

February 18, 2015

TO: Members of the MAG Transportation Review Committee

FROM: David Fitzhugh, City of Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, February 26, 2015, 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 David Massey 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 David Massey at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
<p>1. <u>Call to Order</u></p> <p>For the February 26, 2015 meeting, the quorum requirement is 13 committee members.</p>	
<p>2. <u>Approval of Draft January 29, 2015 Minutes</u></p>	2. Approve Draft minutes of the January 29, 2015 meeting.
<p>3. <u>Call to the Audience</u></p> <p>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.</p>	3. For information and discussion.
<p>4. <u>Transportation Director's Report</u></p> <p>Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.</p>	4. For information.
<p>5. <u>Consent Agenda</u></p> <p>Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.</p>	5. Recommend approval of the Consent Agenda.

CONSENT AGENDA*

*5A. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notification from July 1, 2014 to December 31, 2014. Four of the 54 notices received have an impact to the state highway system. Please refer to the enclosed material.

5A. For information.

ITEMS TO BE HEARD

6. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and as 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 January 29, 2014, and have been modified eight times pending action by the Regional Council on February 25, 2015. Since then, additional changes are needed.

Project changes to accommodate the proposed design-build-maintain delivery method identified for the SR-202L/South Mountain Freeway Corridor are included in Table A. ALCP project changes are included in Table B. Please see the attached materials for more information.

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

7. Project Status Update and Discussion - Transportation Enhancement (TEA) and Safe Routes to School Projects (SRTS)

Prior to 2013, there were three distinct types of federal formula funds that were apportioned to the State of Arizona: Transportation Enhancements (TEA), Safe Routes to School (SRTS), and Recreational Trails Program. In July 2012, the federal government passed the new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 consolidated these three programs into one federal formula funding category called Transportation Alternatives Program (TAP). The TAP funding is now allocated directly to MAG in comparison to the previous programs.

In January 2015, the Arizona Department of Transportation (ADOT) contacted MAG to work with the local agencies to coordinate project schedules for twelve TEA and SRTS projects in the MAG region. These twelve projects were 'awarded' TEA and SRTS funding from the state, prior to July 2012/FY2013. Working with limited funds, ADOT is trying to prioritize when projects with TEA and SRTS funding will obligate. ADOT is suggesting to change the year/date of obligation of programmed funding for projects. It is requested that the MAG region, collectively reviews ADOT's suggestions, review the project development schedules, and recommend a prioritized list of projects to ADOT that best fits the twelve project development schedules and agency needs. Please see the attached memorandum and table.

8. Revised Alignment Changes to Tempe Streetcar Project and Phoenix - Northwest Phase II Light Rail Extension

Valley Metro, in coordination with the City of Tempe and City of Phoenix, are requesting approval of the revised Tempe Streetcar Project alignment and budget, and

7. For information, discussion, and possible recommendation for TEA and SRTS project prioritization based on project development schedule.

8. For information, discussion and possible recommendation to 1) approve the revised alignment and cost changes to the Tempe Streetcar and that the 2035 MAG Regional Transportation Plan and the FY 2014-2018 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis;

the alignment modification and cost changes to the Phoenix Northwest - Phase II LRT Extension. Previously, the MAG Regional Council approved the Locally Preferred Alternative for both project alignments and costs in 2007 and in 2010. The revised Tempe Streetcar Project and Phoenix - Northwest Phase II Light Rail Extension increase in both length and costs. The projects are requested to be incorporated into an air quality conformity analysis prior to modifying the MAG FY2014-2018 Transportation Improvement Program (TIP) and the MAG 2035 Regional Transportation Plan (RTP). Please review the enclosed information for detailed background information, alignment maps, cost information, and a DRAFT RTP amendment.

9. City of Phoenix Proposed Comprehensive Transportation Plan and Funding Options

The City of Phoenix will present an update on the City's proposed comprehensive transportation plan and potential funding options.

On February 2, 2015, the Citizens Committee on the Future of Phoenix Transportation recommended a comprehensive transportation plan to be funded by an extension of the Transit 2000 sales tax to be considered by the Phoenix City Council. The recommended plan includes approximately \$30 billion in projects through 2050. The recommended plan and sales tax funding options have been forwarded to the City Council for consideration.

10. Regional Freeway and Highway Program Update

At the September 2014 meeting of the Transportation Review Committee, a briefing was provided identifying 50 percent completion of the Regional Freeway and Highway Program. In addition, the committee was also briefed on

and 2) approve the revised alignment and cost changes to the Phoenix - Northwest Phase II Light Rail Extension projects and that the 2035 MAG Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

9. For information and discussion.

10. For information and discussion.

the available financial program data and the need for additional information to confirm the present status. Since that time, MAG and Arizona Department of Transportation (ADOT) staff have been reviewing the status of the remaining projects in the program, reviewed and corrected some historical entries in the cash flow model, and are reconciling the program, cash flow and the ADOT federal highway ledger for the MAG region. A briefing will be provided on this continuing effort, including an introduction to the Risk Management Program jointly developed by MAG and ADOT on this matter, and the potential for further refinement to the Program's project scheduling and funding.

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.

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.

13. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, March 26, 2015 at 10:00 a.m. in the MAG Office, Saguaro Room.

11. For information and discussion.

12. For information.

13. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

January 29, 2015

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
ADOT: Trent Kelso for Floyd Roehrich
#Buckeye: Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Mike Mah for Dan Cook
El Mirage: Jorge Gastelum
#Fountain Hills: Randy Harrel
*Gila Bend: Ernie Rubi
Gila River Indian Community: Tim Oliver
Gilbert: Kristin Myers for Leah Hubbard
Glendale: Debbie Albert
Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten

Maricopa (City): Paul Jepson
Maricopa County: Clem Ligocki for Jennifer Toth
Mesa: Jeff Martin for Scott Butler
*Paradise Valley: Jim Shano
Peoria: Dan Nissen for Andrew Granger
Phoenix: Rick Naimark
Queen Creek: Mohamed Youssef
Scottsdale: Todd Taylor for Paul Basha
Surprise: Mike Gent
Tempe: Shelly Seyler
Valley Metro: John Farry
Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Maria Deeb, City of Mesa
*ITS Committee: Catherine Hollow, City of Tempe
FHWA: Ed Stillings

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

* Members neither present nor represented by proxy.

+ - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Alice Chen, MAG
Eric Anderson, MAG
Nathan Pryor, MAG
Dean Giles, MAG
Teri Kennedy, MAG
John Bullen, MAG
Eileen Yazzie, MAG
Bob Hazlett, MAG

Kwi-Sung Kang, ADOT
Giao Pham, City of Apache Junction
Roquel Schatz, City of Apache Junction
Jessica Blazina, City of Avondale
Maik Sabatini, Baker
Stacey Bridge-Denzak, Town of Carefree
Randall Overmyer, CK Group
Maria Deeb, City of Mesa
Myesha Harris, City of Phoenix
Jenny Grote, City of Phoenix
Martin Lucero, City of Surprise
Dan Marum, Wilson and Company

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:01 a.m. Chairman Fitzhugh noted that the quorum requirement for the January 29, 2015 Transportation Review Committee meeting was 13 committee members. Chairman Fitzhugh informed the committee that there were four handouts at the table.

2. Approval of Draft October 29, 2014 Minutes

Chairman Fitzhugh asked the committee if there were any comments on the draft October 29, 2014 minutes. There were none and with that, Mr. Jepson from the City of Maricopa motioned to approve the minutes, Mr. Mah from the City of Chandler seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

There were no public comments from the audience.

4. Transportation Director's Report

Chairman Fitzhugh invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report. Mr. Anderson reported that the Regional Area Road Fund grew by 5 percent in December 2014 which equates to a 4.7 percent increase year-to-date. The projected growth is 3.7 percent for the full fiscal year. It is expected, given lower gas prices and the activities related to the Super Bowl in the region, that the state will experience an increase in sales tax revenue. In 2008 when the Super Bowl was last held in the region, sales tax actually experienced a 13 percent negative change. However, that was also the beginning of the recession so it is difficult to utilize the previous Super Bowl as an indicator of its impact to the region's economy. The final revenue estimates are expected to be available in March 2015.

The Arizona Highway User Revenue Funds increased by 3.7 in December 2014, which translates to an increase of 2.9 for the fiscal year. This was partially due to the gas tax revenue increasing by 4.9 percent in December. Mr. Anderson noted that lowered gas prices have likely lead to increased sales tax revenue and increased driving activity.

Mr. Anderson provided an update on South Mountain freeway, a project that has been in the Regional Transportation Plan since 1985. The Environmental Impact Statement was initiated in July 2001. The Record of Decisions from the Federal Highway Administration is expected at the end of February 2015 or early March 2015. The project has received many comments which are currently being addressed. The South Mountain project will be a contained design-build P3 project. ADOT is evaluating Request for Qualifications responses, and will conduct a financial and technical review on the interested parties. The final Request for Proposals and the contract is expected to be selected in the fall of 2015 and with construction activity to begin 6-12 months after that. This is expected to be the largest design-build project the ADOT has ever done, with a current construction estimate cost of \$1.1 billion. MAG staff is working with ADOT on identifying cash flow and it is

programmed in the Transportation Improvement Program based on expected future revenue. Mr. Anderson also informed the committee about upcoming public meetings on the MAG Spine Study, which will be discussed by Mr. Bob Hazlett in a presentation today.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda items 5A and 5B. Item 5A - Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan Item 5B is -Information Update-Revisions to the National Highway System and Principal Arterial Network in the MAG Region.

Chairman Fitzhugh asked the Committee if there were any questions or comments. There were none and with that Chairman Fitzhugh requested a motion. Mr. Martin from the City of Mesa moved to recommend approval. Mr. Gastelum from City of El Mirage seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

5A - Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan.

The MAG Transportation Review Committee, by consent, approved Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan.

5B -Information Update-Revisions to the National Highway System and Principal Arterial Network in the MAG Region.

The MAG Transportation Review Committee, by consent, approved the Information Update-Revisions to the National Highway System and Principal Arterial Network in the MAG Region.

6. Arterial Life Cycle Program Changes Technical Review: Black Mountain Boulevard

Chairman Fitzhugh invited Mr. John Bullen, MAG staff, to present on Arterial Life Cycle Program Changes Technical Review: Black Mountain Boulevard. Mr. Bullen provided an introduction on the Arterial Life Cycle Program. The ALCP serves as the financial management tool for the arterial component of the RTP. The program contains 201 projects across 13 jurisdictions. The program is guided by the ALCP Policies and Procedures. The ALCP Policies and Procedures require that all requests to change original ALCP project scope or a substitute a project in the ALCP must meet be presented to the MAG Street Committee for a technical review and recommendation. On January 13, 2015 the MAG Street Committee recommended approval of the proposed change. The MAG Street Committee also recommended that the change be presented to the Transportation Review Committee. Additional information and relevant policies can be found in the agenda.

The City of Phoenix will present specifics on their project change request.

Ms. Leticia Vargas presented the City of Phoenix request to expand the limits of the Black Mountain Boulevard project to Pinnacle Peak Road. She noted that the project is a joint project with the Arizona Department of Transportation and uses the Congestion Manager at Risk (CMAR) process to deliver the project.

Ms. Vargas said the project is located north of Loop 101 in the Desert Ridge area. The planned roadway is envisioned as the main arterial route through the area, it fills in a three mile gap in the roadway network for the area and has been on the City's street classification map since 1994. It was included in Proposition 400 that was approved by the voters in 2004 and design for the project began in 2011.

Ms. Vargas stated that the project will serve projected population in the area, fill in a gap in the roadway network, help relieve current congestion in the area and provide a direct connection to State Route 51. ADOT is serving as the design and construction administrator for the project as the project includes freeway ramps. The FHWA has also been heavily involved in the project and has attended every public meeting for the project. MAG has provided funding for the project. The State Lands Department, the Bureau of Reclamation, the Central Arizona Project, the City's park and recreation department, Pinnacle High School and many homeowners associations have been heavily involved in the design process for the project.

Pointing to a diagram, Ms. Vargas indicated that the public was concerned about the speed of traffic coming from State Route 51 and the proximity of that traffic to Pinnacle High School. It was also a consideration to provide better access to Pinnacle High School and the rest of the roadway network.

In summary the scope of the project was expanded to include:

- An extension of the roadway to Pinnacle Peak Road.
- Improvements to the west leg of Deer Valley Road at its intersection with Black Mountain.
- Improved access to Pinnacle High School.
- A pedestrian overpass and fencing.
- Landscaping near residences, and
- A roundabout at the entrance of the Reach 11 Recreational Area to calm traffic.

Ms. Vargas noted that all items were developed in coordination with FHWA and ADOT. Without the extension of the project to Pinnacle Peak Road, the roadway would operate at Level of Service (LOS) E during the morning and afternoon peak periods. With the extension a LOS C in the morning peak hour and LOS D in the afternoon hour would be achieved. These reductions are consistent with the goal of relieving traffic congestion in this location.

Ms. Vargas explained the change in project limits increases the project cost by \$3.4 million, however, the City is also seeing some cost increases in other areas. These increases are partially offset by a contribution from the freeway program. The City will be paying a thirty percent match on the project.

Ms. Vargas stated that the entire project to Pinnacle Peak Road has been environmentally cleared and the northern section is under construction. Final design is nearing completion on the southern end of the project and construction is anticipated to begin in May. The City recognizes that prior approval should have been obtained to extend the limits of the project, but is at the Committee to address the problem.

Mr. Eric Anderson added that the project includes over three million dollars in freeway funds. The north bound connection off of State Route 51 exits to the City of Phoenix street system. He stated that when the project was originally initiated, there was some debate as to whether or not it should be done as two separate projects. The conclusion was rather than doing two projects, one under the Arterial Life Cycle Program and one under the freeway program, the project would be combined into one. From the freeway programs perspective, the project is important due to lack of good connections on the Loop 101 in that area.

Mr. Martin inquired if the agenda item included funding modifications given that the project cost has increased by 5 million. Mr. John Bullen clarified that the request is only related to project scope and does not include a programming component.

Mr. Martin asked if freeway funds were being transferred to the Arterial Life Cycle Program (ALCP). Mr. Anderson explained that the project has both a freeway and a ALCP component that was not split initially. Had it been separated into two projects, there would have been a larger freeway cost component than the three million in funding that was initially included. Mr. Martin expressed concern that the move of funds from freeway to the ALCP would be setting a precedent. Mr. Anderson stated there are firewalls in place to prevent that for regional funds, however, there is flexibility to move federal funds if needed.

Mr. Grant Anderson noted that the Streets Committee recommended approval of the recommendation.

Chairman Fitzhugh asked the Committee if there were any questions or comments and there were none and with that Chairman Fitzhugh requested a motion. Mr. Martin from City of Mesa motioned to approve and Mr. Grant Anderson from the Town of Youngtown seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

Mr. Naimark added after the vote that the project will not only benefit mobility on the north-south corridors but also on the Loop 303 because it will be eventually become a parkway alternative to Loop 101. The project has allowed development to occur north of the Loop 101.

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

Ms. Kennedy, MAG staff, presented on the MAG Federally Funded, Locally Sponsored Project Development Status Report. Ms. Kennedy said that the agenda item included the acceptance of the Status Report as well as the TIP changes associated with the updated report. She noted a correction to the report as presented. The report omitted a project for the City of Avondale (AVN16-409) which is an ITS project. The correction will be made for the MAG Management Committee moving forward. Ms. Kennedy reminded the committee

that the Status Report is developed two times a year and used as precursor to close-out. ADOT requires funds to be obligated annually.

Chairman Fitzhugh asked the Committee if there were any questions or comments and there were none and with that Chairman Fitzhugh requested a motion. Mr. Martin made the motion to approve and Ms. Albert from City of Glendale seconded the motion. The committee, by unanimous voice vote recommends the acceptance of the MAG Federally Funded, Locally Sponsored Project Development Status Report, and of the associated actions that defer, delete, advance, and change projects, and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

8. Federal Fiscal Year (FFY) 2015 Funds, & Funding Levels for Tier 3 Programming

Ms. Kennedy, MAG staff presented on the Federal Fiscal Year (FFY) 2015 Funds, & Funding Levels for Tier 3 Programming. Ms. Kennedy explained that the purpose of Close out is to insure that the MAG region utilize all suballocated funds from the Arizona Department of Transportation. ADOT requires suballocated funds to be obligated on an annual basis. These funds allocated for bicycle-pedestrian, ITS, transit, paving dirt roads, roadway projects, and Unified Work Program related activities. The funding amounts are impacted by project schedules, final vouchers, cost savings and the redistribution of unobligated funds. The available funding currently includes, a correction from ADOT for an incorrectly billed freeway project from last year, and a loan that is being returned to the SouthEastern Arizona Governments Organization (SEAGO) .

Ms. Kennedy noted that there were incorrect billings that belong on the Regional Freeway, and ADOT highway-related projects and these corrections are being addressed partially this year and partially next year. Request to member agencies for close-out funding was sent in December and due in January and staff reviewed the eligible projects submitted for funding. Total project requests came in at more than \$15.6 million. Ms. Kennedy explained the amount of funding that is estimated to be available for closeout is \$6.3 million and the process by which projects need to be submitted to ADOT no later than June 1, 2015.

Ms. Kennedy reviewed Options 1, 2, 3, and the "Mesa" proposal that was distributed prior to the meeting.

Mr. Martin indicated that engineering cost have been higher than expected. The City of Mesa has proposed additional funding for fiscal year 2015 projects and no additional funding for fiscal year 2014. However, he conceded that capping the awards to agencies at \$700,000 might be too low.

A discussion on funding for street sweepers and agency funding cap ensued. Mr. Naimark commented on the funding limit and expressed his support for dropping design assistance and increasing the funding cap. Mr. Fitzhugh stated that he would support an \$800,000 cap. Ms. Albert stated that she could not support a hybrid of options 4 that would eliminate design. Mr. Lowe stated his support for funding of street sweepers. Mr. Taylor also stated his agency's support for street sweepers.

Mr. Fitzhugh inquired about the time line for implementation. Ms. Kennedy replied that they could defer another month but this would eliminate eligibility for FY2014 projects that had just opened bids. Ms. Kennedy explained that with an approved proposal there may still be changes and project cancellations. Mr. Eric Anderson added that funds for street sweepers is easy to obligate and as money becomes available due to final vouchers, the ensuing action, can include an options to fund sweepers as funds become available through May. Mr. Paul Jepson from City of Maricopa stated his support to fully fund street sweepers.

Ms. Kennedy stated that a modified option 4 that limits by agency's awards to 900,000 and funds street sweepers by priority would be possible.

Mr. Jeff Martin moved to approve Option 4 with the modifications. Mr. Grant Anderson 2nd the motion. A vote was not taken.

Ms. Albert requested to include funding for design. Mr. Martin stated his support for the request. The request would put the agency cap at \$800,000 and fund design. Mr. Naimark agreed to the agency cap of \$800,000. Ms. Kennedy stated that under this scenario, she would need to meet with individual agencies to discuss which projects received full funding and which ones received partial funding.

Chairman Fitzhugh asked the Committee if there were any questions or comments and there were none and with that Chairman Fitzhugh requested a motion. Mr. Martin from City of Mesa made the motion to modify the cap and to include design, and the balance of the sweepers in priority order. Mr. Grant Anderson from town of Youngtown seconded the motion. The committee, by voice vote recommend acceptance of the modified motion. Mr. Jepson from the City of Maricopa dissented.

9. Pinal County STP Programming and Evaluation Policy

Mr. Bullen, MAG staff, presented on the Pinal County STP Programming and Evaluation Policy.

Mr. Bullen noted that on May 9, 2013 Governor Brewer approved the MAG metropolitan planning area boundary expansion into Pinal County. The new boundaries include the Town of Florence, City of Maricopa, portions of Pinal County, and the balance of the City of Apache Junction, Gila River Indian Community, and Town of Queen Creek. With the addition of this area into to MAG came a sub-allocation of federal Surface Transportation Program (STP) funds, which are distributed based on population. Because, the STP funds in the MAG region are programmed based on Proposition 400 and the Arterial Life Cycle Program (ALCP), Pinal County could not transition into program. It became necessary to establish regional goals and then evaluative criteria toward the funding of projects.

Mr. Bullen explained that a working group composed of city, county, town, and tribal managers was tasked with generating regional goals and evaluative criteria to program the sub-allocated STP funds. The Working Group met a total of four times from June 2014 through September 2014. The working group agreed to six goals and objectives:

1. Expand capacity on existing roadways or intersections of high demand.
2. Maintain and preserve the region's transportation system.
3. Address safety concerns in the existing roadway/intersection conditions.
4. Promote connectivity between high demand/capacity roadways and activity centers to advance economic viability.
5. Maintain consistency with stated jurisdictional policy.
6. Achieve a significant reduction in congestion on the region's transportation system.

Mr. Bullen said the group decided on six weighted quantitative criteria and six weighted qualitative criteria, all of which related to goals and objectives. The quantitative criteria included: Annual average daily traffic (AADT) - 13%, Pavement/bridge condition - 13%, Peak period speed - 13%, Segment/intersection capacity (VPLPH) - 13%, Crash rate - 9%, Number of injuries/fatalities - 9%. The weighted qualitative criteria included : Connectivity (regional) - 5%, Proximity to activities centers - 5%, Intersection improvement throughput - 5%, Intersection improvement safety - 5%, Jurisdictional policy - 5%, Community involvement - 5%.

The Financial Ceiling for award of initial construction programming will be \$2 million, or a maximum of \$3 million for joint projects. Funding will be provided for both design and construction phases. The project applications will be presented, reviewed, and recommended initial ranking at the Streets Committee and then forwarded to TRC. Additional detail about eligible roadways and activities can be found in the draft MAG Pinal County STP Programming and Evaluation Policy document. If the draft MAG Pinal County STP Programming and Evaluation Policy is approved by Regional Council on February 25, 2015 then a call for projects will be issued on February 26. The projects will go to Street Committee and TRC in May, and to Management and Regional Council in June. Included are funds from fiscal years 2014, 2015 and 2016 when the regional did not have any fully programmed projects. An intra agency loan was developed.

Mr. Grant Anderson inquired how the programming tool will fit into the freeway program. Mr. Bullen informed him that this tool is for small funding and that a study process will address long term conceptual issues. This will serve as a transitional program in the short term prior to the adoption of the long-term Regional Transportation Plan.

Mr. Eric Anderson also confirmed that MAG STP and funds and Transportation Management Area funds are not included in this process.

Chairman Fitzhugh asked the Committee if there were any questions or comments and there were none and with that Chairman Fitzhugh requested a motion to adopt the Pinal County STP Program into the MAG Federal Fund Programming Guidelines. Mr. Jepson from City of Maricopa made the motion to Pinal County STP Programming and Evaluation Policy. Mr. Mr. Moussaf from the Town of Queen creek seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

10. Interstate 10/Interstate 17 Corridor Master Plan Update

Mr. Bob Hazlett, MAG staff, provided an update on the Interstate 10/Interstate 17 Corridor

Master Plan and a demonstration of the MetroQuest tool for public outreach. Mr. Hazlett stated that this 35-mile section of the region's freeway system is referred to as "The Spine." He noted that \$1.47 billion is programmed in the Regional Transportation Plan for improvements to this corridor.

Mr. Hazlett stated that this corridor extends from the North Stack (Interstate 17/Loop 101) to the Pecos Stack (Interstate 10/Loop 202). He said that the corridor involves the MAG member agencies of ADOT, Chandler, Guadalupe, Phoenix, and Tempe. Mr. Hazlett noted that about 40 percent of the daily freeway trips in Metro Phoenix use some portion of the corridor.

Mr. Hazlett stated that ADOT had been conducting environmental impact statement studies, but there was little guidance as to the vision for the corridor. He stated that Interstate 10/Interstate 17 Corridor Master Plan began in response to the 2012 decision for suspending the two environmental impact statement studies for the corridor between the SR-101L/Agua Fria-Pima "North Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges.

Mr. Hazlett stated that on October 31, 2014, a joint meeting of the participating agencies including: ADOT, FHWA, City of Phoenix streets, transit, aviation, Cities of Chandler, Tempe and Guadalupe, was held to define a path forward for the corridor. He stated that improvements include a near term improvement strategy to address bottlenecks in the corridor.

Mr. Hazlett stated that the Corridor Master Plan is a four-step process to identify the vision for Interstate 10 and Interstate 17. He stated that the goal is for completion by December 2016. Mr. Hazlett displayed a photograph of the Charter Partners, which includes elected officials and executive directors, the Management Partners, which includes staff from MAG, ADOT and Federal Highway Administration Arizona, and the Planning Partners, which includes Federal Highway Administration, Federal Aviation Administration, ADOT, Department of Safety, MAG, Chandler, Guadalupe, Phoenix, Tempe, and Valley Metro.

Mr. Hazlett stated that public meetings will be launched on February 23, 2015. He noted that a project fact sheet was at each place and includes the locations of the public meetings. Mr. Hazlett stated that MetroQuest, a public outreach tool, was developed. He described it as a bilingual online engagement/survey tool used to obtain input regarding public's values/concerns, and feedback on potential scenarios and improvements. He stated that MetroQuest is more interactive than just taking a survey. Mr. Hazlett stated that MetroQuest will be embedded into the study website: spine.azmag.gov, which will be live approximately the second week of February. He noted that an online survey would be available throughout the duration of the public comment period and is mobile device compatible.

A demonstration of the tool developed by metroquest was provided. Mr. Farry inquired how the priorities indicated on the tools were determined. Mr. Hazlett replied that it was through a public involvement process.

Mr. Hazlett discussed the next public information schedule. The same material will be

presented in each location and each meeting will be conducted in an open house format. Attendees will be allowed to write on maps and surveys will be conducted on tablets. The tool is expected to be live in the 2nd week February.

Mr. Hazlett explained the benefits of ITS including technology related to variable speed limits. The benefits, as demonstrated in a system in Australia, can include increased capacity, and reduction in crashes. Mr. Eric Anderson added that an increase throughput of 10% would not only yield a substantial return on investment but also increase safety, lower insurance rates, lower out of pocket expenses, and improve the driving experience.

Mr. Hazlett added that dynamic timing will not long lead to congestion reduction improvements on the freeway but also on arterial streets by allowing drivers to make better decisions on trips while creating a more reliable travel system. Technology such as variable speed limits may be implemented by the ADOT director.

Mr. Martin complimented Mr. Hazlett on his effort on this study. Ms. Kristin Meyers inquired about the cost of the survey tool. Mr. Hazlett replied he could discuss with her the cost and also mentioned that the MAG IT staff have expressed interested in developing a similar tool in-house.

Chairman Fitzhugh asked the Committee if there were any additional questions or comments and there were none.

11. Request for Future Agenda Items

There were no requests for future agenda items.

12. Member Agency Update

Mr. Martin expressed thanks to Teri Kennedy on her work on Agenda item number 8.

Mr. Ligocki reported that the Maricopa County is currently doing Transportation System Plan update. Information has been sent all the member agencies and public input meeting will be held beginning next week and will be held throughout the region. Mr. Ligocki invited the committee to participate in the public participation process.

13. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, February 26, 2015 at 10:00 a.m. in the MAG Office, Saguaro Room.

The meeting was adjourned at 11:44 a.m..

ATTACHMENT #1

Agenda #5A

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 18, 2015

SUBJECT:

ADOT Red Letter Process

SUMMARY:

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

Notifications:

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

Advance acquisitions:

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

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

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

ADOT has forwarded a list of notifications from July 1, 2014, to December 31, 2014. Four of the 54 notices received have an impact to the state highway system.

PUBLIC INPUT:

None.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

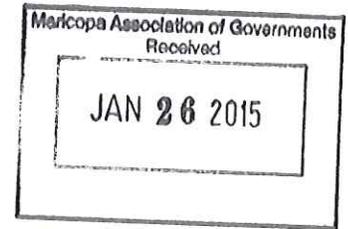
PRIOR COMMITTEE ACTIONS:

None

CONTACT PERSON:

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

January 16, 2014

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

Re: Red Letter Report - Notices from July 01, 2014 to December 31, 2014

Dear Mr. Smith:

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

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 01, 2014 to December 31, 2014. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	00	00
City of Avondale	00	00
Town of Buckeye	00	00
Cit of Chandler	07	00
City of El Mirage	01	00
Town of Gilbert	01	00
City of Glendale	00	00
City of Goodyear	00	00
Maricopa County	07	01
City of Mesa	04	01
City of Peoria	00	00
City of Phoenix	21	01
City of Scottsdale	05	00
City of Surprise	07	00
City of Tempe	01	01
Other	<u>00</u>	<u>00</u>
Total Received	54	04

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER: No impact responses sent.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact response sent.

MARICOPA COUNTY:

October 03, 2014 – Rezone/POD for Tractor Supply CO. – Site Plan

This proposed project will have an impact to State Route 87. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Larry Isaac.

CITY OF MESA:

December 19, 2014 – Funk Family/Monticello – Site Plan

This proposed project will have an impact to Brown @ SR 202. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX:

July 02, 2014 – Notice of Proposed Development Subdivision Project – Site Plan

This proposed project will have an impact to NWC OF 7th Avenue & I-17. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

CITY OF SCOTTSDALE: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE:

July 10, 2014 – Tempe Village Unit 1 – Site Plan

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

OTHER: No impact responses sent.

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

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

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

Sincerely,



Richard Erickson, Manager
Right of Way Project Management

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

ATTACHMENT #2

Agenda Item #6

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 18, 2015

SUBJECT:

Project Changes - Amendment and Administrative Modification to the FY 2014 MAG Transportation Improvement Program, FY2015 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 29, 2014, and have been modified eight times. Since then, additional changes are needed.

The project changes in Table A include reprogramming the SR-202 Loop/South Mountain Freeway to combine Preliminary Engineering, Design, Right of Way, Construction and Maintenance work phases from ten individual project segments into three master comprehensive listings to support a Design/Build/Maintain (DBM) project delivery process. This delivery process was chosen by the Arizona Department of Transportation (ADOT) in August 2014, in cooperation with MAG and the Federal Highway Administration (FHWA), in response to an unsolicited February 2013 Public-Private Partnership (P3) proposal for a Design/Build/Finance (DBF) delivery method for the freeway. Pursuant to Arizona P3 legislation, the unsolicited proposal was reviewed and deemed to have merit for moving forward as Design/Build/Maintain delivery method, in recognition of the potential for an accelerated project delivery process, cost-saving opportunities through the delivery innovation process, and an early confirmation of the project cost certainty to improve the Regional Freeway and Highway Program cash flow.

The project changes in Table A summarizes the proposed changes to the TIP with current cost estimates. Additional general project change listings are also included. Table B contains amendments to the FY 2015 Arterial Life Cycle Program; the amendments reflect a change in how the Redfield Road/Raintree Drive projects will be implemented. The changes do not impact the financial balance of the program. Please see the attachments to this transmittal summary.

All of the project listings to be amended will be included in conformity consultation.

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, the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, or Bob Hazlett, Senior Engineering Manger, (602) 254-6300.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #9																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2015	DOT14-111	19029	202 (South Mountain)-I-10 Maricopa-24th St (Seg 1)	Design new Freeway	3	0	8	---	RFHP	---	Freeway	RARF-HURF	2015	---	-6,300,000	---	-6,300,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2016	DOT15-111	19029	202 (South Mountain)-I-10 Maricopa-24th St (Seg 1)	RAW Acquisition	3	0	8	---	RFHP	---	Freeway	NHPP	2016	-62,238,000	-3,762,000	---	-66,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2017	DOT17-405	19029	202 (South Mountain)-I-10 Maricopa-24th St (Seg 1)	Construct New freeway	3	0	8	---	RFHP	---	Freeway	NHPP	2017	-99,958,000	-6,042,000	---	-106,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2015	DOT14-112	15671	202 (South Mountain)-24th St-17th Ave (Seg 2)	Design new freeway	3	0	8	---	RFHP	---	Freeway	RARF-HURF	2015	---	-7,000,000	---	-7,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2016	DOT16-408	15671	202 (South Mountain)-24th St-17th Ave (Seg 2)	RAW Acquisition	3	0	8	---	RFHP	---	Freeway	NHPP	2016	-13,956,400	-843,600	---	-14,800,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2018	DOT18-405	15671	202 (South Mountain)-24th St-17th Ave (Seg 2)	Construct new freeway	3	0	8	---	RFHP	---	Freeway	NHPP	2018	-68,500,000	-48,500,000	---	-117,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2016	DOT12-119	47518	202 (South Mountain)-17th Avenue to 51st Avenue, Segment 3	Design	5	0	8	---	RFHP	---	Freeway	RARF-HURF	2016	---	-13,800,000	---	-13,800,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2017	DOT12-128	47518	202 (South Mountain)-17th Avenue to 51st Avenue, Segment 3	RAW Acquisition	5	0	8	---	RFHP	---	Freeway	RARF-HURF	2017	---	-95,500,000	---	-95,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2017	DOT13-133	47518	202 (South Mountain)-17th Avenue to 51st Avenue, Segment 3	RAW Acquisition	5	0	8	---	RFHP	---	Freeway	NHPP	2017	-44,038,100	-2,661,900	---	-46,700,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2018	DOT14-148	47518	202 (South Mountain)-17th Avenue to 51st Avenue, Segment 3	Construction	5	0	8	---	RFHP	---	Freeway	NHPP	2018	-68,500,000	-162,740,000	---	-231,240,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2017	DOT15-114	6458	202 (South Mountain)-51st Ave-Elliot Rd (Seg 4)	Design New Freeway	1	0	8	---	RFHP	---	Freeway	RARF-HURF	2017	---	-3,200,000	---	-3,200,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #9																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2018	DOT18-403	6458	202 (South Mountain)-51st Ave - Elliot Rd (Seg 4)	RAW Acquisition	1	0	8	---	RFHP	---	Freeway	RARF-HURF	2018	---	12,200,000	---	12,200,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2020		6458	202 (South Mountain)-51st Ave - Elliot Rd (Seg 4)	Construct New freeway	1	0	8	---	RFHP	---	Freeway	NHPP	2020	27,000,000	27,000,000	---	54,000,000	Amendment: Delete project from RTP Long Range Plan and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2017	DOT15-115	17193	202 (South Mountain)-Elliot Rd - Baseline Rd (Seg 5)	Design New freeway	2	0	8	---	RFHP	---	Freeway	RARF-HURF	2017	---	4,800,000	---	4,800,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2018	DOT18-407	17193	202 (South Mountain)-Elliot Rd - Baseline Rd (Seg 5)	RAW Acquisition	2	0	8	---	RFHP	---	Freeway	RARF-HURF	2018	---	12,000,000	---	12,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2020		17193	202 (South Mountain)-Elliot Rd - Baseline Rd (Seg 5)	Construct New freeway	2	0	8	---	RFHP	---	Freeway	NHPP	2020	40,000,000	40,000,000	---	80,000,000	Amendment: Delete project from RTP Long Range Plan and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2017	DOT14-171	1790	202 (South Mountain)-Baseline Rd - Salt River, Segment 6	Design	1	0	8	---	RFHP	---	Freeway	RARF-HURF	2017	---	2,200,000	---	2,200,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2018	DOT14-172	1790	202 (South Mountain)-Baseline Rd - Salt River, Segment 6	RAW Acquisition	1	0	8	---	RFHP	---	Freeway	RARF-HURF	2018	---	14,000,000	---	14,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2020		1790	202 (South Mountain)-Baseline Rd - Salt River, Segment 6	Construct New freeway	1	0	8	---	RFHP	---	Freeway	NHPP	2020	18,500,000	18,500,000	---	37,000,000	Amendment: Delete project from RTP Long Range Plan and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2016	DOT15-176	43087	202 (South Mountain)-Salt River Bridge, Segment 7	Design	0.6	0	8	---	RFHP	---	Freeway	RARF-HURF	2016	---	5,000,000	---	5,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2016	DOT15-177	43087	202 (South Mountain)-Salt River Bridge, Segment 7	RAW Acquisition	0.6	0	8	---	RFHP	---	Freeway	RARF-HURF	2016	---	4,400,000	---	4,400,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2017	DOT15-192	43087	202 (South Mountain)-Salt River Bridge, Segment 7	Construct Bridge	0.6	0	8	---	RFHP	---	Freeway	NHPP	2017	32,300,000	51,200,000	---	83,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.

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FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #9																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2015	DOT13-135	6919	202 (South Mountain)- Salt River to Buckeye Rd- Segment 8	Design	2	0	8	---	RFHP	---	Freeway	RAR-HURF	2015	---	7,900,000	---	7,900,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2015	DOT14-150	6919	202 (South Mountain)- Salt River to Buckeye Rd- Segment 8	R/W Acquisition	2	0	8	---	RFHP	---	Freeway	RAR-HURF	2015	---	41,600,000	---	41,600,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2016	DOT15-178	6919	202 (South Mountain)- Salt River to Buckeye Rd- Segment 8	Construction	2	0	8	---	RFHP	---	Freeway	NHPP	2016	96,200,000	35,300,000	---	131,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2015	DOT14-119	11305	202 (South Mountain)- I-10 Papago/SR202L-System Interchange (Seg 9)	Design New System Traffic Interchange	0	2	2	---	RFHP	---	Freeway-Interchange	RAR-HURF	2015	---	25,500,000	---	25,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2015	DOT14-405	11305	202 (South Mountain)- I-10 Papago/SR202L-System Interchange (Seg 9)	Right-of-Way for New System Traffic Interchange	0	2	2	---	RFHP	---	Freeway-Interchange	RAR-HURF	2015	---	231,000,000	---	231,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2015	DOT15-403	11305	202 (South Mountain)- I-10 Papago/SR202L-System Interchange (Seg 9)	Construct New System Traffic Interchange	0	2	2	---	RFHP	---	Freeway-Interchange	NHPP	2015	160,000,000	177,600,000	---	337,600,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.
ADOT	Highway	2015	DOT15-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Preliminary Engineering	22	0	8	----	RFHP	----	Freeway	NHPP	2015-2019	16,200,000	13,800,000	-	30,000,000	Amendment: Add a new Master listing for "Design-Build-Maintain" preliminary engineering project in fiscal year 2015 for \$30,000,000. See multiple deletions.
ADOT	Highway	2015	DOT15-491	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	R/W Acquisition	22	0	8	----	RFHP	----	Freeway	NHPP	2015-2019	338,699,000	324,207,000	-	662,906,000	Amendment: Add a new Master listing for "Design-Build-Maintain" Right of Way project in fiscal year 2015 for \$662,906,000. See multiple deletions.
ADOT	Highway	2015	DOT15-492	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Design, Construct and Maintain	22	0	8	----	RFHP	----	Freeway	NHPP	2015-2019	394,139,000	665,184,000	-	1,059,323,000	Amendment: Add a new Master listing for "Design-Build-Maintain" design, construct and maintain project in fiscal year 2015 for \$1,059,323,000. See multiple deletions.
ADOT	Highway	2015	DOT15-493	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	----	RFHP	----	Freeway	NHPP	2015	8,100,000	6,800,000	-	14,900,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2015.
ADOT	Highway	2015	DOT15-494	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	0	8	----	RFHP	----	Freeway	NHPP	2015	174,287,000	80,713,000	-	255,000,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2015.

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2015	DOT16-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	----	RFHP	----	Freeway	NHPP	2016	2,700,000	2,400,000	-	5,100,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2016.
ADOT	Highway	2015	DOT16-491	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	0	8	----	RFHP	----	Freeway	NHPP	2016	117,536,000	226,398,000	-	343,934,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2016.
ADOT	Highway	2015	DOT16-492	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	----	RFHP	----	Freeway	NHPP	2016	96,200,000	64,461,000	-	160,661,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2016.
ADOT	Highway	2015	DOT17-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	----	RFHP	----	Freeway	NHPP	2017	2,700,000	2,300,000	-	5,000,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2017.
ADOT	Highway	2015	DOT17-491	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	0	8	----	RFHP	----	Freeway	NHPP	2017	46,876,000	-	-	46,876,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2017.
ADOT	Highway	2015	DOT17-492	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	----	RFHP	----	Freeway	NHPP	2017	144,657,000	249,463,000	-	394,120,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2017.
ADOT	Highway	2015	DOT18-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	----	RFHP	----	Freeway	NHPP	2018	2,700,000	2,300,000	-	5,000,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2018.
ADOT	Highway	2015	DOT18-491	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	0	8	----	RFHP	----	Freeway	NHPP	2018	-	17,096,000	-	17,096,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2018.
ADOT	Highway	2015	DOT18-492	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	----	RFHP	----	Freeway	NHPP	2018	143,635,000	224,935,000	-	368,570,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2018.
ADOT	Highway	2015	DOT19-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	----	RFHP	----	Freeway	NHPP	2019	9,647,000	126,325,000	-	135,972,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2019.

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 shown in strike through font.

6. Changes are in red font. Deletions are shown in strike through font.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #9																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request

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.

5. Life Cycle Programs:

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/12/2015

ALCP - IN TIP			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
TIP #	Agency	Project Location																
SCT14-107DZ	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Design Roadway Widening	2016	Jun-18	1	3	4	Local	142,857	-	-	142,857	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E
SCT16-107DRB	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Design Roadway Widening	2016	Jun-18	1	3	4	RARF	(100,000)	-	100,000	-	2016	RARF	100,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E
SCT17-107RWZ	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Jun-18	1	3	4	Local	72,000	-	-	72,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/12/2015

ALCP - IN TIP			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
TIP #	Agency	Project Location																
SCT17-107RRB	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Jun-18	1	3	4	RARF	(50,000)	-	50,000	-	2016	RARF	50,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E
SCT15-107CZ	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Construct Roadway Widening	2017	Jun-18	1	3	4	Local	2,000,000	-	-	2,000,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E
SCT18-107CRB	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Construct Roadway Widening	2017	Jun-18	1	3	4	RARF	(1,350,000)	-	1,350,000	-	2017	RARF	1,350,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/12/2015

ALCP - IN TIP			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
TIP #	Agency	Project Location																
SCT13-122DZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Design Roadway Widening	2015	Jun-17	1.2	3	4	Local	3,575,000	-	-	3,575,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT15-122DZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Design Roadway Widening	2015	Jun-17	1.2	0	2	RARF	(1,056,218)	-	1,056,218	-	2015	RARF	1,056,218	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT16-122DRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Design Roadway Widening	2016	Jun-17	1.2	0	2	RARF	(1,444,000)	-	1,444,000	-	2016	RARF	1,444,000	Amend: New TIP listing. Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/12/2015

ALCP - IN TIP			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
TIP #	Agency	Project Location																
SCT14-122RWZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Jun-17	1.2	0	2	Local	5,715,000	-	-	5,715,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT14-122RRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Jun-17	1.2	0	2	RARF	(4,000,000)	-	4,000,000	-	2016	RARF	4,000,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT14-122CZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Construct Roadway Widening	2017	Jun-17	1.2	0	2	Local	13,575,000	-	-	13,575,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/12/2015

ALCP - IN TIP																		
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
SCT17-122CRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Construct Roadway Widening	2017	Jun-17	1.2	0	2	RARF	(6,000,000)	-	6,000,000	-	2017	RARF	6,000,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT18-122CRB	Scottsdale	Raintree Drive Extension: 76th Place to Hayden Rd	Construct Roadway Widening	2018	Jun-17	1.2	0	2	RARF	(3,473,851)	-	3,473,851	-	2018	RARF	3,473,851	Amend: New TIP listing. Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F

1. Rows in the report are sorted in order by the following columns: Agency, RTP ID, Project Description, Fiscal Year, and Fund Type. Changes are in red font. Deletions are show in strike through font.

ATTACHMENT #3

Agenda Item #7

TO: Members of the Transportation Review Committee

FROM: Eileen Yazzie, Transportation Planning Project Manager

DATE: February 18, 2015

SUBJECT: PROJECT STATUS UPDATE AND DISCUSSION – TRANSPORTATION ENHANCEMENT (TEA) AND SAFE ROUTES TO SCHOOL PROJECTS (SRTS)

In January 2015, the Arizona Department of Transportation (ADOT) contacted MAG to work with the local agencies to coordinate project schedules for twelve TEA and SRTS projects in the MAG region. These twelve projects were 'awarded' TEA and SRTS funding from the state, prior to July 2012/FY2013. Working with limited funds, ADOT is trying to prioritize when projects with TEA and SRTS funding will obligate. ADOT is suggesting to change the year/date of obligation of programmed funding for projects.

It is requested that the MAG region, collectively looks at ADOT's suggestions, review the project development schedules, and recommend a prioritized list of projects to ADOT that best fits the twelve project development schedules and agency needs.

Please see the attached table that provides information about the projects, the year that projects are programmed for, the changes to the years of obligation that ADOT is suggesting, the notes column, and individual project status tables. The due date to return the project development status forms isn't until February 18, 2015. I will send out updated project development schedule information prior to the meeting, which will also be available at the committee meeting as a handout. This item is also being heard at the February 24, 2015 Bicycle/Pedestrian Committee; an update will provided at the committee meeting.

Background – TEA and SRT Funding

Prior to 2013, there were three distinct types of federal formula funds that were apportioned to the State of Arizona: Transportation Enhancements (TEA), Safe Routes to School (SRTS), and Recreational Trails Program. In July 2012, the federal government passed the new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 consolidated these three programs into one federal formula funding category called Transportation Alternatives Program (TAP). TAP funding is now allocated directly to MAG, in comparison to the previous programs, in which funding for was allocated by ADOT.

Requested Action

Information, discussion, and possible recommendation to prioritize the twelve TEA/SRTS projects based on the status of project development schedule.

ADOT Proposed Year for Obligation - 2015											
Agency	Current Year to Obligate in TIP	ADOT Proposed Year for Obligation	TIP ID	Location	Work	Funding	Federal	Local	Total	Notes	On Schedule to obligate in 2015?
Glendale	2015	2015	GLN11-704	Maryland Avenue: 67th-69th & 79th-83rd Avenues	Spot Improvements on Maryland Avenue for Bike Lanes	STP-TEA	369,276	22,321	391,597		
Mesa	2015	2015	MES11-111C2	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved shared use path	TAP-MAG	1,358,348	82,106	1,440,454	All clearances are completed and approved. Project is going out to bid February 2015.	Yes
Mesa	2015	2015	MES11-111C1	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved shared use path	SRTS	291,000	0	291,000		
Queen Creek	2015	2015	QNC12-100	North Bank Queen Creek Wash: Hawes Rd and Ellsworth	Construct a one mile 8' wide multi-use path	STP-TEA	486,926	29,432	516,358	All clearances are completed and approved. Project is going out to bid February 2015.	Yes
ADOT Proposed Year for Obligation - 2016											
Agency	Current Year to Obligate in TIP	ADOT Proposed Year for Obligation	TIP ID	Location	Work	Funding	Federal	Local	Total	Notes	On Schedule to obligate in 2015?
Florence	2015	2016	FLO14-402	Main Street: Ruggles St to Butte Ave	Construct Roadway Improvements	STP-TEA	500,000	30,223	530,223	PS&E is pending; Environmental, ROW, and IGA is cleared and approved, Utilities and Materials memo are underway. Will be ready to obligate in 2015.	Yes
Gilbert	2015	2016	GLB13-907C	Eastern Canal at Baseline Rd, SRP Powerline at Guadalupe Rd, SRP Powerline and Elliot Road	Construct Pedestrian and Bicycle Mid-Block Crossings	STP-TEA	551,970	33,364	585,334		
ADOT Proposed Year for Obligation - 2017											
Agency	Current Year to Obligate in TIP	ADOT Proposed Year for Obligation	TIP ID	Location	Work	Funding	Federal	Local	Total	Notes	On Schedule to obligate in 2015?
Apache Junction	2015	2017	APJ15-402	Ironwood Drive, Southern Avenue, and Idaho Road in Apache Junction	Construct concrete sidewalks, curb and gutter, ADA ramps, bike lane striping	SRTS	313,094	0	313,094	This project is planned to be constructed with APJ14-402 (STP funded project), that is scheduled for obligation in FY2015. 100% plans submitted to ADOT on January 13, 2015	Yes
Glendale	2015	2017	GLN08-802	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	STP-TEA	632,222	38,215	670,437		
Phoenix	2015	2017	PHX12-106C	Jorgensen Elementary School - 1701 W Roeser Rd	Construct Sidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17th Ave between Broadway Rd to Roeser Rd	SRTS	251,000	0	251,000		

Agency	Current Year to Obligate in TIP	ADOT Proposed Year for Obligation	TIP ID	Location	Work	Funding	Federal	Local	Total	Notes	On Schedule to obligate in 2015?
Gilbert	2016	2017	GLB12-102C	Seven elementary school sites	Gilbert SRTS Infrastructure Project, Phase 3 (Various safety treatments including sidewalks, crosswalks, driver feedback signs and HAWK signals)	TAP-AZ	270,000	0	270,000		

ADOT Proposed Year for Obligation - 2018

Agency	Current Year to Obligate in TIP	ADOT Proposed Year for Obligation	TIP ID	Location	Work	Funding	Federal	Local	Total	Notes	On Schedule to obligate in 2015?
Phoenix	2015	2018	PHX12-107C	Yuma Street: 33rd Avenue to 28th Avenue	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave.	SRTS	310,800	0	310,800		
Glendale	2015	2018	GLN12-102C	Myrtle Avenue	Construct Sidewalk Improvements	SRTS	400,000	106,410	506,410		
Wickenburg	2015	?	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	STP-TEA	436,129	26,362	462,491		

**ATTACHMENT
#4**

Agenda Item #8

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 18, 2015

SUBJECT:

Revised Alignment Changes to Tempe Streetcar Project and Phoenix – Northwest Phase II Light Rail Extension

SUMMARY:

There are two high capacity transit projects in the MAG region that require revision in alignment and in costs: Tempe Streetcar, and Phoenix Northwest - Phase II LRT Extension. Valley Metro, in coordination with the City of Tempe and City of Phoenix, are requesting approval of the revised Tempe Streetcar Project alignment and the modification to the Phoenix Northwest - Phase II LRT Ext.

The revised projects are requested to be incorporated into an air quality conformity analysis prior to modifying the MAG FY2014-2018 Transportation Improvement Program (TIP) and the MAG 2035 Regional Transportation Plan (RTP). ***Please see Figures 1 - 4 in the attachment for alignment and cost changes.***

Tempe Streetcar

In December 2010, the MAG Regional Council approved the Locally Preferred Alternative for the Tempe South project, which included a 2.6 mile modern streetcar on a Mill Avenue with a one-way loop in downtown Tempe. The project's alignment was a one-way loop between Rio Salado Parkway and University Drive, going north on Mill Avenue and south on Ash Avenue. It continued to travel north/south on Mill Avenue between University Drive and Southern Avenue.

Valley Metro submitted this project to the Federal Transit Administration (FTA) for review, and it did not meet the FTA Small Starts Criteria. Working with the City of Tempe, Valley Metro modified the alignment to two options, and then hosted numerous public and stakeholder meetings in 2013. In June 2014, the Tempe City Council supported a route revision for a 3 mile Tempe Streetcar project. The proposed new Tempe Streetcar route travels on Rio Salado Parkway from the Marina Heights development west to Mill Avenue, downtown loop on Mill and Ash avenues and south to Apache Boulevard, then east to Dorsey Lane.

Valley Metro, in coordination with the City of Tempe, are requesting approval of the revised Tempe Streetcar Project, and to modify the MAG FY2014-2018 Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan (RTP). The project has been revised to better fit the new federal funding criteria and meet community goals.

The cost of the 2010 approved 2.6 mile Streetcar was a total of \$136 million, and the revised 3 mile Streetcar cost increases to \$177 million. The City of Tempe and Valley METRO Rail are currently working on the specifics of funding for the project. The Valley METRO Rail Board is scheduled to approve the project budget and identify funding for the project by May 2015. The year of opening for the previously approved 2.6 mile Streetcar project was 2016. The year of opening for the 3 mile Streetcar project is now 2018. Tempe will be responsible for the operating and maintenance costs for the streetcar.

Phoenix Northwest - Phase II LRT Ext.

In July 2007, the MAG Regional Council approved the Regional Transportation Plan Update - 2007, which included a modification to the Phoenix - Northwest LRT Extension route. It divided the project into two phases: Phase I - 3.2-miles on 19th Avenue from Montebello to Dunlap Road; and Phase II - 1.7-mile Dunlap Road: 19th Ave to 25th Avenue, to Mountain View Road, ending near the I-17. Phase I is currently under construction and set to open in 2016. The corridor alignment for Phase II ended east of the I-17, and was incorporated in the RTP with that configuration.

In 2013, the City of Phoenix requested Valley METRO Rail reevaluate the northern terminus of the Phoenix Northwest - Phase II LRT Ext. project, given the importance of Metrocenter as a major regional activity center. Therefore, Valley Metro initiated a project definition study to evaluate options to extend the alignment across I-17. After a series of outreach efforts, including workshops with Phoenix staff in August and December 2013 and community outreach meetings in January and October 2014, a recommended alignment for crossing I-17 near Mountain View Road has been identified. Ending the alignment west of I-17 provides significant economic development opportunities and it allows improved access to the light rail system for trips originating west of the freeway. Additionally, on November 13, 2014, the Phoenix City Council approved a modification to the Northwest Phase II Light Rail Extension LPA to follow Dunlap Avenue between 19th and 25th avenues, extend north on 25th Avenue, turn west on Mountain View Road and cross I-17 to end a short distance west of the freeway.

The current Transit Life Cycle Program (TLCP) includes \$176 million for the project. The revised project that now ends west of I-17 is estimated to cost \$295 million (year of expenditure). The Valley METRO Rail Board is scheduled to approve the project budget and identify funding for the project by May 2015. The year of opening for 1.7-mile Phoenix Northwest - Phase II LRT Ext. remains the same, 2026. Phoenix will be responsible for the operating and maintenance costs for this extension.

If this action is recommended for approval, the Tempe Streetcar and Phoenix Northwest - Phase II LRT Ext. projects will move forward for air quality conformity analysis. The final administrative approval of the project modifications for the MAG FY2014-2018 and 2035 RTP will be heard formally through the MAG Committee process in May-June 2015 when a new finding of conformity is determined.

The attached documents outline the previously approved and proposed project alignment and costs, and provide the DRAFT RTP amendments. Additional Project details can also be found online at: http://www.valleymetro.org/projects_and_planning/current_projects

PUBLIC INPUT:

Most recently, Valley Metro and the City of Tempe hosted a public meeting on December 1, 2014 about the realignment of the Tempe Streetcar. The agencies are accepting public input and feedback until January 5, 2015. As well, Valley Metro and City of Tempe had public, stakeholder, and business meetings, and conducted surveys in 2013 to gather input on route options. During the course of the initial Alternatives Analysis Study (2007-2010), the Valley Metro public involvement team conducted ten public meetings with 446 people attending; gave more than 47 presentations to advisory committees, neighborhood associations and civic organizations; and provided continuous updates via website, e-mails, newsletters and fact sheets. As well, Valley Metro and City of Phoenix had community outreach meetings in January and October 2014 for the Phoenix - NW Phase II project.

PROS & CONS:

PROS: Approval of the Revised Tempe Streetcar alignment and the modification to the Phoenix - NW Ext. Phase II will allow METRO, City of Tempe, and City of Phoenix to proceed with the project development process that includes an environmental assessment and preliminary engineering for the Tempe Streetcar.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The revised 3.0 mile Tempe Streetcar route and 1.7 mile Phoenix - NW Ext. Phase II will help increase transit ridership in both parts of the Valley, will connect neighborhoods to downtown Tempe, connect residents to employment centers, connect residents west of I-17, and will encourage redevelopment of underutilized parcels.

POLICY: The Valley Metro Rail Board of Directors is planning to hear this item for approval on the February 2015 agenda. On June 12, 2014, the Tempe City Council approved the reconfigured Tempe Streetcar. In November 2014, Phoenix City Council approved the revised NW Ext. Phase II alignment.

ACTION NEEDED:

For information, discussion and possible recommendation to 1) approve the revised alignment and cost changes to the Tempe Streetcar and that the 2035 MAG Regional Transportation Plan and the FY 2014-2018 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis; and 2) approve the revised alignment and cost changes to the Phoenix - Northwest Phase II Light Rail Extension projects and that the 2035 MAG Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

On February 12, 2015, the MAG Transit Committee recommended to approve the revised alignment changes to the Tempe Streetcar and Phoenix – Northwest Phase II Light Rail Extension projects to undergo air quality conformity analysis for a future amendment to the MAG 2014-2018 TIP and MAG 2035 RTP, and recommend that this item is heard again at the May Transit Committee meeting that would include the project funding commitments.

MEMBERS ATTENDING

- | | |
|--|--|
| ADOT: Vacant | *Paradise Valley: Jeremy Knapp |
| Avondale: Kristen Sexton, Vice Chair | Peoria: Stuart Kent |
| #Buckeye: Andrea Marquez | Phoenix: Maria Hyatt, Chair |
| Chandler: Jason Crampton for RJ Zeder | Queen Creek: Mohamed Youssef |
| El Mirage: Jose Macias | Scottsdale: Ratna Korapella for Madeline Clemann |
| Gilbert: Kristin Myers | Surprise: Martin Lucero |
| Glendale: Kevin Link for Debbie Albert | Tempe: Robert Yabes |
| Goodyear: Cato Esquivel | *Tolleson: Chris Hagen |
| #Maricopa: David Maestas | Valley Metro: Wulf Grote |
| #Maricopa County DOT: Suparna Dasgupta | Youngtown: Grant Anderson |
| Mesa: Jeff Martin for Jodi Sorrell | |

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

On December 8, 2010, the Regional Council moved approval of (1) A Locally Preferred Alternative for the Tempe South project, including a modern streetcar on a Mill Avenue alignment with a one-way loop in downtown Tempe to be incorporated into the MAG FY 2011 to FY 2015 Transportation Improvement Program and the Regional Transportation Plan 2010 Update for an air quality conformity analysis; (2) Inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road as an Illustrative Transit Corridor in the MAG Regional Transportation Plan; (3) Without modifying priorities in the Regional Transportation Plan, consider increased service levels and capital improvements for Rural Road BRT, per the description provided herein, through the regional transportation system planning process; (4) Future consideration for high capacity transit needs north

of downtown Tempe along Rio Salado Parkway and south of Southern Avenue along Rural Road to the vicinity of Chandler Boulevard through the regional transportation system planning process; and (5) Without modifying priorities in the Regional Transportation Plan, consider future commuter rail service along the Tempe Branch of the Union Pacific Railroad, through the regional transportation system planning process, and pending results from the Arizona Department of Transportation's Phoenix-Tucson Intercity Rail Alternatives Analysis.

MEMBERS ATTENDING

ADOT: Vacant until March 2015
Avondale: Kristen Sexton
Buckeye: Andrea Marquez
Chandler: Jason Crampton for RJ Zeder
El Mirage: Jose Macias
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
Phoenix: Maria Hyatt, Chair
Queen Creek: Mohamed Youssef
Scottsdale: Ratna Korapella for Madeline Clemann
Surprise: David Kohlbeck for Martin Lucero
Tempe: Robert Yabes
Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

On February 12, 2015, the Transit Committee recommended approval of the requested action.

MEMBERS ATTENDING

Mayor Thomas Schoaf, Litchfield Park, Chair
Mayor Hugh Hallman, Tempe, Vice Chair
#Councilwoman Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
#Mayor David Schwan, Carefree
Councilman Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
*Mayor Michele Kern, El Mirage
*President Clinton Pattea, Fort McDowell Yavapai Nation
Mayor Jay Schlum, Fountain Hills
*Mayor Ron Henry, Gila Bend
*Governor William Rhodes, Gila River Indian Community
Mayor John Lewis, Gilbert
*Mayor Elaine Scruggs, Glendale
#Vice Mayor Joe Pizzillo, Goodyear
*Mayor Yolanda Solarez, Guadalupe

Supervisor Mary Rose Wilcox, Maricopa Co.
Mayor Scott Smith, Mesa
*Mayor Scott LeMarr, Paradise Valley
*Mayor Bob Barrett, Peoria
Councilman Bill Gates for Councilwoman Peggy Neely, Phoenix
#Mayor Gail Barney, Queen Creek
*President Diane Enos, Salt River Pima-Maricopa Indian Community
#Mayor Jim Lane, Scottsdale
Councilwoman Sharon Wolcott, Surprise
*Mayor Adolfo Gamez, Tolleson
#Mayor Kelly Blunt, Wickenburg
#Mayor Michael LeVault, Youngtown
*Felipe Zubia, State Transportation Board
Victor Flores, State Transportation Board
#Roc Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

On November 17, 2010, the Transportation Policy Committee recommended approval of the requested action.

MEMBERS ATTENDING

- Mayor Scott Smith, Mesa, Chair
- # Councilwoman Peggy Neely, Phoenix, Vice Chair
- # Mayor Bob Barrett, Peoria
- # Stephen Beard, HDR Engineering, Inc.
- * Dave Berry, Swift Transportation
- * Jed Billings, FNF Construction
- Councilmember Jack Sellers, Chandler
- Councilmember Shana Ellis, Tempe
- Councilmember Dick Esser, Cave Creek
- * Mark Killian, The Killian Company/Sunny Mesa, Inc.
- # Mayor Jim Lane, Scottsdale

- Phil Matthews, Salt River Pima-Maricopa Indian Community
- Mayor Jackie Meck, Buckeye
- Vice Mayor Les Presmyk, Gilbert
- # Mayor Marie Lopez Rogers, Avondale
- # David Scholl
- * Mayor Elaine Scruggs, Glendale
- # Karrin Kunasek Taylor, DMB Properties
- * Mayor Lyn Truitt, Surprise
- Supervisor Max W. Wilson, Maricopa County
- Victor Flores, State Transportation Board
- F. Rockne Arnett, Citizens Transportation Oversight Committee

* Not present

Participated by telephone conference call + Participated by videoconference call

On November 10, 2010, the Management Committee recommended approval of the requested action.

MEMBERS ATTENDING

- Carl Swenson, Peoria, Chair
- Charlie Meyer, Tempe, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- * Usama Abujbarah, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Pat Dennis for Rick Flaaen, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Collin DeWitt, Gilbert
- Brent Stoddard for Ed Beasley, Glendale
- Mark Gaillard for John Fischbach, Goodyear

- Bill Hernandez, Guadalupe
- Sonny Culbreth for Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Ed Zuercher for David Cavazos, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- David Richert, Scottsdale
- Michael Celaya for Mark Coronado, Surprise
- * Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- * Lloyce Robinson, Youngtown
- Rob Samour for John Halikowski, ADOT
- * David Smith, Maricopa Co.
- David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

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

On October 28, 2010, the Transportation Review Committee (TRC) recommended the Locally Preferred alternative for approval. The TRC also recommended for approval the four additional study recommendations, with a clarification that recommendations three (additional bus rapid transit service on Rural Road) and five (future consideration of commuter rail service along the Tempe Branch) were not intended to modify priorities in the Regional Transportation Plan.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Steve Hull for Floyd Roehrich
- Avondale: Shirley Gunther for David Fitzhugh

- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert

Fountain Hills: Randy Harrel
 * Gila Bend: Eric Fitzer
 * Gila River: Doug Torres
 Gilbert: Tami Ryall
 Glendale: Cathy Colbath for Terry Johnson
 Goodyear: Cato Esquivel
 * Guadalupe: Gino Turrubiarres
 Litchfield Park: Paul Ward for Woody Scoutten
 Maricopa County: Clem Ligocki for John Hauskins
 Mesa: Scott Butler

Paradise Valley: Bill Mead
 Phoenix: Rick Naimark
 Queen Creek: Tom Condit
 RPTA: Bryan Jungwirth
 Scottsdale: Dave Meinhart
 Surprise: Bob Beckley
 Tempe: Jyme Sue McLaren for Chris Salomone
 Valley Metro Rail: John Farry
 * Wickenburg: Rick Austin
 Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook, City of Chandler
 * ITS Committee: Nicolaas Swart, Maricopa Co.

* Bicycle/Pedestrian Committee: Peggy Rubach, RPTA
 * Transportation Safety Committee: Julian Dresang, City of Tempe

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

+ Attended by Videoconference

On October 14, 2010, the MAG Transit Committee recommended for the Locally Preferred Alternative and the four additional study recommendations to the MAG Transportation Review Committee (TRC).

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair
 * ADOT: Mike Normand
 Avondale: Kristen Sexton for Rogene Hill
 # Buckeye: Andrea Marquez
 Chandler: RJ Zeder
 * El Mirage: Pat Dennis
 * Gilbert: Tami Ryall
 Glendale: Cathy Colbath
 Goodyear: Cato Esquivel
 Maricopa County: Mitch Wagner
 Mesa: Mike James

* Paradise Valley: William Mead
 Peoria: Maher Hazine
 * Queen Creek: Wendy Kaserman
 Scottsdale: Theresa Huish
 * Surprise: Michael Celaya
 Tempe: Jyme Sue McLaren
 * Tolleson: Chris Hagen
 Valley Metro Rail: Wulf Grote
 Regional Public Transportation Authority: Carol Ketcherside

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

+ Attended by Videoconference

On July 25, 2007, the Regional Council moved approval of MAG Regional Transportation Plan (RTP) - 2007 Update, contingent upon a finding of conformity of the RTP and TIP with the applicable air quality plans.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
 Mayor Mary Manross, Scottsdale, Vice Chair
 *Councilmember Robin Barker, Apache Junction
 Mayor Marie Lopez Rogers, Avondale
 Mayor Bobby Bryant, Buckeye
 *Mayor Wayne Fulcher, Carefree

Councilmember Dick Esser, Cave Creek
 *#Mayor Boyd Dunn, Chandler
 Mayor Fred Waterman, El Mirage
 *President Raphael Bear, Fort McDowell Yavapai Nation
 Mayor Wally Nichols, Fountain Hills
 *Mayor Fred Hull, Gila Bend

*Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
*Mayor Elaine Scruggs, Glendale
*Mayor Bernadette Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Supervisor Don Stapley, Maricopa County
Mayor Keno Hawker, Mesa
*Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
Councilmember Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek

* President Joni Ramos, Salt River
Pima-Maricopa Indian Community
Mayor Joan Shafer, Surprise
* Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
#Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
*Joe Lane, State Transportation Board
Felipe Zubia, State Transportation Board
#F. Rockne Arnett, Citizens Transportation
Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

CONTACT PERSON:

Eileen Yazzie, Transportation Planning Project Manager, MAG (602) 254-6300.

Figure 1: Tempe Streetcar Locally Preferred Alternative – 2.6 miles (2010)

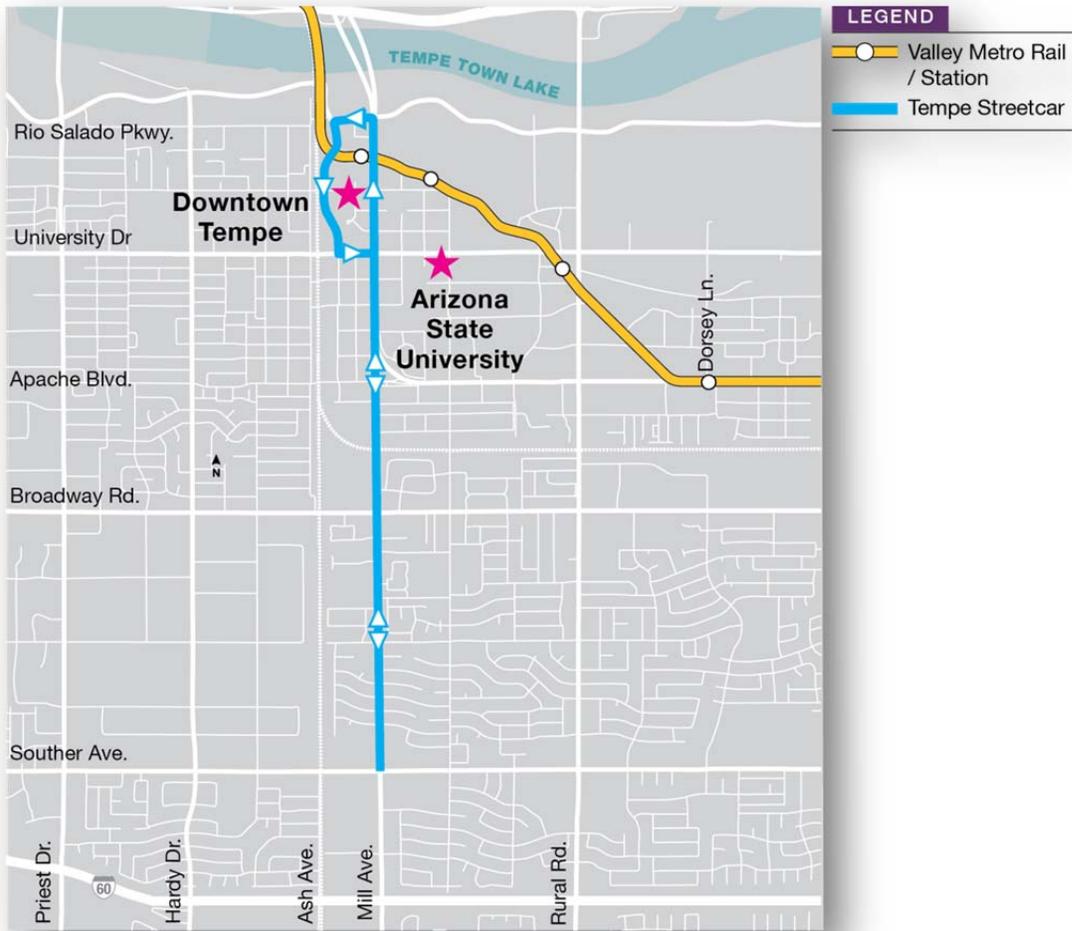


Figure 2: Revised Tempe Streetcar Locally Preferred Alternative – 3 miles



Source	FY14 TLCP (Original 2010 LPA)*	Current Estimate (new LPA)*
FTA Small Starts	\$58 million	\$75 million
Federal CMAQ	\$32 million	\$32 million
Regional PTF	\$47 million	\$47 million
New Regional/Local	\$0 million	\$23 million
Total	\$137 million	\$177 million

*All Costs are in year of expenditure

Figure 3: Phoenix Northwest – Phase II LRT Ext., Locally Preferred Alternative – Phase II (2007)

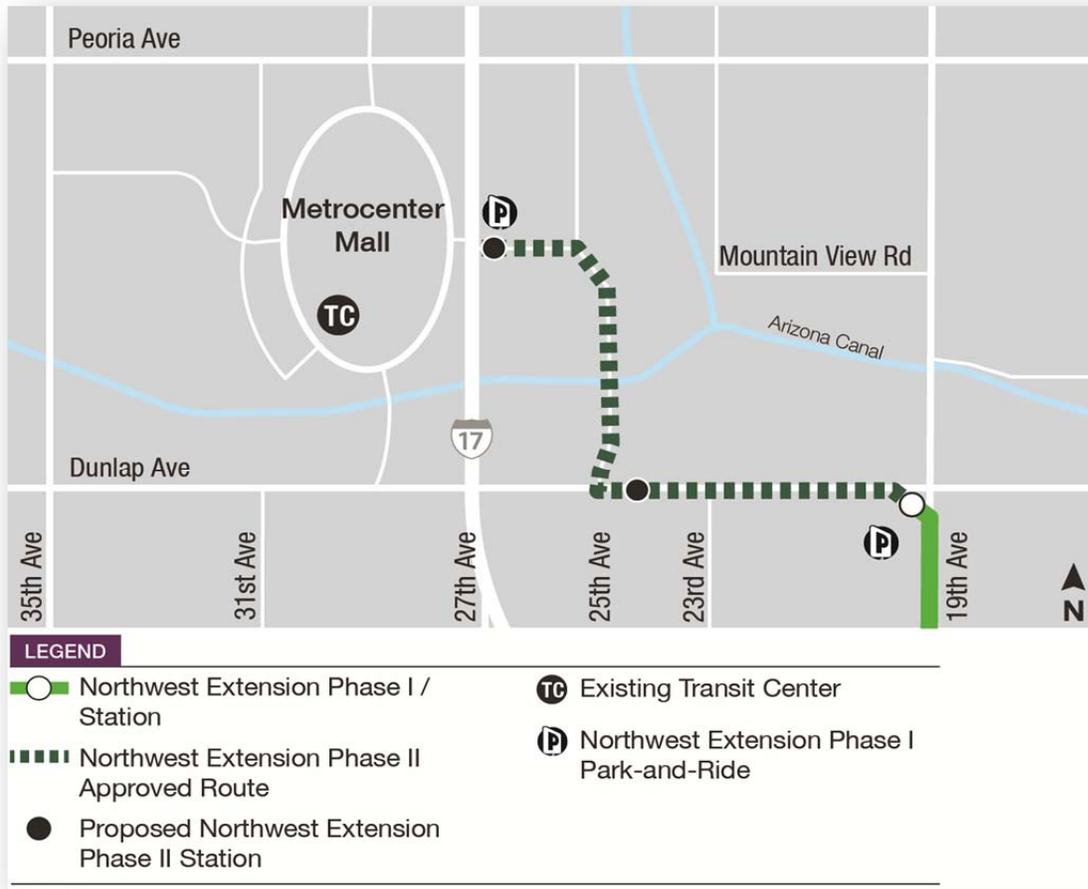
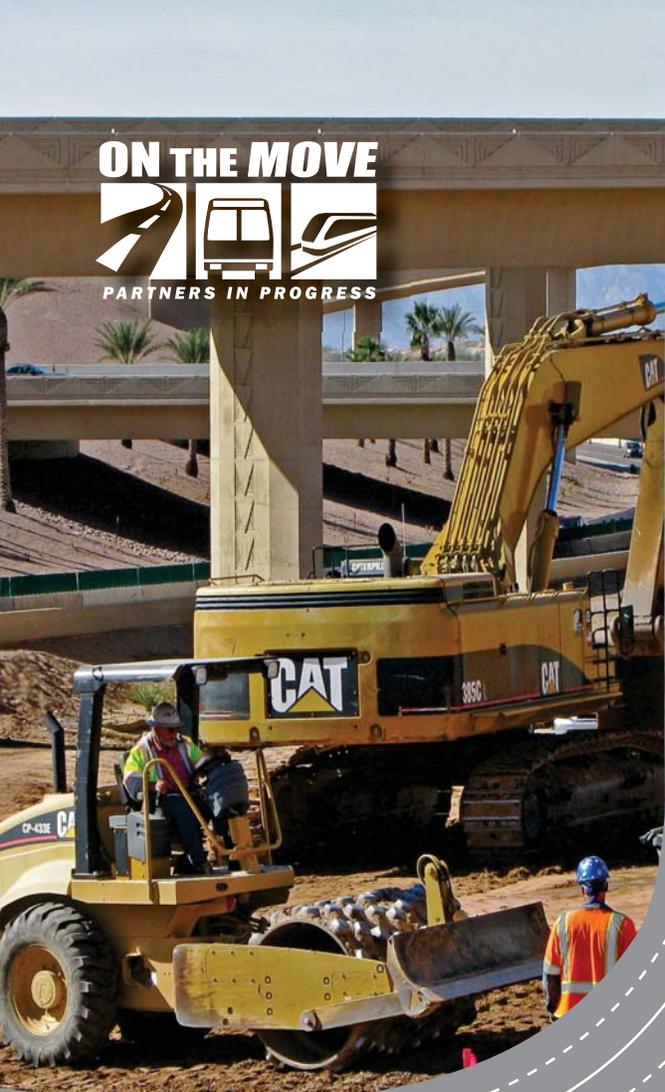


Figure 4: Revised - Phoenix Northwest – Phase II LRT Ext., Locally Preferred Alternative – Phase II (1.7 miles)



Source	FY14 TLCP (Original 2007 LPA) ¹	Current Estimate (Modified LPA) ¹
FTA Grant	\$75 million ²	\$118 million ³
Phoenix T2000 Tax	\$72 million	\$148 million
Regional PTF	\$29 million	\$29 million
New Regional/Local	\$0 million	\$35 million
Total	\$176 million	\$295 million

¹ All Costs are in year of expenditure and do not include financing ² Small Starts ³ New Starts



2035 REGIONAL TRANSPORTATION PLAN (RTP)

JANUARY 2014

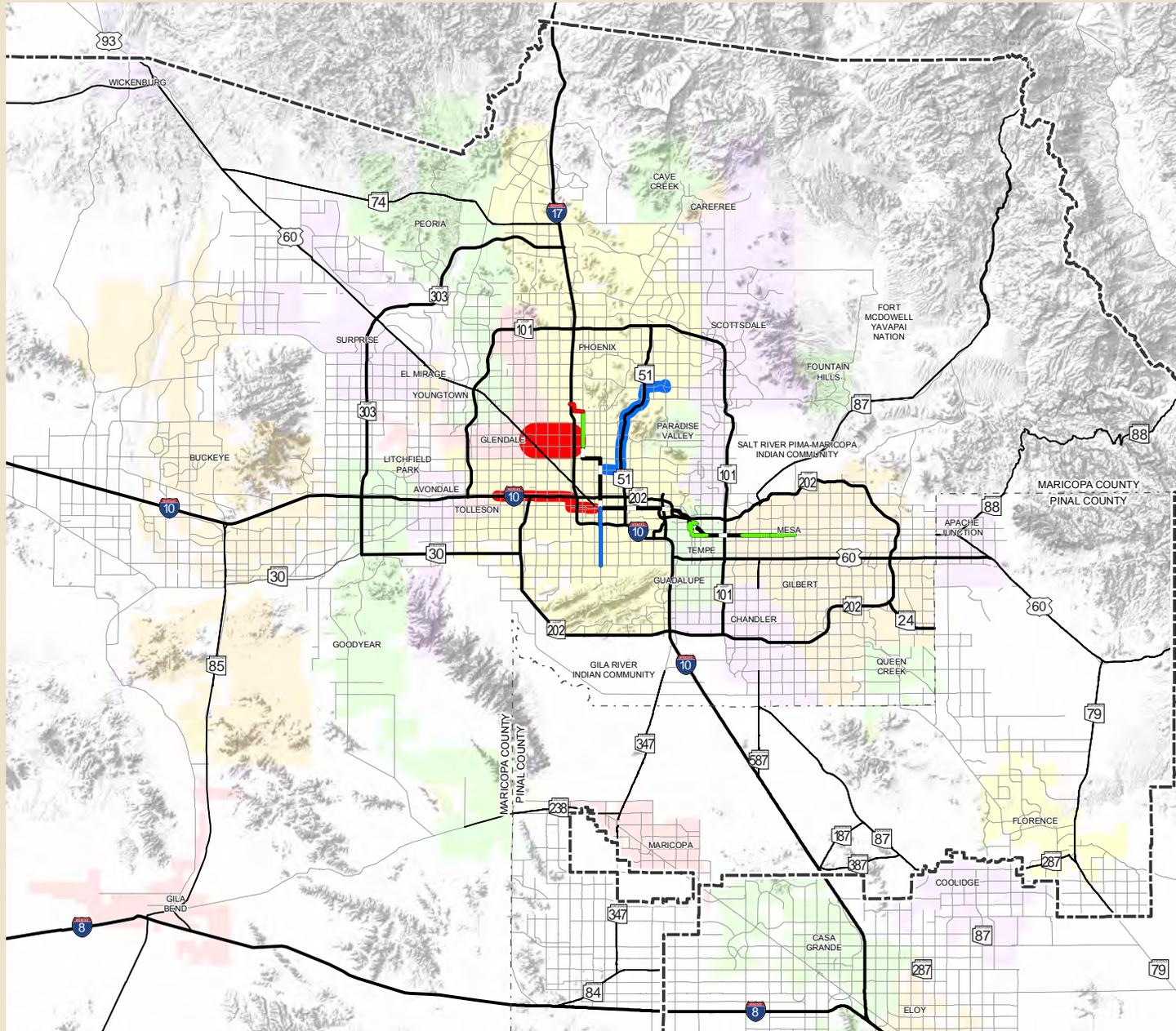


2035 Regional Transportation Plan

Fig. 10-9



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



- Group 1 (FY 2014 - FY 2018)
- Group 2 (FY 2019 - FY 2026)
- Group 3 (FY 2027 - FY 2035)
- Completed Minimum Operating Segment
- Freeways
- Highways
- Other Roads
- Metropolitan Planning Area Boundary
- County Boundary



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.



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

throughout the RTP planning period. Figure 10-8 indicates how services will be phased in over the planning period.

- LINK Service - In addition to the two current LINK routes, there is one additional route planned to open on Scottsdale/Rural Road by FY 2015, which will be funded using regional funds. Figure 10-8 includes this route.

Planned Paratransit Services

Paratransit service includes various types of passenger transportation that offers a shared-ride origin to destination service that provides transportation for passengers unable to access fixed route local bus service. It can also allow groups of employees to self-organize and operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service. Paratransit includes dial-a-ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling.

- Dial-A-Ride - It is anticipated that dial-a-ride (DAR) service covered by the Americans with Disabilities Act (ADA) will grow commensurate to the number of fixed route bus miles expanded on per year.
- Vanpools - The future of the regional vanpool program is expected to grow due to its level of convenience and ease of customization to meet user's needs. Regional sources fund the purchase of the van only, while the operations support for this program comes from local funds, including passenger fares.

Planned High Capacity Transit

High Capacity Transit (HCT) falls into two categories, HCT/All Day and HCT/Peak Period. HCT/All Day typically operates two-way service, seven days a week, and operates in an exclusive guideway. HCT/Peak Period provides higher speed, high volume commuter or regional access. This service typically operates Monday through Friday during the morning and evening time periods. A detailed listing of the timing and cost of planned high capacity service and capital improvements is provided in Appendix D.

- HCT/All Day –Fixed route bus or rail vehicles (e.g., light rail, streetcar) are used for this service, operating solely in an exclusive guideway. Passenger access is available at stations located approximately every half-mile to one mile.
- *Light Rail Transit/High Capacity Transit:* The RTP includes a ~~59.7~~ **65.1**-mile HCT system, which incorporates the Minimum Operating Segment (MOS) and ~~eight~~ **nine** future extensions. The amount identified in the RTP from all funding sources for LRT/HCT expenditures during the planning period totals ~~\$6.4~~ **7** billion (YOE \$'s). Of this total,

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

\$3.3 billion will be regionally funded and \$3.18 billion will be funded from local sources. Proposition 400 half-cent sales tax funding will not be used for operating expenses on any part of the LRT/HCT system. Operating funds, which include farebox receipts, will come from participating jurisdictions.

It should also be noted that local sources will provide a significant share of the funding for the extension to downtown Glendale and the Northwest Extension. For these segments, regional funding in the form of federal transit funds may provide approximately one-half of the funding, with local sources providing the remaining half. An exception is Phase I of the Northwest Extension, which will not be covered by any federal funding. It is anticipated that a small amount of half-cent funds will be applied to these two segments for certain support infrastructure elements.

In addition, provisions are made to fund regional LRT/HCT support infrastructure. Table 10-2 lists the HCT extensions and attributes. Figure 10-9 indicates how services will be phased in over the 22-year planning period.

**TABLE 10-2
HIGH CAPACITY TRANSIT/LIGHT RAIL - EXTENSIONS**

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

Extension Route Name, Location	Technology	Length	Year Open
Central Mesa (to Mesa Dr.), Mesa	LRT	3.1	2016
Northwest Phase I, Phoenix	LRT	3.2	2016
Northwest Phase II, Phoenix	LRT	1.7	2026
Tempe Streetcar, Tempe	Street Car	3.0	2018
West Phoenix / Central Glendale, Phoenix and Glendale	TBD*	5.0	2026
Capitol / I-10 West, Phoenix	LRT	11.0	2023
Northeast, Phoenix	TBD*	12.0	2032
Central Mesa (to Gilbert Rd.), Mesa	LRT	1.9	2017
South Central, Phoenix	LRT	5	2035

*TBD – To be determined

- *SkyTrain (Stage One-A):* The SkyTrain (Stage One) 1.7 mile segment from the LRT station at 44th St. to Airport Terminal 4 opened in April 2013. Stage One-A, which continues from Terminal 4 to Terminal 3 for 0.7 miles with a short walkway to Terminal 2, will open in early 2015. In the future, SkyTrain (Stage Two) will extend the SkyTrain an additional 1.8 miles to the Rental Car Center. On April 22, 2009, the MAG Regional Council approved inclusion of Stage Two as an illustrative project in the RTP. The total estimated project cost of \$1.6 billion is paid for with airport revenues and passenger fees (no local tax dollars).

- Infrastructure - The RTP allocates funding toward the completion of support infrastructure affiliated with the LRT/HCT extensions. This includes infrastructure for the rail, right of way purchase, park and rides, ITS equipment, etc.

Funding and Expenditure Summary

Table 10-3 has been prepared to provide a summary of the funding picture for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. Sources include farebox receipts, and uses cover both operating and capital costs. The balance between funds available and expenditures indicates that the transit element can be accomplished with reasonably available funding sources over the planning period.

Funding Sources

Regional funding sources for transit in terms of YOE \$'s are shown in Table 10-3 for the period FY 2014-2035. These sources include the half-cent sales tax (\$4.5 billion); federal transit funds (~~\$2.9~~ **3.0 billion**) and federal Congestion and Air Quality Mitigation funds (\$416 million); bond proceeds (\$225 million); local/other funding sources, including farebox receipts, (~~\$9.3~~ **10.1 billion**); and an estimated cash balance of \$68 million in regional funds at the beginning of FY 2014. Debt service expenses totaling \$381 million are deducted from these sources. This yields a net total of ~~\$17.1~~ **17.9 billion** (YOE \$'s) for use on transit services and projects. These revenue sources have been major funding elements for transportation facilities in the MAG area for decades and are considered to be reasonably available to the region throughout the planning period.

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

Local funding contributions to transit services in the region have been significant in the past and, as noted above, are anticipated to continue to play an important funding role in the future. Based on the "MAG Transit Services Inventory Report, February 2013", it was determined that approximately \$247 million in local funding was directed to transit services during 2012. Taking into account population growth over the planning period, this level of participation was projected into the future, resulting in an estimated total of \$6.6 billion in potential funding from this source.

Program Expenditures

Table 10-3 also lists estimated future costs for the transit element of the RTP, expressed in YOE \$'s. Expected expenditures during the planning period total ~~\$17.1~~ **17.9 billion**. This includes \$10.8 billion for bus capital and operating (including vanpool, dial-a-ride, and support services); and ~~\$5.7~~ **6.6 billion** for high capacity transit/light rail transit capital and operating.

TABLE 10-3: TRANSIT FUNDING PLAN: FY 2014 through FY 2035

FUNDING (Year of Expenditure \$'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	4,515.5	
MAG Federal Transit Funds	2937.8 2997.8	
MAG Federal CMAQ	415.7	
Beginning Balance (Regional Funds)	68.1	
Bond Proceeds	225.0	
Allowance for Debt Service and Other Expenses	(381.4)	
Total Regional Funds		7780.7 7840.7
Local / Other		
Fixed Route Bus Fares	4675.4 1691.4	
Light Rail Transit/High Capacity Transit Fares	498.1	
Paratransit Vehicle Fares	130.6	
Vanpool Fares	68.1	
LTAf	299.1	
Local Funds	6602.4 7416.4	
Total Local/Other Funds		9273.7 10103.7
Total Funding		17054.4 17884.4
EXPENDITURES (Year of Expenditure \$'s in Millions)		
		Totals
Regionally Funded Projects		
<i>Capital</i>		
Regional Bus Fleet	1,084.7	
Bus Maintenance and Passenger Facilities	357.4	
Light Rail Transit/High Capacity Transit Regional Infrastructure	350.2	
Light Rail Transit/High Capacity Transit Extensions	3063.4 3123.1	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	79.9	
Vanpool	42.0	
Rural/Non-Fixed Route Transit	2.2	
Total Capital		4979.5 5039.5
<i>Operating</i>		
Supergrid	1,457.3	
Freeway Rapid Bus and Express Bus	269.2	
LINK Service	148.8	
Regional Passenger Support Services	203.3	
Paratransit (ADA-compliant)	768.5	
Light Rail Transit/High Capacity Transit	0.0	
Rural/Non-Fixed Route Transit	10.5	
Vanpool	68.1	
Planning and Programming	97.5	
Total Operating		3,023.2
FTA Funds Forecast Contingency		(222.0)
Total Regionally Funded Projects		7,840.7
Locally / Other Funded Projects		
<i>Capital</i>		
Local Fixed Route Service	964.2	
Paratransit	52.5	
Light Rail Transit/High Capacity Transit	841.6 1655.6	
Total Capital		1858.3 2672.3
<i>Operating Costs</i>		
Local Fixed Route Bus Service	4,485.8	
Paratransit	694.6	
Light Rail Transit/High Capacity Transit	1836.2 1852.2	
Planning, Programming and Other Support	176.8	
Total Operating		7193.4 7209.4
FTA Funds Forecast Contingency		222.0
Total Locally/Other Funded Projects		9448.4 9978.4
Total Expenditures		17054.4 17944.4

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

Appendix D
Regional Transit Projects

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

ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP *
<u>LRT/HCT Segments</u>			
	CP/EV	810,885	Group 1
	Northwest Phase I	67,743	Group 1
	Northwest Phase II	13,620	Group 3
	Central Mesa	65,626	Group 1
	Tempe Streetcar	52,963	Group 1
	Capitol / I-10 West	143,087	Group 2
	Northeast Phoenix	37,011	Group 3
	Gilbert Road Extension	40,808	Group 1
	West Phoenix / Central Glendale	48,645	Group 3
	South Central	16,000	Group 3
		1,280,386	
Total		1,296,386	

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

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

ROUTE		CAPITAL COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP
<u>LRT/HCT Segments</u>			
	Northwest Phase I	174,369	Group 1
	Central Mesa	111,438	Group 1
	Tempe Streetcar	105,908 146,000	Group 1
	West Phoenix / Central Glendale	411,692	Group 2,3
	Northwest Phase II	115,651 234,600	Group 2
	Capitol / I-10 West	895,920	Group 1,2
	Northeast Phoenix	961,216	Group 2,3
	Gilbert Road Extension	122,814	Group 1
	South Central Extension	680,000	Group 3
		2,899,008	
Sub-total		3,738,050	
<u>LRT Systemwide Support</u>			
	Systemwide Support Infrastructure	91,238	Group 1,2
	Capital Project Development	36,301	Group 1,2,3
	System Planning and Design	2,939	Group 1
	Utility Reimbursements	142,924	Group 1,2,3
Sub-total		273,402	Group 1,2,3
		3,172,410	
TOTAL		4,011,451	

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

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