, 2012.
Goodyear	Highway	2015	GDY14-101	27007	Van Buren Street - Estrella Parkway to Cotton Lane	Install Signal Communications and ITS Components	2	0	0	-----	No	SZ11801C/01D	ITS	CMAQ	2015	749,164	-	45,284	794,448	Admin: Reduce local funding due to updated cost estimates. No change to federal funding.
Phoenix	Highway	2015	PHX14-141	46556	Various locations	On-System Bridge Inspections	0	0	0	-----	No	SB46001C	Street	STP-BR	2015	157,552	-	9,523	167,075	Amend: ADOT awarded Federal funding. Change project description to reflect work.
Phoenix	Highway	2015	PHX14-110	33174	Various locations	Off-System Bridge Inspections	0	0	0	-----	No	SB46101C	Street	STP-BR	2015	215,122	-	13,003	228,125	Amend: ADOT awarded Federal funding. Change project description to reflect work.
Youngtown	Highway	2013	YTN12-101D2	29762	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Multiuse Path and Peoria Ave straightening to accomodate multiuse path: design	5	2	2	-----	No	-----	Bike/Ped	STP-TEA	2013	94,300	-	5,700	100,000	Amend: Add separate workphase for STP-TEA funding allocated to design phase.

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TIP Amendment #6																				
Agency	Section	Work Year <sup>4</sup>	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year <sup>3</sup>	Federal	Regional	Local	Total	TIP Change Request
Youngtown	Highway	2014	YTN13-101	29762	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Multiuse Path and Peoria Ave straightening to accommodate multiuse path: ROW acquisition.	5	2	2	-----	No	-----	Bike/Ped	STP-TEA	2014	42,845	-	57,155	100,000	Amend: Add \$42,845 of STP-TEA funding to workphase and increase local cost by \$7,155.
Youngtown	Highway	2015	YTN14-101	29762	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Multiuse Path and Peoria Ave straightening to accommodate multiuse path: Construction phase	5	2	2	-----	No	SS940 01C	Bike/Ped	CMAQ	2015	292,800	-	357,200	650,000	Amend: Add \$200,000 of local funding to reflect cost estimates for road straightening and path construction.

**Notes**

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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.

# **ATTACHMENT #2**

**Agenda Item #5B**

Dear Professionals:

Do you work with local public agencies that use federal dollars for transportation projects? Are you preparing to assist with the development/delivery of a federal-aid transportation project or just want to know more about the process? Are you aware of the recently released *Local Public Agency Projects Manual*? If you answered yes to any of the questions - we have a solution, just for you. Please plan to attend the one day Local Public Agency Projects Manual training held from 8:30AM to 4:30PM on October 1, 2014.

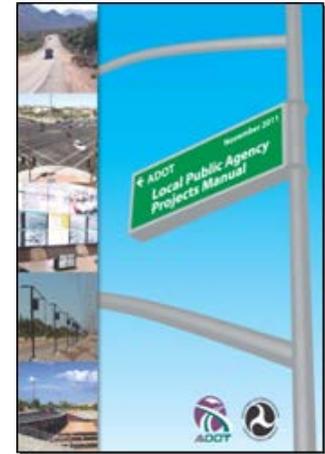
The *Local Public Agency Projects Manual* is released and accessible on the ADOT web site.

[www.azdot.gov/business/programs-and-partnerships/LocalPublicAgency](http://www.azdot.gov/business/programs-and-partnerships/LocalPublicAgency)

So far well over 400 people have attended the multiple training venues.

The training will:

- assist you with foundational level information.
- provide handouts for on-going use.
- be interactive and allow opportunity for questions.
- be free of charge at this time.



The details for the October 1, 2014, training:

DATE	LOCATION	MAP
Wednesday, October 1, 2014  8:30AM to 4:30PM	ADOT Phoenix Construction Office – Turquoise Room  *see parking note	<b>PHX Construction District Offices</b> <a href="#">1801 W Jefferson St</a> Phoenix, AZ 85007 <a href="#">Show on Google Maps</a>

**Seating is available but limited.**

**To reserve a seat:** Email **Mary Navarrette** at [mnavarrette@azdot.gov](mailto:mnavarrette@azdot.gov) with the name, agency and contact information for each attendee.

\*Parking is available on the south side of the building in the lot across Madison Street.

This notification may be forwarded. Should you have staff that is interested, they can contact me for more information.

Thank you,  
Mary

**Mary F. Hernandez-Navarrette**  
**Project Oversight & Monitoring Analyst**  
*Local Public Agency Section*  
 1615 W. Jackson Street, Mail Drop EM-11  
 Phoenix, Arizona 85007  
 602.712.6962  
[www.azdot.gov](http://www.azdot.gov)



# **ATTACHMENT #3**

**Agenda Item #5C**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2014

**SUBJECT:**

MAG Design Assistance for Pedestrian and Bicycle Facilities Program

**SUMMARY:**

The FY 2015 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2014, includes \$300,000 for the Design Assistance for Bicycle and Pedestrian Facilities. The Design Assistance Program allows MAG member agencies to apply for funding for up to 15% design plans of a bicycle or pedestrian project. Eleven applications from Avondale, Fort McDowell Yavapai Nation, Mesa, Phoenix, Surprise, and Tempe were received on June 26, 2014. These eleven projects requested a total of \$757,460 in funding. All projects, therefore, could not be funded because the amount of requests exceeded the amount available.

On July 15, 2014, the MAG Bicycle and Pedestrian Committee reviewed the applications, ranked the 11 projects, and unanimously recommended the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> ranked projects for approval:

- Avondale: Dysart Road, Van Buren St. to MC85 Pedestrian and Bike Improvements (\$75,000)
- Tempe: Alameda Drive Bicycle and Pedestrian Facilities Improvements Project (\$75,000)
- Mesa: Dobson Road Complete Street - US60 to Broadway Road (\$75,000)
- Fort McDowell Yavapai Nation: Fort McDowell Multi-use Pathway Connector (\$75,000)

On July 22, 2014, Avondale: Dysart Road, Van Buren Street to MC85 Pedestrian and Bike Improvements project (\$75,000) was deemed ineligible as the project is already under local contract for design.

With the removal of this project, \$75,000 was available to fund projects on the ranked list. The 5th ranked project, Surprise: Grand Avenue Sidewalk Gap Improvement project for \$36,000 was moved up the list to be funded. The 6th spot on the list was shared by two projects that had identical scores: Peoria: New River Multi-use Path Access at Deer Valley Road (\$65,000) and Scottsdale: McDowell Road Bike Lanes: Pima Road to 64th St. (\$78,960). Due to a tie for the 6th ranked spot, it was necessary to hold a run-off vote between the Peoria and Scottsdale projects. There was only \$39,000 remaining so the winning jurisdiction will add the necessary local funds for their project design.

On August 19, 2014, the MAG Bicycle and Pedestrian Committee deliberated between the Scottsdale and the Peoria project. The committee recommended the Peoria: New River Multi-use Path Access at Deer Valley Road (\$65,000). The committee unanimously recommended the following projects for approval for the 2015 Design Assistance program:

- Tempe: Alameda Drive Bicycle and Pedestrian Facilities Improvements Project (\$75,000)
- Mesa: Dobson Road Complete Street - US60 to Broadway Road (\$75,000)
- Fort McDowell Yavapai Nation: Fort McDowell Multi-use Pathway Connector (\$75,000)
- Surprise: Grand Avenue Sidewalk Gap Improvement Project (\$36,000)
- Peoria: New River Multi-use Path Access at Deer Valley Road (\$39,000)

**PUBLIC INPUT:**

None.

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Recommend approval of the 2015 MAG Design Assistance Projects:

- Tempe: Alameda Drive Bicycle and Pedestrian Facilities Improvements Project (\$75,000)
- Mesa: Dobson Road Complete Street - US60 to Broadway Road (\$75,000)
- Fort McDowell Yavapai Nation: Fort McDowell Multi-use Pathway Connector (\$75,000)
- Surprise: Grand Avenue Sidewalk Gap Improvement Project (\$36,000)
- Peoria: New River Multi-use Path Access at Deer Valley Road (\$39,000)

**PRIOR COMMITTEE ACTIONS:**

On August 19, 2014, the MAG Bicycle and Pedestrian Committee reviewed the applications and unanimously recommended the following projects for approval:

- Tempe: Alameda Drive Bicycle and Pedestrian Facilities Improvements Project (\$75,000)
- Mesa: Dobson Road Complete Street - US60 to Broadway Road (\$75,000)
- Fort McDowell Yavapai Nation: Fort McDowell Multi-use Pathway Connector (\$75,000)
- Surprise: Grand Avenue Sidewalk Gap Improvement Project (\$36,000)
- Peoria: New River Multi-use Path Access at Deer Valley Road (\$39,000)

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair of Bicycle and Pedestrian Committee  
 Christine Fanchi for Tracy Stevens, Avondale, Vice-Chair of Bicycle and Pedestrian Committee  
 Michael Sanders, ADOT  
 Raquel Schatz, Apache Junction  
 \* Robert Wisener, Buckeye  
 Stacy Bridge-Denzak for D.J. Stapley, Carefree  
 \* Ian Cordwell, Cave Creek  
 Jason Crampton, Chandler  
 Jose Macias, El Mirage  
 Kristin Myers, Gilbert  
 \* Purab Adabala, Glendale

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

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

On July 15, 2014, the MAG Bicycle and Pedestrian Committee reviewed the applications and unanimously recommended the following projects for approval:

- Avondale: Dysart Road, Van Buren St. to MC85 Pedestrian and Bike Improvements (\$75,000)
- Tempe: Alameda Drive Bicycle and Pedestrian Facilities Improvements Project (\$75,000)
- Mesa: Dobson Road Complete Street - US60 to Broadway Road (\$75,000)
- Fort McDowell Yavapai Nation: Fort McDowell Multi-use Pathway Connector (\$75,000)

**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 Coounty
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:**

Alex Oreschak, MAG, (602) 254-6300

**ATTACHMENT  
#4**

**Agenda Item #6**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2014

**SUBJECT:**

MAG Bicycles Count Project

**SUMMARY:**

The Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget included \$96,000 to develop a methodology and conduct a bicycle count in the region. Tracking bicycle counts across the region in a geographically comprehensive manner will allow for an assessment of a range of non-motorized performance measures, trends, and impacts. The bicycle count data can be used in safety and air quality analyses, estimates of regional bicycle demand, local transportation planning, and federal funding project applications.

In June 2014, the consultant submitted the final report for the MAG Bicycles Count project. Among its findings were that off-street bike paths, in general, showed the highest levels of cycling activity in the region, on both weekdays and weekend days. All bikeways experienced higher levels of cycling in the evening peak period compared to the morning peak on weekdays, while the morning peak period experienced higher levels than the evening peak period on the weekends. In addition, the report found that between 30% and 94% of cyclists were riding on the sidewalk, depending on the characteristics of the adjacent roadway.

The full report is available to download from the MAG Bicycle and Pedestrian Committee website, at <http://www.azmag.gov/Committees/Committee.asp?CMSID=1044>

Additional phases of data collection will start in October 2014, at the same locations at which data was collected in the FY 2013 MAG Bicycles Count Project. Collecting additional years of data will help to establish regional and local trends, as well as provide a more robust data set.

Attached to this agenda are a one-page summary of the MAG Bicycles Count project, three figures which provide an overview of the data observed, and a map and table indicating where the next round of data collection will occur.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: This program assists MAG member agencies by offering data on a variety of roadways and off-street paths, for use in project applications, analysis of bicycling trends, impacts from the construction of new bikeways, safety and air quality analyses, and levels of sidewalk and wrong-way riding.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: MAG member agencies will be able to utilize the data collected to analyze future MAG project applications; perform before-and-after studies with new projects; and for MAG safety and air quality analysis.

POLICY: The data collected from this project can be used to inform the MAG project application evaluation process and can be used by member agencies in local transportation planning.

**ACTION NEEDED:**

Recommend acceptance of the MAG Bicycles Count Final Report.

**PRIOR COMMITTEE ACTIONS:**

On September 16, 2014, the MAG Bicycle and Pedestrian Committee recommended acceptance of the MAG Bicycles Count Final Report.

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair of Bicycle and Pedestrian Committee  
 Tracy Stevens, Avondale, Vice-Chair of Bicycle and Pedestrian Committee  
 Michael Sanders, ADOT  
 Raquel Schatz, Apache Junction  
 \* Robert Wisener, Buckeye  
 # Stacy Bridge-Denzak, Carefree  
 \* Ian Cordwell, Cave Creek  
 Ann Marie Riley for Jason Crampton, Chandler  
 Jose Macias, El Mirage  
 Kristin Myers, Gilbert  
 Purab Adabala, Glendale  
 # Joe Schmitz, Goodyear

# David Gue for Thomas Chlebanowski, Litchfield Park  
 # David Maestas, Maricopa  
 # Denise Lacey, Maricopa Coounty  
 Jim Hash, Mesa  
 Brandon Forrey, Peoria  
 # Sidney Urias for Brett Burningham, Queen Creek  
 Amanda Leuker for Ben Limmer, Valley Metro  
 Susan Conklu, Scottsdale  
 Stephen Chang, Surprise  
 # Robert Yabes for Eric Iwersen, Tempe  
 \* Robert Carmona, Wickenburg  
 \* Grant Anderson, Youngtown

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

**CONTACT PERSON:**

Alex Oreschak, MAG, (602) 254-6300



# MAG Bicycles Count: Final Report and Implementation Plan Executive Summary

June 2014



Coffman Studio



Graham Ware



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# MAG Bicycles Count: Summary of Key Findings

The key purpose of this study was to develop a regional bicycle counting strategy, and then collect the first snapshot of bicycle counts in the region, with the anticipation of on-going counting to help build the region's understanding of cycling trends and patterns over time.

## How We Counted

- 128 - Counting Sites
- 44 - Continuous Automated Sites
- 84 - Peak Period Manual Count Sites
- Developed Factors to Estimate Sidewalk Riding
- Calculated Weekday and Weekend Peak Period Percentages to Extrapolate Manual Counts to Daily Counts
- Developed Data Summaries
  - Average Daily Bicycle Volumes (Path, Lane or Route)
  - Temporal Patterns (Day of Week, Hour of Day)

## Key Findings

- **Bike paths showed the highest levels of cycling activity** in the region, relative to other facilities, such as bike lanes, bike routes or roadways without bike facilities.
- **The Rio Salado Downstream Dam Bridge** in Tempe showed the highest average daily weekend bicycle count, collected via automated counters, at 859 cyclists per day on the weekend. This count site is a bike path.
- **107th Street and Thomas Road** in the City of Avondale showed the highest average daily weekday bicycle count, collected via automated counters, at 488 cyclists per day during the week.

This count site is a bike lane.

- **19th Avenue and Glendale Avenue** in the City of Phoenix showed the highest average daily bicycle volume, collected via automated counters, along roadways with no facility (or bike route) with 271 average daily cyclists on the weekend and 241 average daily cyclists during the week.
- **Mill Avenue and 10th Street** in the City of Tempe showed the highest average daily weekday bicycle volumes (estimated from peak period manual counts) with an estimated 2,244 average daily cyclists during the week.
- **College Avenue and Apache Boulevard** in the City of Tempe showed the highest average daily weekend bicycle volumes (estimated from peak period manual counts) with an estimated 719 cyclists during the weekend.
- All bicycle facility types experienced **higher PM peaks** compared to AM peaks **during weekdays**.
- The PM peak hour during weekdays was 5PM for all facility types. During weekdays, it was 10AM



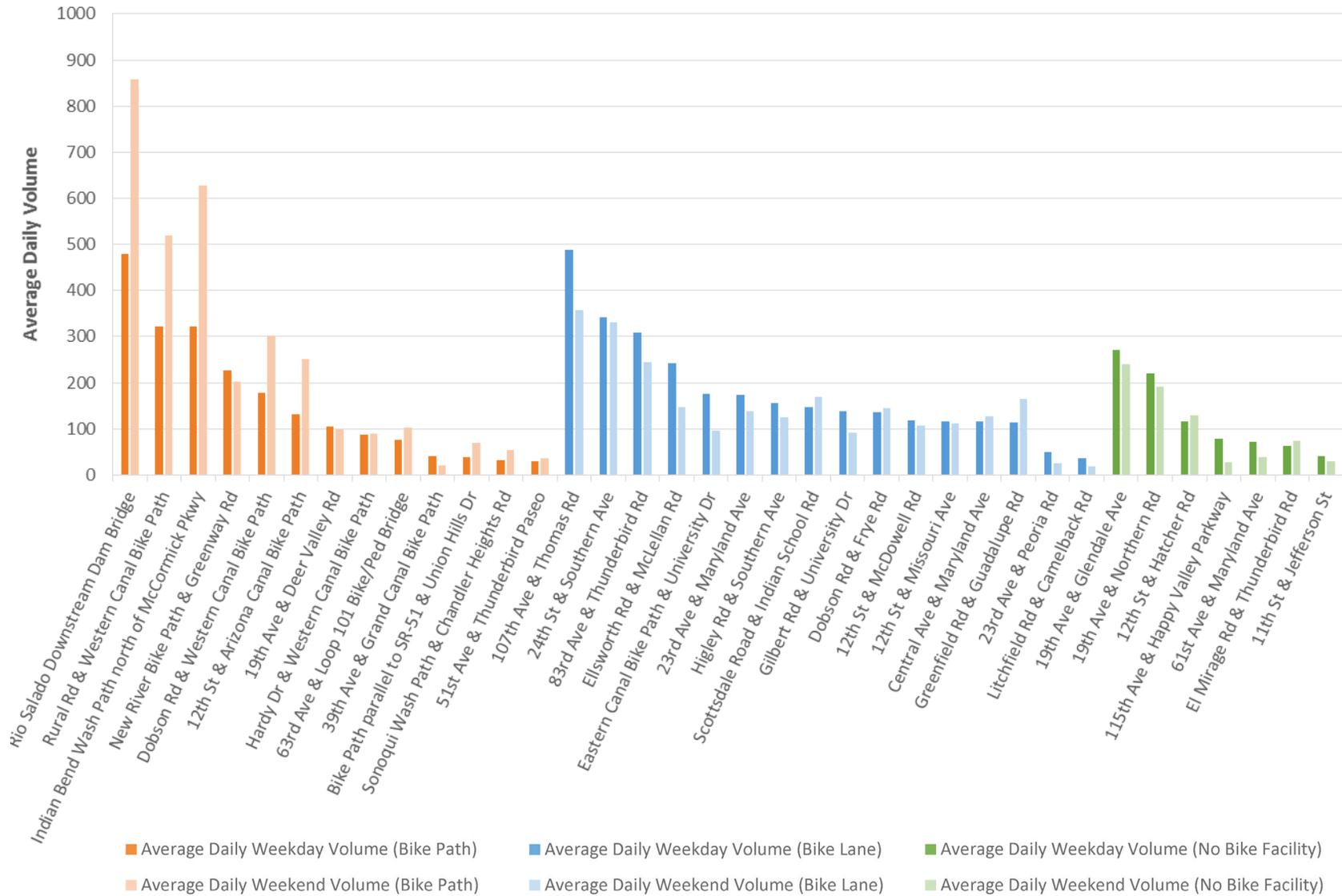
for bike paths, and 7AM for bike lanes and bike routes (or no facility).

- All bicycle facility types experienced **higher AM peak hours** compared to PM peaks **during weekends**. The PM peak hour during weekends was 4PM for bike paths and bike lanes, and 5PM for bike routes (or no facility).
- Saturdays showed the highest average daily bicycle volumes overall, with 180 average daily cyclists across all automated count sites. Friday showed the highest average daily weekday bicycle volumes across all automated count sites, with 161 average daily cyclists.
- The manual counts showed that during the AM peak hour, **between 30% and 94% of cyclists in Maricopa County are riding along the sidewalk**. The highest sidewalk cycling rates occurs along 6-lane roadways with no bike facility and with right-turn pockets.

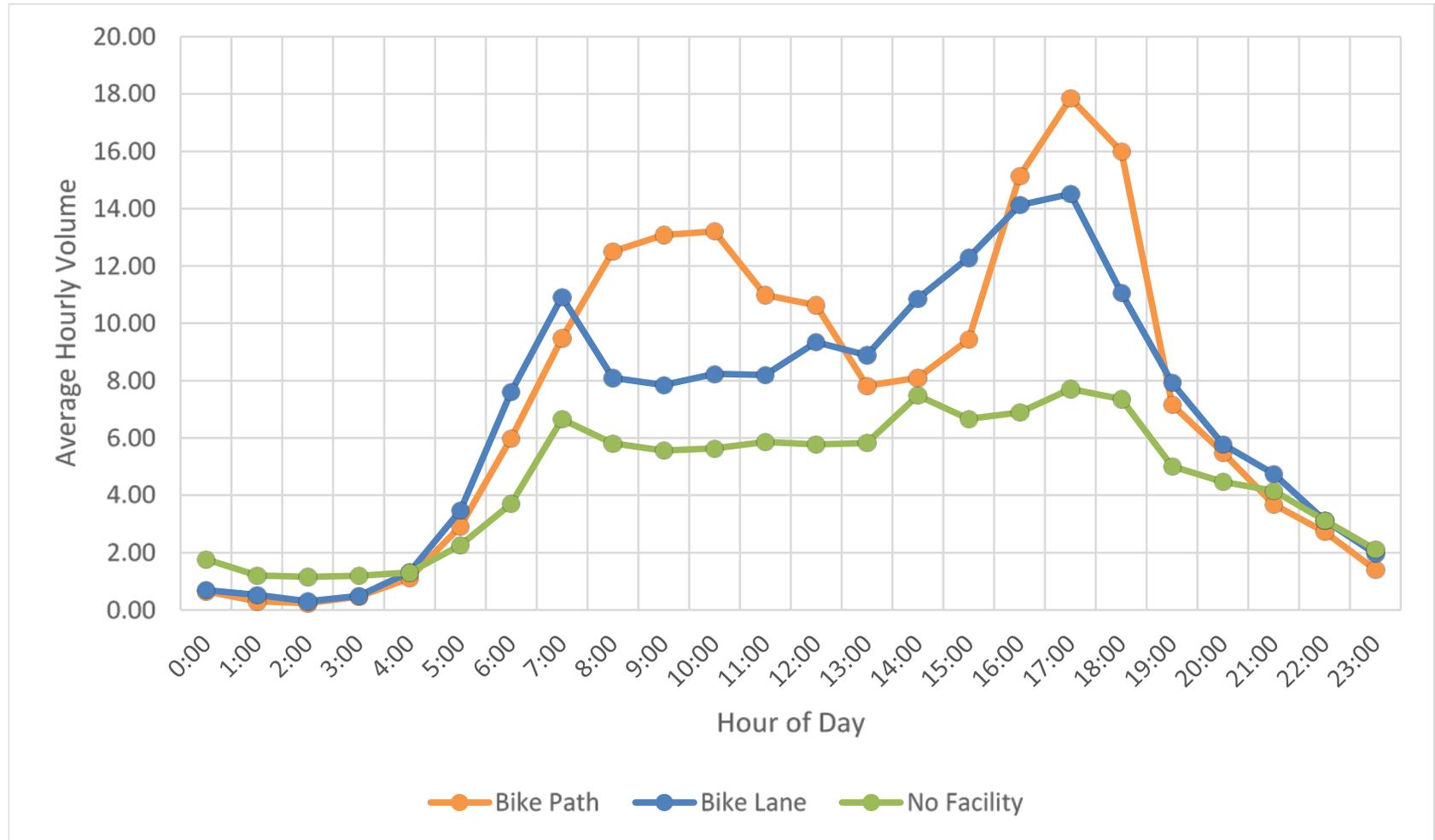
In summary, these findings reflect the fact that Maricopa County, especially considering its population density, has noteworthy cycling levels that fall within similar "Order of Magnitude" levels of other major regions across the country.

Generally, Bike Paths experienced greater average hourly volumes during weekdays and weekends than Bike Lanes or roadways without bike facilities. This finding is potentially indicative of a general preference for Bike Paths for both Commuting and Recreational uses.

Chart 7-6: Average Daily Automated Count Site Bicycle Volumes for Weekdays & Weekends by Facility Type

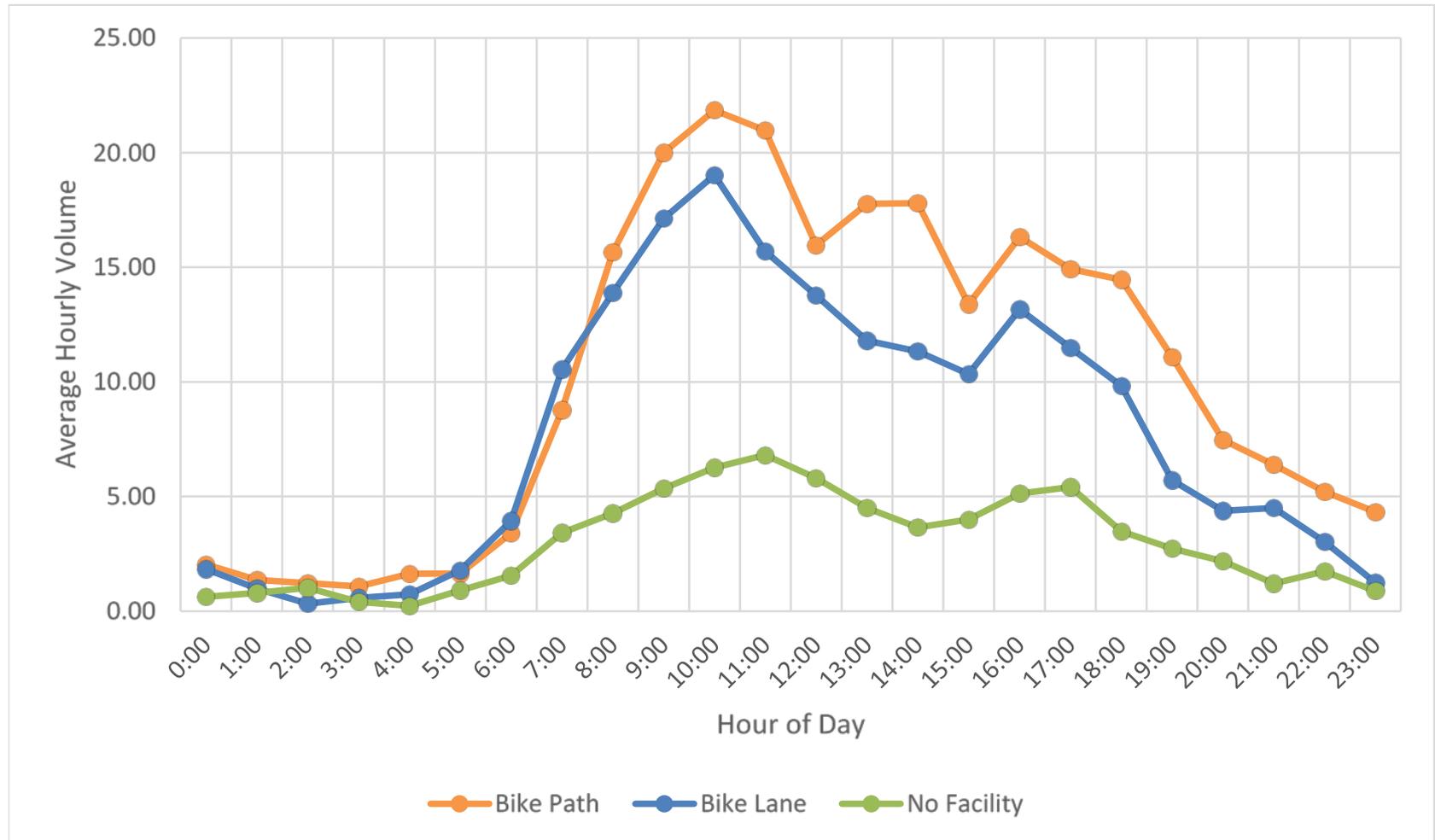


# Average Hourly Weekday Volumes



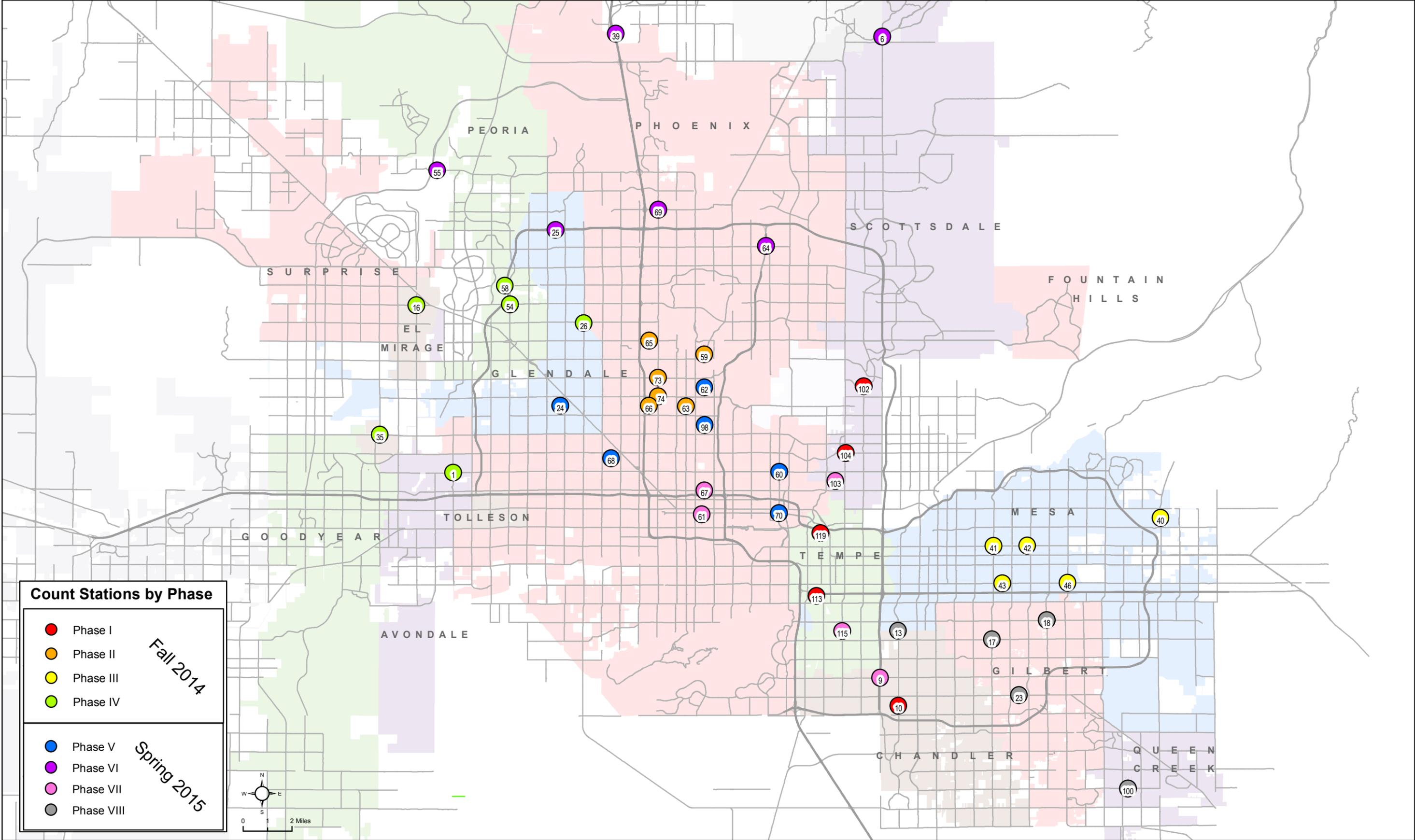
MAG Region, average of 37 automated count stations, October-November 2014

# Average Hourly Weekend Volumes



MAG Region, average of 37 automated count stations, October-November 2014

# FY 2015 Automated Count Stations By Phase



FY 2015 Automated Count Stations By Phase

Data collection will occur in (8) 2-week phases. The dates below indicate when each of the 8 installations should occur.

Phase	Date	Total Locations
Phase I	9/29/2014	2 on-street + 3 off-street
Phase II	10/13/2014	4 on-street + 2 off-street
Phase III	10/27/2014	5 on-street
Phase IV	11/10/2014	4 on-street + 2 off-street
Phase V	3/30/2015	4 on-street + 2 off-street
Phase VI	4/13/2015	4 on-street + 2 off-street
Phase VII	4/27/2015	4 on-street + 1 off-street
Phase VIII	5/11/2015	3 on-street + 2 off-street
		<b>Total</b>
		44

Count ID	Jurisdiction	Count Location	Count Direction	Phase
102	Scottsdale	Indian Bend Wash Path north of McCormick Pkw	NS	1
104	Scottsdale	Indian School Road east of Scottsdale Road	EW	1
119	Tempe	Rio Salado Downstream Dam Bridge	Off-Street	1
10	Chandler	Dobson Rd & Frye Rd	NS	1
113	Tempe	Hardy Dr & Western Canal Bike Path	Off-Street	1
59	Phoenix	12th St & Hatcher Rd	EW	2
63	Phoenix	Central Ave & Maryland Ave	EW	2
65	Phoenix	23rd Ave & Peoria Rd	NS	2
66	Phoenix	23rd Ave & Maryland Ave	NS	2
73	Phoenix	19th Ave & Northern Rd	Sidewalk EW	2
74	Phoenix	19th Ave & Glendale	Sidewalk EW	2
40	Mesa	Ellsworth Rd & McLellan Rd	NS	3
41	Mesa	Gilbert Rd & University Dr	EW	3
42	Mesa	Eastern Canal Bike Path and University Dr	EW	3
43	Mesa	24th St & Southern Ave	EW	3
46	Mesa	Higley Rd & Southern Ave	NS	3
1	Avondale	107th Ave & Thomas Rd	NS	4
16	El Mirage	El Mirage Rd & Thunderbird Rd	NS	4
26	Glendale	51st Ave & Thunderbird Paseo (Canal Path)	Off-Street	4
35	Litchfield Park	Litchfield Rd & Camelback Rd	EW	4
54	Peoria	83rd Ave & Thunderbird Rd	NS	4
58	Peoria	New River Bike Path & Greenway Rd	Off-Street	4
24	Glendale	61st Ave & Maryland Ave	EW	5
60	Phoenix	44th St & Thomas Rd	NS	5
62	Phoenix	12th St & Arizona Canal Bike Path	Off-Street	5
68	Phoenix	39th Ave & Grand Canal Bike Path	Off-Street	5
70	Phoenix	44th St & Washington St	EW	5
98	Phoenix	12th St & Missouri Ave	NS	5
6	Carefree	Pima Rd & Cave Creek Rd	NS	6
25	Glendale	63rd Ave & Loop 101 Bike/Ped Bridge	Off-Street	6
39	Maricopa County	Gavilan Peak Pkwy & Pioneer Rd	NS	6
55	Peoria	Happy Valley Parkway (west of the Agua Fria River)	EW	6
64	Phoenix	Bike Path parallel to SR-51 & Union Hills Dr	Off-Street	6
69	Phoenix	19th Ave & Deer Valley Rd	EW	6
61	Phoenix	11th St & Jefferson St	EW	7
67	Phoenix	12th St and McDowell Rd	NS	7
9	Chandler	Price Rd & W Ray Rd	EW	7
103	Scottsdale	68th St & Oak St	NS	7
115	Tempe	Rural Rd & Western Canal Bike Path	Off-Street	7
13	Chandler	Dobson Rd & Western Canal Bike Path	Off-Street	8
17	Gilbert	Gilbert Rd and Elliott Rd	NS	8
18	Gilbert	Greenfield Rd & Guadalupe Rd	EW	8
23	Gilbert	Eastern Canal Trail & E Williams Field Rd	EW	8
100	Queen Creek	Chandler Heights Rd & Sonoqui Wash Path	Off-Street	8

**ATTACHMENT  
#5**

**Agenda Item #7**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2014

**SUBJECT:**

FY 2015 Regional Freeway and Highway Program Update

**SUMMARY:**

Arizona Revised Statutes (ARS) 28-6352 (A) requires a budget process that ensures the estimated cost of the freeways and other controlled access highways in the Regional Transportation Plan (RTP) does not exceed the total amount of revenues estimated to be available. The MAG Regional Freeway and Highway Program is subject to this requirement. In an oversight capacity, MAG staff collects and reviews project and financial data related to the program from the Arizona Department of Transportation (ADOT). The program is reviewed from both a year-by-year, and in a composite perspective to ensure the funds are available for eventual construction. The year-by-year process, referred to as "cash flow" is completed through a modeling effort for the program between Fiscal Years (FY) 2006 and 2026. These horizon years coincide with the life of the half-cent Maricopa County Transportation Excise Tax, which was passed by the voters of Maricopa County in November 2004.

In October 2009 and May 2012, the Regional Freeway and Highway Program was reviewed and the MAG Regional Council approved scenarios to balance an estimated combined \$6.9 billion shortfall due to cost overruns and revenue shortfalls. In light of those balancing efforts, MAG and the Arizona Department of Transportation (ADOT) have made significant progress in delivering the \$9 billion program for meeting the region's transportation demand. As of the date of this transmittal summary, approximately 45 percent of the program, as rebalanced in 2012, has been delivered with the recent openings of the first mile of the SR-24 freeway between Loop 202/Santan Freeway and Ellsworth Avenue in Mesa, and the 15-mile, six-lane Loop 303 freeway between Interstate 10 and US-60/Grand Avenue in Glendale, Goodyear, Maricopa County, and Surprise.

Regional Council action in May 2012 approved a \$9.079 billion Regional Freeway and Highway Program that matched the projected cash flow. With the delivery of these significant projects, and the continuing planning efforts by MAG and ADOT on the remaining projects in the program, the current cost opinion for the program is \$8.868 billion, which is below the approved program amount. At the time of this transmittal, a new cash flow model, based upon new revenue estimates, was being processed to determine whether the program is within balance based upon the revenue and federal fund projections. The results from this model, as well as an update on the remaining program projects, will be presented.

**PUBLIC INPUT:**

No public input has been received at this time.

**PROS & CONS:**

PROS: In 2009 and 2012, cost opinions significantly increased, and coupled with declining, the Regional Freeway and Highway Program has seen a deficit develop over the life of the program to a funding shortfall of approximately \$6.9 billion. Development of scenarios, based upon four principles

consistent with the original planning goals and objectives used to initially establish the Regional Transportation Plan in 2003, provided a basis and direction for governing the remaining funds available for regional freeway and highway construction. The resultant cost-saving measures, as well as partial and full project deferrals, have ensured construction funding for two significant corridors from the program: Loop 202/South Mountain Freeway and Loop 303.

CONS: The 2009 and 2012 rebalancing efforts identified more than \$4.4 billion in full or partial project deferrals. The most significant of these deferrals is the delay of SR-30, also known as the Interstate 10 Reliever Freeway, from SR-85 to SR-202L/South Mountain. As a result, there may be congestion in the Southwest Valley along principal roadways and most significantly along the Interstate 10/Papago Freeway until SR-30 is constructed.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Monitoring the delivery of the Regional Freeway and Highway Program has improved upon the technical capabilities for both MAG and ADOT. Specifically, the challenges of delivering the program with tighter budgets have encouraged the use of alternative project delivery techniques, such as design-build and public-private-partnerships, to maintain scheduling. These techniques have also seen cost-savings and efficient designs benefitting the overall health of the Regional Freeway and Highway Program.

POLICY: While the rebalancing efforts provided a means to effectively govern the remaining funds identified for the Regional Freeway and Highway Program, it did introduce a new management process for governing deferred projects from the program. In addition, additional review of project scopes is recommended during the project development process to reduce future scope and cost increases. It is important to note that the Phase V (projects beyond FY 2026) identifies those deferrals from their previous phase to ensure priority as future funds become available.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

There have been no prior committee actions on this matter.

**CONTACT PERSON:**

Bob Hazlett, Senior Engineering Project Manager, 602 254-6300.

# **ATTACHMENT #6**

**Agenda Item #8**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2014

**SUBJECT:**

Outcome of the Central Phoenix Transportation Framework Study

**SUMMARY:**

The recently completed Central Phoenix Transportation Framework Study was an effort to identify long-range transportation needs for the center of the MAG region in an area bounded by SR-101L on the north, east, west and the Gila River Indian Community on the south. Since beginning this study in late 2010, the study team has reached out to numerous representatives from the general public, MAG member agencies, the Arizona Department of Transportation, Valley Metro and through stakeholder meetings, geographic dialogues, two planning charettes, and twelve Planning Partner events, identified transportation options to inform development of the NextGen Regional Transportation Plan. The Transportation Policy Committee will be provided an update on the work products from this study addressing the regional freeway system, including the study's suggestions for the Interstate 10/Interstate 17 Corridor Master Plan.

The study team has identified fifteen different work products as the outcome to the Central Phoenix Transportation Framework Study. These work products are primarily technical in nature and discuss various transportation construction and operational improvement items that could be incorporated into the NextGen Regional Transportation Plan program. A summary brochure of the project's work products is attached to this summary transmittal. Information on the Central Phoenix Transportation Study's final work products is also available at [www.bqaz.org](http://www.bqaz.org).

A summary of the work products will be provided. In addition, information from the Downtown Phoenix Transportation Study, an initiative of the Central Phoenix Transportation Framework Study jointly funded by MAG and the City of Phoenix, will also be presented to illustrate and implement this framework's planning principles.

**PUBLIC INPUT:**

Public input to inform the Central Phoenix Transportation Framework Study was received in the Summer and Fall of 2011 during the project's data discovery phase. More than 500 individuals representing the general public and commercial interests participated in five focus groups and six geographic dialogues as part of the outreach effort. The common themes of study, policy, and mobility recommendations were identified as benchmarks in both planning charettes and the subsequent work products that have been developed.

The public also provided input on the Downtown Phoenix Transportation Study in three different opportunities through the study development process. This study was an outreach to more than 150 Downtown Phoenix business and residents.

**PROS & CONS:**

PROS: The study developed an environmentally sustainable multimodal transportation framework that includes operational and safety improvements, and a framework for regional connectors and roadways within the study area. The project’s recommendations will provide guidance to MAG and member agencies for establishing a transportation framework and an implementation strategy to meet the long-term travel demand.

CONS: Most recommendations identified in the Central Phoenix Transportation Framework Study work products are unfunded beyond the scope of the current Regional Transportation Plan. As with all MAG Framework Studies, this effort was intended to identify the need, develop recommendation, and assess feasibility and constructability to inform the MAG Regional Council in future decisions about the Valley’s transportation system.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Recommendations proposed in these work products are designed to inform future generations of the Regional Transportation Plan and have been identified with implementation and constructability as primary criteria. It is anticipated that this early detailed look at technical concepts will provide the planning process with the best technical data to improve upon the quality of projects that may be identified for eventual construction and operation in the Central Phoenix Transportation Framework Study area.

POLICY: This Transportation Framework Study represents the fourth of sixth such efforts to identify transportation needs at future years beyond the present planning horizon for the Regional Transportation Plan. These efforts have led to decisions about long-range planning for transit, freight, freeway, and arterial corridors throughout the Valley. The Central Phoenix Transportation Framework Study is the first look at the core of the metropolitan area and the needs for meeting future travel demand. As with previous framework study recommendations, key and strategic improvements will be advanced into future generations of the Regional Transportation Plan, as recommended by the MAG Regional Council.

**ACTION NEEDED:**

Information and discussion.

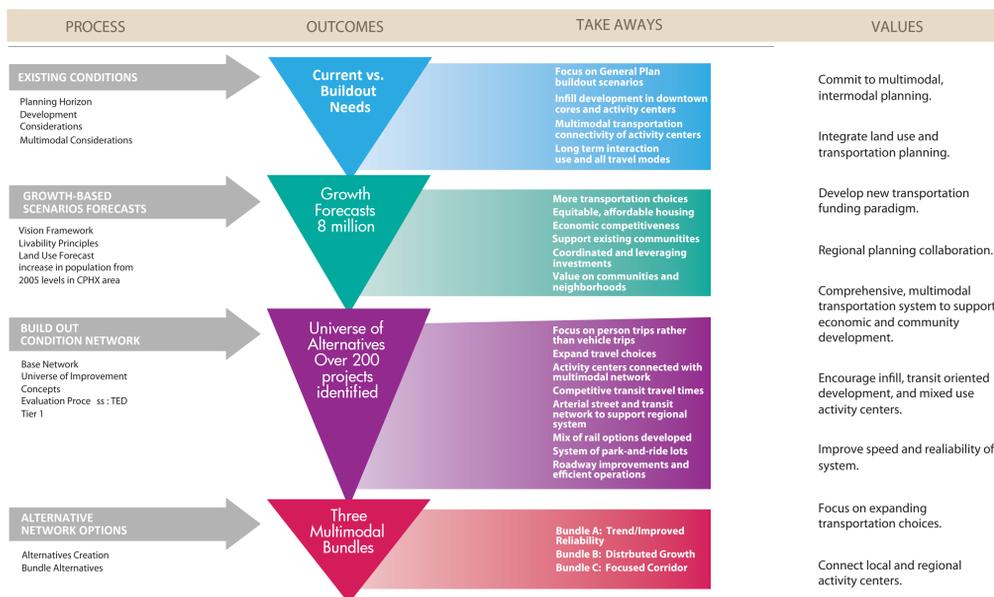
**PRIOR COMMITTEE ACTIONS:**

No previous committee actions have been taken on the products that are being developed for the Central Phoenix Transportation Framework Study.

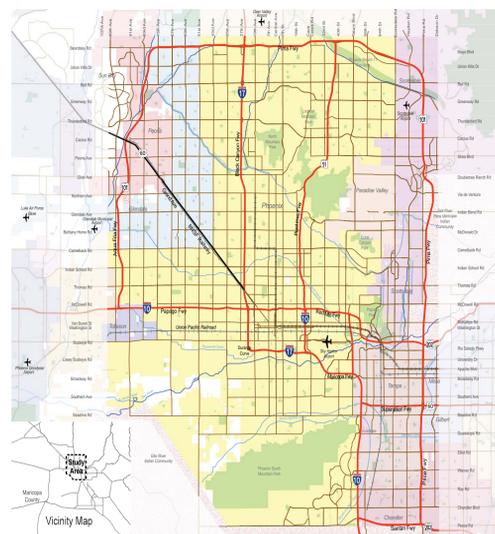
**CONTACT PERSON:**

Bob Hazlett, Senior Engineer, 602 254-6300

# VALUES MAP



# STUDY AREA



# Central Phoenix Transportation Framework Study

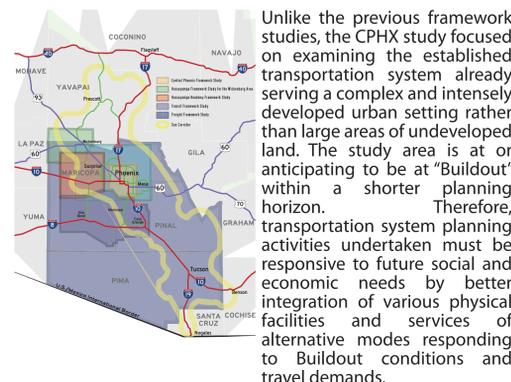


- Freeway Network
- Rail Network
- Sustainability and Livability
- Commercial Vehicle Movements
- Intelligent Transportation Systems
- Bike and Pedestrian Movements

## STUDY OVERVIEW

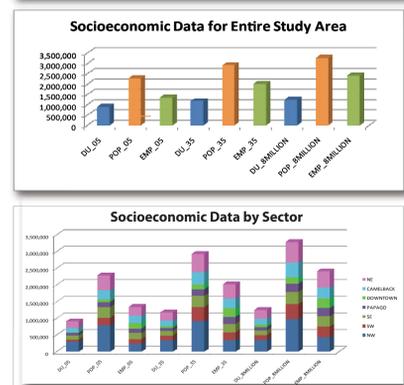
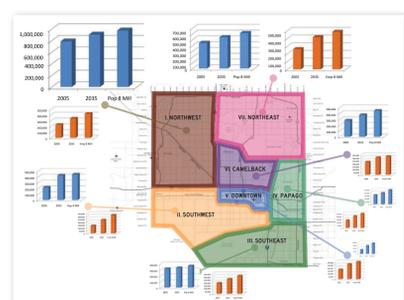
The Central Phoenix Transportation Framework Study (CPHX) was undertaken as one study in a series of Statewide Transportation Framework Studies conducted in conjunction with the Building a Quality Arizona (bqAZ) process. The intent of these framework studies is to:

1. Anticipate potential travel demand associated with intense population growth and economic activity.
2. Identify multimodal transportation systems necessary to accommodate forecast mobility needs.
3. Assure necessary rights-of-way are preserved to allow construction of a multimodal transportation network capable of supporting expected growth.



## POPULATION & EMPLOYMENT

**What is Buildout?**  
 The CPHX Study focused on the long-range, "Buildout" needs of the study area. "Buildout" refers to the general development of available land at some hypothetical maximum level at an unspecified future date, which is expected to manifest in 40 to 60 years. It is important to note that Buildout does not imply the end of development; it refers to the development potential of known available land in the study area. This equates to approximately eight million people living in the MAG region, with roughly 3 million of them residing in the CPHX study area.



## STAKEHOLDER OUTREACH

The study was guided by the contributions of stakeholders throughout the process. Municipal and agency representatives comprised the study's Planning Partners team, the group responsible for technical review and feedback throughout the process. Planning Partners met 15 times over the course of the project, including two intensive study sessions: a study charrette and a Workshop on the Interstate 10/Interstate 17 "Spine" Corridor. In addition to the work of the Planning Partners, five focus groups were convened at the beginning of the project to foster dialogues on specific topics including: public safety, commercial interests, economic development and downtown development, sustainability and livability, and transit. To augment these topic-specific discussions, seven geographically-based dialogues were hosted to focus on regional connectivity issues. Additionally, individual leadership and stakeholder interviews were held throughout the study with more than two dozen entities to solicit feedback from key agency and stakeholder leadership. In total, the study's database included more than 1,000 stakeholder contacts.

## BIG IDEAS

- Active Traffic Management, Managed Lanes, and High Occupancy Toll Lane (HOT) Strategies
- High Occupancy Vehicle (HOV) Ramps and Park-and-Ride Connectivity
- Improved Efficiency at Freeway Interchanges
- Road Diets and Complete Streets
- Arterial and High-Volume Intersection Strategies
- Last Mile Considerations for Multimodal Connectivity to Activity Centers
- New High Capacity Linkages between the Core and Outlying Areas



## OPPORTUNITIES

At the midpoint of the CPHX study process, the Planning Partners convened for a day-long charrette during which a series of over 300 potential improvement concepts were identified for the CPHX study area. These concepts included strategies to improve freeway, arterial, transit, pedestrian, and bicycle facilities. The following depicts all of the various identified strategies, known as the "universe of opportunities". These strategies were evaluated to determine their overall feasibility and applicability in the CPHX study area. Many of these strategies then become the focus of more detailed study during subsequent phases of the project. A series of technical memorandum were developed to describe those strategies most compatible with the CPHX study vision. An overview of these study work products is provided on the opposite side of this poster.

**Improved Operations & Maintenance**

- Sustainable transportation investments
- Central traffic operations center
- Expand ITS
- Adapted controlled signals
- Signalized pedestrian crossings

**Managed Lanes**

- I-17
- SR-51
- SR 202: I-10 to Loop 202
- Loop 101/Broadway/Southern and Baseline Road ramps

**New Interchanges**

- Bell Rd./Loop 101
- Frank Lloyd Wright/Loop 101
- Greenway/Loop 101
- Rainier/Loop 101
- Loop 202 to S.
- DDI on 7th St. & 7th Ave. at I-10
- Roundabout at Hayden Rd.

**AZ Parkways**

- Avenida de Rio Salado
- Cactus Rd. - Loop 101 E.
- SR-51
- Thunderbird Rd./Cactus Rd.
- Indian School Rd.
- 3-5 mile segments near major intersections with freeways

**High Occupancy Toll (HOT) Lanes**

- I-17
- US-60
- Loop 101 - any additional capacity should be HOT lanes

**Bus Rapid Transit (BRT)**

- Bell Rd. - Scottsdale Airport to Arrowhead Mall
- 59th Ave. - Bell Rd. to I-10
- Baseline Rd.
- Thomas Rd. - Loop 101 to Loop 101
- 44th St. N. of Camelback Rd. & S. to McDowell or Thomas
- 51st Ave.

**High Capacity Transit**

- Scottsdale Rd. - Airport to ASU
- Chandler
- Glendale Ave. to 19th Ave.
- Streetcar in Tempe
- S. on 51st Ave. - I-10 to Baseline
- 44th St. - Washington/44th St. to Camelback
- Bell Rd.
- SR-30 - W. of Loop 202
- Subway along Central Ave. between Washington & Camelback
- Elevated people mover at Scottsdale Airport

**Commuter Rail**

- I-10 West
- Grand Ave.
- To Queen Creek
- I-10 South
- Follow Union Pacific W.
- SR-30
- Identify station locations

**Transit**

- Local circulator bus system to support regional system
- Complete basic grid
- Improve transit frequencies
- Transit along canal system
- Build hierarchy of transit

**HOV System**

- All freeway to freeway interchanges
- Expanded & connected park-and-ride lots (every 4 miles)
- Direct HOV ramps at activity centers

**Road Diet**

- Central Ave.

**Light Rail**

A rapid transit system operating in a dedicated or exclusive right of way, usually at street level, and is designed for light passenger loads and fast movement. Typical capacity: 12,000 to 19,000 passengers per hour. Trains: Formed of two to four car consists. Top speed: 66 mph. Cost: up to \$100 million per mile.

**Active Traffic Management for Freeways**

Active Traffic Management (ATM) includes real time monitoring of traffic flows. Monitoring includes average speeds, determination of desired best flow characteristics, and adjustment of flow through Dynamic Message Signs (DMSs) and other means. ATM also includes Speed Harmonization, Congestion Prevention, Junction Control, and Adaptive Ramp Metering. ATM can be used to reconfigure lanes, based on real time events, including crashes and road maintenance.

**Direct HOV Ramps**

Direct HOV ramps (DHOVs) are separate ingress and egress ramps providing dedicated acceleration and deceleration lanes to/from HOV lanes. This design separates operational maneuvers and provides drivers with a better opportunity to adjust their speed to match that of the traffic stream into which they are merging. They are especially useful when constructed in conjunction with an adjacent park-and-ride lot.

**Diverging Diamond Interchange (DDI)**

Approaching the interchange, the off ramp diverges and splits at the crossing minor road. Both directions of traffic on the minor road cross to the opposite side on both sides of the freeway overpass. As no left turns must clear opposing traffic and all movements are discrete, the interchange operates with two phase signals.



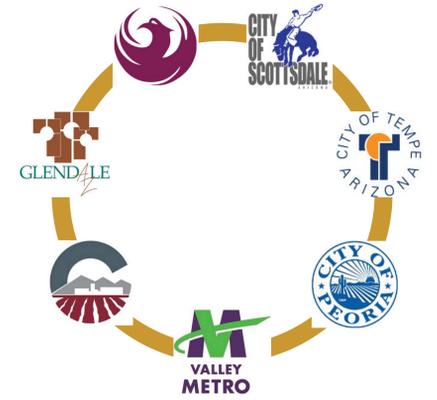
## STUDY TEAM

**WILSON & COMPANY**

In Association with

CH2M Hill  
 Fehr & Peers  
 IBI Group

Jack Lettiere & Associates  
 Partners for Strategic Action



### STUDY WORK PRODUCTS

The CPHX Study involved a collaborative process with study area stakeholders that identified values, big ideas, and potential opportunities for improving the transportation system and services of the core area of the Phoenix metropolitan area. Initial study efforts focused on research and analysis relating to ideas and outcomes evolving from discussions held among stakeholders and feedback obtained during public meetings. The latter stages of the study emphasized development of a series of Technical Memorandums intended to provide an evaluation of the applicability of various improvement strategies. The Technical Memoranda provided a planning-level assessment of the feasibility of the strategies in support of the formulation of MAG's NexGen Regional Transportation Plan (RTP). The RTP process will include further technical evaluation and vetting of the strategies with direct participation of stakeholders and the general public. The following provides a summary of each strategy identified and evaluated.

#### TRANSIT

Transit-supportive policies require the coordination of a broad cross-section of decisionmakers and stakeholders to frame community needs and issues within the context of a complete, user-friendly system of services. A charrette conducted early in the CPHX study was a major contribution to understanding strategies for how the public transit system could support the mobility and accessibility needs of each community and the CPHX study area as a whole. This Technical Memorandum documents ideas generated during the charrette, which complement the previously completed Transit Framework Study. It also discusses potential solutions and approaches that could be considered for implementation. It is intended to support the transit service decision-making process at the agency, community, and regional level with respect to:

- General Strategies
- Transit Service Enhancement Strategies
- Transit Technologies
- Strategies to Improve Public Transit Performance
- Transit System Asset Management
- Transit System/Rider Interface.
- Transit Support Policies.

Subsequent to the charrette, additional planning efforts were conducted to further define transit strategies, including MAG's Sustainable Transportation and Land Use Integration Study (STLUI) and Designing Transit Accessible Communities (DTAC).

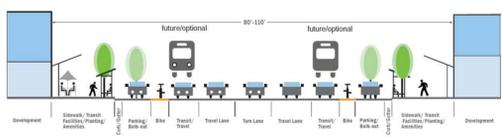
#### AZ SR-30 EXTENSION

SR-30 (formerly Route 801) is identified in the MAG 2010 Update Regional Transportation Plan (RTP) as a freeway connecting the planned Loop 202 (SR-202L) / South Mountain Freeway to the planned Loop 303 (SR-303L) / Estrella Freeway. The Transportation Framework Recommendation developed through the charrette process conducted during the Interstate 10/Hassayampa Valley Roadway Framework Study identified extension of SR-30 to I-17 as a plausible solution to West Valley capacity issues. Subsequently, the City of Phoenix requested MAG examine the extension in consideration of it being a "missing link" in the overall MAG Regional Freeway and Highway Program.

This Technical Memorandum provides a planning-level evaluation of potential routes for extending SR-30 eastward from Loop 202 to I-17 in the vicinity of Durango Curve. It examines potential corridors between Loop 202 and I-17 and design for interchange connections at the two freeways. The Tier 1 evaluation identified alternatives for additional evaluation based on review of potential issues, including: noise, 4(f) impacts, Environmental Justice, property takings, railroad conflicts, takings, landfill impacts, and S. 19th Avenue access. The Tier 2 evaluation resulted in concluding Corridor Alternatives 1A and 2A merited further examination and development — these two corridors represent reasonable options for eventual construction of the SR-30 extension.

#### BICYCLE/PEDESTRIAN AND COMPLETE STREETS

MAG adopted a Complete Streets Guide in 2011. **Complete Streets** is a concept that embraces the principle that roadway facilities should be designed to accommodate all traveler modes and abilities. It is a concept aimed at balancing the needs of motorists (automobiles and motorcycles), bicyclists, pedestrians, persons with travel/mobility challenges, transit vehicles, emergency responders, and goods movement (trucks).



The Guide includes advice for communities in the MAG region on methods to more effectively integrate bicycle and pedestrian travel with vehicular use of the region's roadways. Guidance is provided with respect to the design of traffic lanes, bicycle lanes, parking spaces, sidewalks, and landscaping/buffering of sidewalks from the roadways. Guidance is provided within the context of available community resources and travel demand.

This Technical Memorandum provides a general background document to support evaluation of opportunities or strategies for improving bicycle and pedestrian travel in the CPHX study area. It complements the MAG Guide, focusing on strategies to fully integrate bicyclists and pedestrians into the study area's transportation system through the provisions of safe, secure, and efficient facilities and services supporting daily mobility needs, as well as recreational demand.

#### DIRECT HIGH OCCUPANCY VEHICLE INTERCHANGES

High-occupancy vehicle (HOV) lanes have been constructed on most of the freeways in the CPHX study area. Direct HOV (DHOV) access ramps (also referenced as DARS) allow buses, carpools, vanpools, motorcycles, and other qualifying vehicles (e.g., electric and hybrid) to directly access the HOV lanes in the center of the freeways. DHOVs expedite movements to/from regional park-and-ride facilities. DHOVs improve safety segregating HOV lane traffic from the general purpose lanes and, consequently, reducing the need to weave into and out of the HOV lanes. Improved access conditions reduce congestion and increase travel-time reliability in the HOV lanes and general purpose lanes, particularly during peak travel periods when traffic is heavier.

This Technical Memorandum addresses the potential for adding DHOV access ramps at eleven strategic locations in the study area. Future traffic use would include, initially, transit vehicles, car/vanpools, and other qualifying vehicles only with the potential of providing access for single occupancy vehicles (SOVs) for a fee under the "Managed Lanes" concept.



#### "THE SPINE"

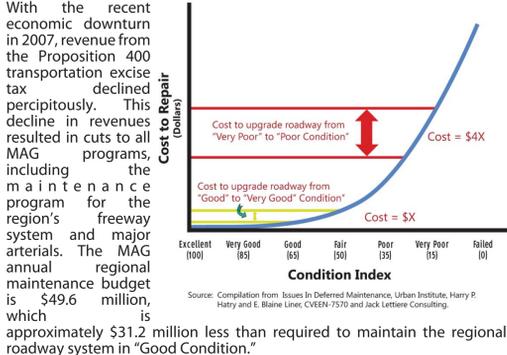
Interstate 10 (Maricopa Freeway) connecting with Interstate 17 (Black Canyon Freeway) at "The Split" interchange carries much of the traffic flow through the Phoenix metropolitan area. The 35-mile travel corridor formed by these two freeway segments is recognized as "The Spine" of the CPHX study area: it has significant capacity issues, largely resulting from bottlenecks. Corridor studies and draft environmental impact statements (EIS) were prepared for the **The Spine**. Capacity enhancements were recommended that were not consistent with regional objectives and beyond the capacity of regional resources. Therefore, these studies were set aside in favor of additional considerations.

This Technical Memorandum addresses immediate needs, especially bottlenecks causing congested conditions. It examines potential improvements that can be implemented within existing rights-of-way in the near-term consistent with the \$1.47 billion currently programmed by MAG for corridor improvements. Recommended improvements were derived from an all-day Workshop sponsored by MAG to examine the attributes of three alternative improvement scenarios. MAG intends to follow up with a **Spine Corridor Master Plan** that will be based on joint project management with ADOT. The Plan will:

- Identify Corridor Operation Principles
- Involve Coordination among State and Regional Stakeholders
- Frame the Next Environmental and Design Efforts.

#### MAINTENANCE

Executing regular maintenance programs to extract the longest and best use of transportation system assets has proven difficult in most every community. Community leaders facing budgetary constraints are challenged by the need to balance transportation system maintenance requirements against the need for new capacity to accommodate the demands of growth.



This Technical Memorandum discusses the implications of deferred maintenance. It introduces to decisionmakers strategies to extend asset service life and mitigate the impact of future replacement costs. It points out that no visible deterioration will occur in the near-term, because the system is still relatively new. But, over the long-term, deferred maintenance will take its toll in reduced service life and higher repair costs.

#### DIVERGING DIAMOND INTERCHANGES

The Diverging Diamond Interchange (DDI) is a variant of the more traditional urban diamond interchange, which has been constructed at many locations on the CPHX study area freeway system. The DDI design directs the two opposing traffic flows on the arterial street to cross over to the opposite side of the roadway through the interchange. This shift of the traffic allows left-turning traffic to travel unopposed to the freeway on-ramp, eliminating a second stop at the other side of the interchange to await a left-turn arrow. Thus, the interchange design eliminates the left-turn phase in the signal control process, allowing for more efficient traffic flow and, thereby, greater intersection capacity.

This Technical Memorandum investigates the feasibility of converting existing diamond interchanges to DDIs at various locations on the study area freeway system. It makes note of the fact that DDIs:

- Better accommodate left-turn movements, particularly where there is a heavy volume of vehicles turning left from the freeway off-ramp
- Improve safety by reducing the number of potential conflict points
- Can be developed using the existing bridge structure.

Eight locations are identified as the best candidates for additional, more detailed study.

#### ACTIVE TRAFFIC MANAGEMENT

The AZTech Strategy Task Force recently developed an "Integrated Corridor Management (ICM) Action Plan" to identify key operational improvements, intelligent transportation system (ITS) needs, and priorities and responsibilities for advancing ICM in the Phoenix region. There was a need to build on the high-level recommendations presented in the ICM Action Plan by identifying additional Active Traffic Management (ATM) enhancements that might be included in a regional ICM program. ATM represents several methods for monitoring and dynamically adjusting traffic flows to manage congestion.

The Technical Memorandum presents a potential methodology (Next Steps) for implementing the ICM Action Plan and identifies several applicable operational concepts and strategies, including:

- **Speed Harmonization**, which governs traffic flows through the use of variable message signs (VMSs), dynamic lane assignment, and queue warning messages;
- **Hard Shoulder Running**, which involves temporary use of paved shoulders as travel lanes during peak travel periods;
- **Junction Interchange Control**, which closes a general purpose travel lane to through traffic to accommodate traffic at the entry or off ramps of a freeway; and
- **Managed Lanes**, which allows a non-qualifying vehicle to pay for the use of HOV Lanes.

#### RELATED STUDIES AND NEXT STEPS

Throughout the course of the Central Phoenix Transportation Framework Study, several strategies were identified that potentially could improve the travel experience and safety for people traveling to and through the study area. Many of these strategies already have become the subject of additional detailed study. Related study efforts derived from strategies identified during the course of the CPHX study include:

- Inner Loop Microsimulation Model
- Southeast Corridor Major Investment Study
- US-60/Grand Avenue Corridor Optimization and Access Management (COMPASS) Study
- Managed Lanes Network Development Strategy
- Interstate 10/Interstate 17 "The Spine" Corridor Master Plan
- Downtown Phoenix Core Connections Operations Study/Transportation Master Plan.

Details regarding each of these studies are available on MAG's Website: <https://www.azmag.gov>.

#### FREEWAY SYSTEM PLAN

During the study, a special Workshop was convened to address physical constraints present in the I-10 and I-17 corridors — "The Spine" — that imposed significant limitations and costs on the extent and character of potential future improvements. As a result of the Workshop, a **cap the footprint** concept was defined that established the Arizona Department of Transportation (ADOT) existing physical right-of-way limits of the current freeway system as the "footprint" for improvements in capacity to serve future travel demand in the "Central Core" of the Phoenix metropolitan area.

This Technical Memorandum provides information on the analysis undertaken to examine the feasibility of this strategy (i.e., how would this concept impact existing freeway capacity?). The analysis was based on examination of existing, available right-of-way along study area freeway corridors. Recommendations are presented for maximum right-of-way footprints for each corridor. The Technical Memorandum sets the stage for establishing an overarching policy that facilitates an understanding of future deficiencies and promotes development of transportation improvements that meet future demand within the corridors while adhering to budget constraints.

#### ARTERIALS

During the initial stages of the study, several arterial roadways were identified as being significant with respect to the day-to-day travel interactions between and among study area communities. These roadways were considered to be **strategic regional arterials**, due to the importance of their regional function.

This Technical Memorandum addresses techniques and design treatments for maintaining, even increasing, the capacity of these arterials, as well as the mile road grid as a whole. Applications studied include the feasibility of converting the significant arterials to Arizona Parkways, a roadway classification defined in previous Framework Studies completed by MAG. The potential for grade-separation of high-volume arterial-to-arterial intersections also is addressed.

Many additional strategies identified through the CPHX study will serve to inform MAG's NexGen Regional Transportation Plan, targeted for completion in the Fall of 2014.



# **ATTACHMENT #7**

**Agenda Item #9**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 17, 2014

**SUBJECT:**

Near-Term Improvements Strategy for the Interstate 10/Interstate 17 Corridor

**SUMMARY:**

On October 31, 2012, representatives from the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), MAG, the Cities of Chandler, Phoenix, and Tempe, and Valley Metro/RPTA, met in a workshop to identify the steps forward for improving the 35-mile north-south Interstate 10/Interstate 17 corridor between the Loop 202 Pecos Stack and the Loop 101 North Stack. As presented to the Transportation Policy Committee on November 14, 2012, a multi-phase process was identified for improving the corridor that included a Near-Term Improvements Strategy to address bottleneck locations, and a Corridor Master Plan to establish a long-term vision for a corridor that has been referred to as the transportation "Spine" of Metro Phoenix.

As discussions between ADOT, FHWA, and MAG progressed on implementing this multi-phase process for Interstate 10 and Interstate 17, the agency representatives identified criteria for determining what projects constituted a "near-term" improvement. These criteria included (a) addressing the most severe bottlenecks in the corridor; (b) rapidly meeting an accelerated project-delivery schedule that included satisfying the requirements of the National Environmental Policy Act (NEPA) of 1969; and (c) identifying relatively low-cost measures that would stay well within programmed Regional Transportation Plan amounts for both Interstate 10 and Interstate 17 but not conflict with the yet to be determined Corridor Master Plan vision. Given these criteria, a preliminary list of projects has been identified for this effort:

- Developing a ramp braid on the inbound (westbound) segment of Interstate 10 between US-60 and SR-143 to address the significant weaving movements for traffic between these two system interchanges.
- Constructing collector-distributor lanes along the outbound (eastbound) segment of Interstate 10 between the SR-143 and Broadway Road entrance ramps and the exit to the US-60/Superstition Freeway to address another significant weaving issue between these three traffic interchanges.
- Re-striping outbound (eastbound) Interstate 10 between the SR-51/SR-202L "Mini-Stack" and the US-60/Superstition Freeway transition for an additional lane. The popularity of high occupancy vehicle (HOV) lanes in this corridor is very pronounced and further study is presently underway to determine if the additional lane could be striped in this manner to enhance multi-modal transportation options without additional impacts on the general capacity lanes. There is sufficient pavement width along this seven-mile stretch of eastbound Interstate 10 to add the extra lane without compromising safety of operations.

- Adding auxiliary lanes along the three-mile east-west segment of Interstate 17, from 16th Street to 19th Avenue, between the four existing traffic interchanges to improve traffic operations and the outflow of traffic from the Interstate 10 Split interchange.
- Expanding existing Interstate 10 between the US-60/Superstition Freeway and the SR-202L/Santan-South Mountain Freeway “Pecos Stack” for an extra general-purpose lane in each direction.
- Investing in significant intelligent transportation systems (ITS) technologies, with sufficient budget for traffic operations staffing of the Traffic Operations Centers, to provide better responses for incidents, improved traffic flows for entering freeway volumes, and expanded data for corridor users to enhance their day-to-day decisions for accessing the 35-mile segment of Interstate 10 and Interstate 17 through more than 45 traffic interchanges.

On May 29, 2014, the Transportation Review Committee received a briefing on this matter. Since presenting on this topic in May, a study team consisting of representatives from MAG, ADOT, the Federal Highway Administration, Maricopa County, and the Cities of Chandler, Phoenix, and Tempe have been working to refine the scoping of these projects and identify the cost opinions of this overall strategy for an amendment to the Transportation Improvement Program. The committee will be briefed on this progress. The Arizona Department of Transportation (ADOT) is leading the effort for implementing this near-term improvement strategy for Interstate 10 and Interstate 17.

**PUBLIC INPUT:**

During development of the Interstate 10 Corridor Improvement Study, the Interstate 17 Corridor Improvement Study, and the Central Phoenix Transportation Framework Study, public comment was received at a very preliminary level about the concepts behind these near-term improvement strategies. Additional public input and comment will be needed at this project-specific level during the environmental clearance process that commences during the project development process.

**PROS & CONS:**

**PROS:** The bottleneck locations that these near-term improvement strategies address are presently some of the most highly-congested locations in Metro Phoenix. According to simulation model results, these improvements, particularly those that address the current weaving difficulties along Interstate 10 between SR-143 and US-60, dramatically enhance traffic flows and facilitate improved travel times for the corridor. In addition, the significant traffic operations and intelligent transportation system (ITS) investments will provide Metro Phoenix with better information about accessing the 35-mile segment of Interstate 10 and Interstate 17.

**CONS:** The outcome of the Interstate 10/Interstate 17 Corridor Master Plan and its vision for the Metro Phoenix transportation “spine” is not known at this time. While every attempt will be made to co-op this effort into the Master Plan’s outcomes, there could be some changes to the near-term improvement strategies as the final vision for the corridor is determined.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Planning for the Near-Term Improvements Strategy has been a coordinated effort between ADOT, FHWA, and MAG. As noted, there were three criteria considered for identifying a project as near-term improvement that is consistent with the current planning process for the region. Additional studies, including environmental clearances will be needed, before their implementation. This effort is being led by ADOT, with approval by FHWA, and further assistance from MAG.

**POLICY:** The Near-Term Improvements Strategy for Interstate 10 and Interstate 17 is well within the program recommendations for both freeways as identified in the MAG Regional Transportation Plan.

The specific projects and actions will need to be incorporated into the MAG TIP before the strategy is fully implemented. This request is anticipated later this year.

**ACTION NEEDED:**

Information, discussion, and potential action.

**PRIOR COMMITTEE ACTIONS:**

In May 2014, the MAG Management Committee, the Transportation Policy Committee, the Regional Council received updates on the Near-Term Improvement Strategy. This briefing represents an update on the strategy and potential actions.

**CONTACT PERSON:**

Bob Hazlett, Senior Engineering Manager, 602 254-6300.