

March 23, 2016

TO: Members of the MAG Transportation Review Committee

FROM: Dan Cook, City of Chandler, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, March 31, 2016, 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 Leila Gamiz 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 March 31, 2016 meeting, the quorum requirement is 14 committee members.</p>	
<p>2. <u>Approval of Draft February 25, 2016 Minutes</u></p>	<p>2. Approve Draft minutes of the February 25, 2016 meeting.</p>
<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>	<p>3. For information and discussion.</p>
<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>	<p>4. For information.</p>
<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>	<p>5. Recommend approval of the Consent Agenda.</p>

CONSENT AGENDA*

*5A. Transfer Federal Highway Administration Surface Transportation Program Apportionment from MAG to ADOT

The Arizona Department of Transportation (ADOT) has requested that the Maricopa Association of the Governments (MAG) transfer back to the state, Federal Highway Administration (FHWA) Surface Transportation Program (STP) apportionment that is suballocated to the MAG region in order to utilize STP apportionment that is due to lapse this year if not accessed.

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

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at the February 24, 2016, Regional Council meeting. Since then, an additional project addition has been requested by a member agency. The new requested project addition includes a railroad safety project, which is shown in Table A. Please refer to the enclosed material.

*5C. Changes to Regionally Significant Projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the Draft 2035 Regional Transportation Plan (RTP) Amendment

Four light rail transit (LRT) projects in the MAG region now require revision to their current opening dates, along with one new light rail capital structure added to the Draft FY2017-2021 Transportation Improvement Program (TIP) and Draft 2035 Regional Transportation Plan (RTP) Amendment, and will undergo necessary

5A. Recommend approval of transferring \$80,000,000 in Federal Highway Administration suballocated Surface Transportation Program apportionment from the Maricopa Association of Governments to the Arizona Department of Transportation.

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

5C. Recommend approval of changes to the revised opening dates for rail transit projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the amended 2035 Regional Transportation Plan (RTP).

air quality conformity analysis. These changes are the result of the January 26, 2016 Phoenix City Council decision to approve the acceleration of two light rail projects, the deferral of one phase of a light rail project and the addition of one light rail station. The Tempe Streetcar project will also be deferred by one year as per the Valley Metro Transit Life-Cycle Program (TLCP). This action will more closely align with the Federal Transit Administration (FTA) funding allocations and project delivery schedule.

*5D. ADOT NOTICE - Change to Applicability of Davis-Bacon Prevailing Wage Rates per the FAST Act

On March 17, 2016, ADOT issued a memo to all Local Public Agencies regarding changes included in the Fixing America's Surface Transportation Act "FAST Act". The FAST Act contains the following provision - "Each Surface Transportation Block Grant (STBG) project-including a project located outside of a Federal-aid highway right-of-way, but excluding a project funded by the recreational trails set-aside-is treated as a project on a Federal-aid highway." This clause expands the application of prevailing wage rates (per the Davis Bacon Act) to all construction projects funded under STBG program, which includes Transportation Alternatives (TA) and "Off-system bridge" funds. Please see attached material.

*5E. Add Bike Share to the List of Design Assistance Eligible Categories for the MAG Design Assistance Program

As part of the MAG Design Assistance Program, there are currently three categories eligible for funding. Adding bike share to the list of Design Assistance eligible categories would provide MAG member agencies with expanded eligible activities through the MAG Design Assistance Program.

5D. For information.

5E. Recommend approval of adding bike share to the list of Design Assistance Program eligible categories.

ITEMS TO BE HEARD

6. USDOT TIGER VIII - Federal Fiscal Year 2016

On February 23, 2016, the U.S. Department of Transportation issued a Notice of Funding Opportunity for the eighth round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. A total of \$500 million is available through a multimodal, merit-based, competitive grant program. Nationally, there is a set aside of \$100 million for rural areas, with the remaining \$400 million for projects in urban areas. Applications must be submitted by April 29, 2016. Following the March 9, 2016 MAG Management Committee, MAG disseminated a call for TIGER VIII project nominations as part of an effort to identify a regionally supported urban project and regionally supported rural project. MAG staff will present project submissions received and solicit input from the Committee. Project submissions will be provided as a handout at the meeting. Please refer to the enclosed transmittal.

7. Draft FY 2017-2021 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects For an Air Quality Conformity Analysis

The deadline for submitting updated information or new locally and privately funded projects for the Draft FY 2017-2021 MAG Transportation Improvement Program was Wednesday, February 17, 2016. These updated and new projects were combined with the MAG federally funded projects, and the freeway and arterial street life-cycle programs to comprise a Draft Listing of Projects for the FY 2017-2021 TIP. The listings assist in providing information on work years and project locations that will be modeled and included in a regional emissions analysis. The Draft Listing of Projects will be available for public review

6. For information, discussion, and possible action to recommend projects for regional support to be submitted for TIGER VIII grant funding.

7. For information and discussion.

and comment at a public open house and hearing to be held on April 27, 2016 at 10:00 a.m. in the MAG offices. The FY 2017-2021 Draft Listing of Projects will be provided at the meeting.

8. Update on Performance Measures and Targets Advisory Group

In preparation for FAST Act legislation rulemaking and for the 2015 State Performance Audit mandated by Proposition 400, a Performance Measures and Targets Advisory Group (PMTAG) was formed with the purpose of involving member agencies in the coordination and selection of key measures and performance targets. This item will give the Committee an update on the status of federal rulemaking process as well as PMTAG's progress including proposed methodology for target selection.

9. Federal Highway Administration Repurposing of Earmarked Funds in Arizona and the MAG Region

The Consolidated Appropriations Act 2016, which gave states the option of repurposing certain earmarked funds if the original earmark was over 10 years old and if less than 10 percent of project funds had been obligated, or if the project is closed. Through the end of FY 2016, states have the option of re-designating these dollars to other projects within 50 miles of the originally intended use. A list of earmarks that may be eligible for repurposing and/or final vouching is available here: <http://www.fhwa.dot.gov/cfo/earmarkrepurposing>. Based on the December 2015 DOT listings, two projects have obligated less than 10% of the earmark categorized as Demo and is listed at approximately \$3,204,720 in the MAG region. Five projects have obligated more than 10 percent of the earmark categorized as Demo and is listed at approximately \$2,101,516 of unobligated funds in the MAG region.

8. For information and discussion.

9. For information and discussion.

10. 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 staff will provide a presentation regarding the Red Letter process. Please refer to the enclosed material.

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, April 28, 2016, at 10:00 a.m. in the MAG Office, Saguaro Room.

10. For information and discussion.

11. For information and discussion.

12. For information.

13. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

February 25, 2016

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

MEMBERS ATTENDING

Avondale: Paul Lopez for David Janover	Litchfield Park: Woody Scoutten
ADOT: Mike Kies	*Maricopa (City): Paul Jepson
Apache Junction: Giao Pham	Maricopa County: Jennifer Toth
Buckeye: Scott Lowe	Mesa: Jeff Martin for Scott Butler
*Cave Creek: Ian Cordwell	*Paradise Valley: Jim Shano
Chandler: Dan Cook, Chair	Peoria: Andrew Granger
El Mirage: Jorge Gastelum	Phoenix: Jenny Grote for Ray Dovalina
*Florence: Jess Knudson	#Pinal County: Louis Andersen
*Fountain Hills: Randy Harrel	Queen Creek: Mohamed Youssef
*Gila Bend: Ernie Rubi	#Scottsdale: Todd Taylor for Paul Basha
Gila River Indian Community: Greg McDowell for Tim Oliver	Surprise: Mike Gent
Gilbert: Leah Hubbard	#Tempe: Shelly Seyler
Glendale: Debbie Albert, Vice Chair	Valley Metro: John Farry
Goodyear: Rebecca Zook	*Wickenburg: Vince Lorefice
	#Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Chris Hauser, City of El Mirage	*Bicycle/Pedestrian Committee: Jim Hash, City of Mesa
*ITS Committee: Marshall Riegel, City of Phoenix	*Transportation Safety Committee: Dana Alvidrez, City of Chandler
*FHWA: Ed Stillings	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference # - Attended by Audioconference

OTHERS PRESENT

John Bullen, MAG	Jenny Bixby, Jacobs
Bob Hazlett, MAG	Sgt. J. P. Cartier, DPS
Chaun Hill, MAG	Bill Cowdrey, AZTEC
Sarath Joshua, MAG	Cato Esquivel, Goodyear
Teri Kennedy, MAG	Kwi-Sung Kang, ADOT
Audra Koester Thomas, MAG	Christine McMurdy, Goodyear
David Massey, MAG	Steve Schwab, Sundt Construction
Nathan Pryor, MAG	
Stephen Tate, MAG	

1. Call to Order

Chair Dan Cook called the meeting to order at 10:00 a.m. Chair Cook noted that the quorum requirement for the February 25, 2016 Transportation Review Committee meeting was 14 committee members.

2. Approval of Draft January 28, 2016 Minutes

Chair Cook asked the committee if there were any comments on the draft January 28, 2016, meeting minutes. There were none. Mr. Jeff Martin moved to approve the minutes. Mr. Scott Lowe seconded the motion. The motion carried unanimously.

3. Call to the Audience

There were no public comments from the audience.

4. Transportation Director's Report

Chair Cook invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Eric Anderson stated that January half-cent sales tax revenues showed 1.1% growth with a year-to-date growth rates of 3.9%. He stated that higher growth was expected with the lower fuel prices and December shopping season, but growth was not as high as estimated.

Mr. Eric Anderson stated that the Highway User Revenue Fund (HURF) revenues were doing well, with 3.9% growth over the previous month and 5.7% growth year-to-date. He stated that gasoline tax revenues had grown 5.3% year-to-date, diesel fuel tax revenues had grown 5.5% year-to-date, and Vehicle License Tax (VLT) revenues had grown 7.9% year to date.

Mr. Eric Anderson stated that there had been a good presentation on autonomous and connected vehicles at the Transportation Policy Committee. Mr. Doug Gettman from Kimley-Horn & Associates came in for part of the presentation and Mr. Bob Hazlett talked about the implications for planning. He stated that there is a great deal of uncertainty on what technology will be developed and how quickly it will be incorporated into the fleet. He stated that the drop in cost for battery storage technology, electric vehicles are more rapidly being incorporated into the fleet, and they are predicted to have equivalent cost to internal combustion engine vehicles in 2022.

Mr. Eric Anderson stated that ADOT will be releasing a press release on the South Mountain Freeway development contract and the cost savings associated with that contract. He stated that the savings will be in the low nine digit range and that a couple hundred million dollars budgeted for right of way may not be needed. He stated that once ADOT incorporates the final costs for the South Mountain Freeway into the cash flow model, MAG will start a reprogramming effort for the Regional Freeway and Highway Program.

Mr. Eric Anderson stated that the United States Department of Transportation released the Notification of Funding Opportunity for Fiscal Year 2016 TIGER grants online. He noted that applications are due April 29.

Chair Cook thanked Mr. Anderson for his report.

5. Consent Agenda

Chair Cook directed the Committee's attention to the consent agenda items.

Chair Cook asked the Committee if there were any questions or comments. There were none.

Mr. Jeff Martin moved to approve the consent agenda. Vice Chair Debbie Albert seconded the motion. The motion carried unanimously.

5A – Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and, as appropriate, to the 2035 Regional Transportation Plan

The MAG Transportation Review Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the Fiscal Year 2016 Arterial Life Cycle Program, and, as appropriate, to the 2035 Regional Transportation Plan.

6. Federal Fiscal Year 2016 Closeout Programming - Round Two - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan

Chair Cook invited Ms. Teri Kennedy to present this item.

Ms. Kennedy stated that there was \$1.5 million available for an extended call for funding design phases for 2018 construction projects. She stated that she received six requests for funding and one request for a project combination. She stated that she also received five requests for design funding for 2019 construction projects which are included in the listings. She noted that the base scenario for funding shows 2016 funding for design of 2018 construction projects. She stated that if the committee wishes to entertain requests beyond that, two scenarios are provided, one using the base plus the air quality cost effectiveness score and the other using the base plus the modal committee rank score.

Ms. Kennedy stated that the base option provides just over \$1 million in funding, which would leave \$436,000 left over that could be added into the current \$12.7 million being used in the ALCP to advance projects. She stated that if the Committee's recommendation uses the air quality score, this would fund the base option plus the two most cost effective projects: Pinal County's Stanfield Road project and Phoenix's Mountain View bicycle and pedestrian project. She stated that this would lead to a slight negative balance based on current estimates, but this could go up or down slightly depending on ADOT's final vouchers and if there are cost savings. She noted that there was one more request to defer a

project from 2016 to 2017.

Ms. Kennedy stated that the second option is to use the modal committee rank scores. She stated that the two highest ranked projects are Pinal County's Stanfield Road project and Phoenix's Roeser Road project. She noted that this would give a deficit of \$19,000, which would come off the ALCP's closeout and that this is a negligible amount.

Ms. Kennedy stated that final vouchers and project cost savings occur all the time, and that a certain amount programmed in the TIP does not mean the project will authorize for that amount exactly. She stated that the project could authorize lower, but that there will not be additional funds authorized.

Ms. Kennedy stated that all projects that receive Federal design funding must be obligated at ADOT by June 1st. She noted that if an agency uses the ADOT on-call list for design, there is a higher chance of the project obligating by June 1st. She stated that if an agency wants more information on self-administering a project or on the ADOT on-call list, to contact Mr. Eric Boyles at ADOT.

Mr. Mike Gent noted that the two options only differed by which project Phoenix would receive funding for and asked which project Phoenix preferred. Ms. Jenny Grote responded that the Mountain View project is preferred, as it has a combination of Safe Routes to School, added connectivity, and other factors.

Chair Cook noted that for the committee rankings, a smaller number is better, and that the Apache Junction project has a higher number but is in the base scenario. Ms. Kennedy responded that the Apache Junction project was the second of two projects evaluated. Chair Cook stated that this is not necessarily a perfect ranking, as it is done by each individual mode. Ms. Kennedy stated that projects were ranked by each individual modal committee and were never ranked mode against mode.

Mr. Jeff Martin moved to approve the second option for the recommended priority list of projects as presented. Ms. Leah Hubbard seconded the motion. Chair Cook asked for a clarification of the motion, noting that this option was presented as the base scenario plus air quality score option. Mr. Martin clarified his motion. Ms. Hubbard concurred with the clarification.

There being no further discussion of the motion, Chair Cook called for a vote. The motion carried unanimously.

7. First Year Evaluation Results from the Co-location of DPS Officers at the ADOT Traffic Operations Center

Chair Cook invited Mr. Sarath Joshua to present this item.

Mr. Joshua noted that he would be jointly presenting this item with Sergeant J. P. Cartier from the Department of Public Safety (DPS).

Mr. Joshua stated that this item is about a pilot project jointly funded by ADOT and MAG to co-locate DPS officers at ADOT's Traffic Operations Center (TOC). He stated that this

project began in 2014, with three months of training before the project was underway. He stated that in January, DPS gathered crash data using its recording system for an evaluation comparing January-September 2014 to January-September 2015. Mr. Joshua invited Sgt. Cartier to discuss the evaluation.

Sgt. Cartier presented slides comparing average response time, roadway clearance time, incident clearance time, and total incident duration before and after the project for freeway crashes with and without injuries, fatal crashes, and all crashes. He noted a substantial reduction in all measures except for response times for all four measures. He noted that for all freeway crashes, there has been a 63% reduction in roadway clearance times, noting an average 54 minute reduction in the time it takes to clear lanes on the freeway system. He added that there is a substantial reduction in incident clearance and incident duration times.

Sgt. Cartier stated that the increased incident response time is due to increased average traffic volumes. He stated that thousands more cars are using the infrastructure daily, so the propensity for crashes is increasing. He noted an increase in collisions in the Phoenix metropolitan area over the last year, consistent with nationwide rates. He stated that there has not been an increase in troopers available to respond to increased volumes and crashes.

Sgt. Cartier stated that because of this project, DPS officers are able to verify incidents on camera and can slow down responders for minor scenes which were called in as major. He stated that this reduction in response speed when warranted reduces added risk to both the responders and public.

Sgt. Cartier stated that the 54 minute reduction in roadway clearance times means less congestion, fewer secondary crashes, and increased economic benefits.

Sgt. Cartier stated that from January to September 2014 there were 11,243 crashes cleared by DPS and that from January to September 2015, there were 13,862 crashes cleared by DPS, which is a 23% increase in incidents. He stated that there has been a nationwide increase in road deaths by 19% and noted that the increase in calls for service and severity of incidents may contribute to the increased response times.

Sgt. Cartier expressed his appreciation for MAG's support and stated that this project has made the DPS troopers a force multiplier. He stated that DPS is providing a more efficient service to citizens using this infrastructure.

Mr. Joshua stated that, regarding the increase in road deaths, ADOT has released more recent numbers, showing a 15% increase in road deaths for the entire year.

Mr. Joshua stated that a media event was held on January 19 at the TOC to announce the results. He stated that ADOT, MAG, FHWA, and DPS were present. He also stated that MAG published an article in the MAGAZine which can be provided.

Mr. Joshua stated that MAG performed an evaluation of the economic benefits of this project, using a model based on the one used for Traffic Signal Optimization Program projects. He stated that this model estimates traffic delay on the regional road system, freeways, and parallel arterials. He noted that the total delay was reduced by 8.4 million vehicle hours, which corresponded to a \$165 million saving in productivity. He stated that

this evaluation does not include the reduction in secondary crashes.

Mr. Joshua presented the cost of the project, noting that the project costs \$450,000 in the first year and \$425,000 in the second and third years. He stated that the project has shown a benefit-cost ratio of 368 to 1. He stated that despite a 23% increase in crashes, the time to clear all freeway lanes at crash sites has been reduced by nearly one hour.

Mr. Eric Anderson stated that this project has been a “home run” for the region. He congratulated ADOT and DPS for taking the challenge on. He stated that people look at it and say that we probably should have done this earlier, but it is great that we have done it. He stated that the region is shifting emphasis into traffic operations, and that ADOT has embraced this with the new Transportation Systems Management and Operations (TSMO) division. He stated that this project shows the benefits that we can achieve if we operate the system more efficiently. He stated that dealing with non-reoccurring congestion is a big deal. He stated that the 368 to 1 benefit/cost ratio is probably understated, as it does not include reductions in secondary crashes, property damage savings, and long-term insurance savings. He stated that the project also increases efficiency for DPS troopers on the system and provides a safer environment for them. He stated that reducing response times for non-critical incidents makes total sense. He noted that one issue has been wrong way drivers.

Sgt. Cartier stated that over the last year, ADOT has been testing vendors for different applications in the field for wrong way detection. He stated that radar and loop detectors have been installed on ramps which can pick up a vehicle entering the system in the wrong direction. He stated that equipment will transmit immediate alerts to TOC which will alert camera operators, who will immediately start verification. He stated that operators would use mainline camera to verify incident further and immediately start a response. He stated that the technology has been refined and advanced as it is implemented throughout the system. He stated that they used to be that we would be notified when a citizen called, and at that point it is reliant on a call taker in a dispatch center to relay information. He stated that this would lead to time delay and delayed response. He stated that they are trying to get instantaneous detection to verify if a vehicle entered the system.

Sgt. Cartier stated that he doesn't want to say colocation is a magic bullet but that they have mitigated five wrong way incidents which were verified on camera and the operators communicated with officers in the field to take the most tactical and safe method to intercept drivers. He stated that these five incidents were not crash incidents. He stated that the system ADOT has put in place has helped detect wrong way drivers faster, and that mainline technology will help detect once the driver is onto the mainline. He stated that decisions have to be made very fast at freeway system speeds. He stated that this technology is not a cure but is a big help in adding safety.

Mr. Joshua stated that there are thirteen locations where technology is being tested, but there is not a conclusion on which technology should be used. Sgt. Cartier added that they are working on the existing technology and that they have to work with false alarms, slow traffic, and scheduled construction vehicles traveling the wrong way on ramps. He stated that these issues need to be responded to.

Mr. Mike Gent asked if there are lessons learned that could translate to local agencies. Sgt. Cartier responded that the biggest impact seen from the project is proactively managing incidents. He stated that at the county and city level, this can help clear incidents faster. He stated that traffic cameras give officers a scene sizeup before responders arrive, but does not sacrifice the quality of the investigation. He stated that if resources can be activated faster, the incident can block the roadway for less time. He stated that there has to be proactive management of incidents and noted the importance of staffing local traffic operations and traffic management centers and allowing authorities to proactively initiate resources to manage responses. He stated that communications with field responders is critical, and that it cannot go through several centers, but needs to go directly to the field operations.

Mr. Eric Anderson stated that one of the issues at the TOC prior to funding the placement of DPS officers is that ADOT did not have access to the computer-aided dispatch system. He asked if a sworn officer is required to access a city's dispatch system. Sgt. Cartier responded that this does require a sworn officer because criminal information is on those systems as people are looking at non-traffic information for incidents that may have started as traffic incidents. He stated that non-officers cannot be looking at that information due to the presence of personal and criminal history information. He stated that it is critical to have the sworn officer presence to continually update the response, as operators cannot see further information.

Ms. Leah Hubbard stated that she would like to see some takeaways for local governments near the end of the pilot program.

Chair Cook stated that he was thinking the same thing. He stated that he would like to know how Chandler could implement this to a different extent for incidents on local streets. He noted that there is a tie-in to the local police department but that he is not sure they are using it exactly as intended. He requested a potential discussion next year or in a different venue with different police agencies on how this project may translate to local use.

Ms. Debbie Albert asked if the model also looks at increased capacity on the freeway system. She asked if this means we could defer additional lane miles and see cost savings from being able to operate the existing system better. Mr. Joshua responded that it may be possible to determine how much capacity was saved by the quick response. He stated that in this round MAG only looked at travel time. He stated that the same volumes were simulated in the model with incidents in the network and that any capacity improvements would have been captured in shorter travel times.

Mr. Eric Anderson stated that this is one piece of a bigger strategy that the region is working on to recover underutilized assets. He stated that he thinks there is 20% effective capacity that is unused because of incidents and other operational issues. He stated that MAG is studying how we can incorporate technology and operational strategies to recover this latent capacity, which is always cheaper than building new lane miles. He stated that with autonomous and connected vehicles, some people say that maybe there is an eightfold increase in effective capacity. He noted that he thinks this is pretty ambitious but even with a 50% increase in capacity; there would be a tremendous amount of savings in capital and operations.

Mr. Jeff Martin asked if there could be a presentation to the Committee about driverless vehicles. He stated that at the Friends of Transit conference, a speaker was discussing how they might reduce the need for additional capacity. He stated that MAG should consider having a speaker or a consultant study.

Mr. Eric Anderson responded that a consultant study may not be feasible but there could be a presentation at the next meeting. He stated that automakers and technology companies are investing money and advances in technology are coming every day. He stated that some people are saying that by 2035 autonomous and connected vehicles will be a significant part of the fleet and that 2035 is within the MAG long range planning horizon. He stated that this was emphasizes to the Transportation Policy Committee and that MAG is looking at scenario planning.

Chair Cook thanked Mr. Joshua and Sgt. Cartier for their presentation.

8. Request for Future Agenda Items

Mr. Jeff Martin requested a presentation on the TIGER grant process. He stated that he had discussed this with Valley Metro and was starting to get questions if cities should develop their own TIGER grant applications. He noted that some applications were submitted before the region was ready to support them.

9. Member Agency Update

There were no updates from member agencies.

10. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled for Thursday, March 31, 2016 at 10:00 a.m. in the MAG Office, Saguaro Room.

The meeting was adjourned at 10:48 a.m.

ATTACHMENT #1

Agenda #5A

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2016

SUBJECT:

Arizona Department of Transportation Apportionment Transfer Request

SUMMARY:

The Arizona Department of Transportation (ADOT) has requested that the Maricopa Association of the Governments (MAG) transfer to the state, Federal Highway Administration (FHWA) Surface Transportation Program (STP) apportionment that is suballocated to the MAG region in order to utilize STP apportionment that is due to lapse this year if not accessed.

Each year, the U.S. Department of Transportation and the Federal Highway Administration apportion federal funding to states and in some cases to urbanized areas. The apportionments have a period of availability and expire if not used during the period of availability. Generally, many apportionment types are known as “three plus one” funds where the apportionment is available for three years after the last day of the year for which the funds are authorized.

Additionally, in order to use the federal apportionments, Congress must authorize an obligation rate, which sets a limitation on funding available to be expended each year for Federal Highway Administration funds. This calculation is known as Obligation Authority, or our spending limitation for the fiscal year. The congressional budgetary process of apportionments and setting obligation authority limits assists the federal government in balancing the annual funding based on their revenues, and allows equitable distribution to the states. Each year, it is typical that more apportionment is received in the region than Obligation Authority is granted to spend. As an example, this year the Obligation Authority rate is 94.93 percent, which equates to \$2,708,593 of STP that MAG cannot access this year.

Based on the February 2016 ledger, the MAG region has built up \$99.3 million in historic Urbanized Area STP apportionment. With current obligation authority rates, it is unlikely that MAG will receive enough additional obligation authority to access the built up apportionment. ADOT has requested that \$80 million be transferred from the MAG region’s suballocated ledger to the ADOT Regional Freeway and Highway program ledger to be spent on the South Mountain Freeway. This would leave a balance of more than \$19.3 million available on the MAG suballocated ledger if Congress releases additional obligation authority.

Transfer general terms:

- \$80,000,000 of Federal Highway Administration STP apportionment from MAG transferred to ADOT in FFY2016.
- **No obligation authority** will be transferred with this request thus there effectively is no financial impact on MAG.
- No repayment; this is a one time transfer.
- Specific project: SR Loop 202, South Mountain Freeway.
- No interest, no inflation, nor fees will be applied.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Transfer agreements between the state’s Councils of Governments and Metropolitan Planning Organizations and ADOT of federal apportionment assists planning agencies with ensuring that apportionments are maximized in the state. Unused apportionment continues to build each year. The state can immediately utilize the \$80 million transfer for the South Mountain Freeway project. This STP apportionment is due to lapse this year if not accessed.

CONS: If approved, apportionment type flexibility for the suballocated MAG programs would be reduced if a larger amount additional obligation authority is received. At this time it is extremely unlikely that the region could receive more than the remaining balance of \$19.3 million that we currently retain on the ledger.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: ADOT has provided an analysis of existing MAG Urban STP apportionments through September 30, 2015, and projected Surface Transportation Block Grant Program apportionments for federal fiscal years 2016 through 2020.

POLICY: This transfer of funding adheres to ADOT requirements for annual suballocated federal funds and loans. If additional OA is received it would be distributed as per the approved MAG 2035 Regional Transportation Plan, and the MAG Federal Fund Programming Guidelines approved on June 24, 2015.

ACTION NEEDED:

For information, discussion and possible action to recommend approval of transferring \$80,000,000 in Federal Highway Administration suballocated Surface Transportation Program apportionment from the Maricopa Association of the Governments to the Arizona Department of Transportation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Eric Anderson, or Teri Kennedy, MAG, (602) 254-6300

ATTACHMENT #2

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2016

SUBJECT:

Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and, as appropriate, to the 2035 Regional Transportation Plan

SUMMARY:

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification pending approval at that the March 23, 2016, Regional Council meeting. Since then, additional project changes and additions have been requested by member agencies.

Highway project changes listed in Table A include a Federally funded railroad grade crossing safety project located in the City of Phoenix and other general highway project changes.

The project work phases to be added and amended in table A may be categorized as exempt from conformity determinations and administrative modifications do not require a conformity determination.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: Project funding is still estimated and additional changes may be required.

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. All projects that are programmed with Federal Highway Administration Federal Fiscal Year 2016 funds must submit their project for obligation at the Arizona Department of Transportation no later than June 1, 2016, or funding may be lost from the project and from the region.

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 and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, or David Massey, Transportation Planner I, (602) 254-6300.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #19**

Sort: Section, Agency, Location, Work Year

TIP Amendment #19																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2016	DOT16-469	64	35th Avenue and Indian School Rd. at BNSF crossings (025-425K & 025-424D)	Civil work and traffic signal improvements by City of Phoenix	0	0	0	-----	5-year	SR204	Safety	STP-RGC	2016	152,000	-	-	152,000	Amend: Add new rail safety project.
Peoria	Highway	2016	PEO12-110D2	26578	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	0.1	4	4	HSIP-PEO-0(215)A	5-year	SH535 03D	Safety	HSIP-AZ	2016	94,300	-	5,700	100,000	Amend: Add \$100,000 total additional funding to existing design phase.
Peoria	Highway	2016	PEO12-111D2	44015	Peoria Ave and 75th Ave	Design intersection improvement.	0.1	4	4	HSIP-PEO-0(216)A	5-year	SH536 03D	Street Intersection	HSIP-AZ	2016	94,300	-	5,700	100,000	Amend: Add \$100,000 total additional funding to existing design phase.
Phoenix	Highway	2016	PHX16-422	46556	Various locations	Off Federal-aid Highway System Bridge Inspections and AASHTOWare Bridge Rating Software for bridge inspections	0	0	0	PHX-0(330)D	5-year	T0005 01X/01D	Bridge	STP-AZ	2016	211,971	-	12,812	224,783	Amend: Increase costs from \$136,842/\$8,271 to \$211,971/\$12,812 Federal/local. Update work description.
Phoenix	Highway	2016	PHX16-422A	46556	Various locations	Federal-aid Highway System Bridge Inspections and AASHTOWare Bridge Rating Software for bridge inspections	0	0	0	PHX-0(329)D	5-year	T0002 01X/01D	Bridge	STP-AZ	2016	396,957	-	23,994	420,951	Amend: Increase costs from whatever to \$228,158/\$13,791 Federal/local.
Phoenix	Highway	2017	PHX17-406	33107	Various Locations	Pontis / Virtis Software for bridge inspections	0	0	0	---	None	---	Bridge	Local	2017	---	---	5,299	5,299	Amend: Delete workphase from TIP. Costs included in overall bridge inspection program.
Phoenix	Highway	2017	PHX17-407	33174	Various Locations	Equipment Rental for bridge inspections	0	0	0	---	None	---	Bridge	Local	2017	---	---	11,030	11,030	Amend: Delete workphase from TIP. Costs included in overall bridge inspection program.
Phoenix	Highway	2018	PHX18-405	33107	Various Locations	Pontis / Virtis Software for bridge inspections	0	0	0	---	None	---	Bridge	Local	2018	---	---	5,299	5,299	Amend: Delete workphase from TIP. Costs included in overall bridge inspection program.
Phoenix	Highway	2018	PHX18-406	33174	Various Locations	Equipment Rental for bridge inspections	0	0	0	---	None	---	Bridge	Local	2018	---	---	11,030	11,030	Amend: Delete workphase from TIP. Costs included in overall bridge inspection program.

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in red font. Deletions are show in strike through font.

2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Committee, MC = Management Committee, TPC = Transportation Review Committee, RC = Regional Council

3. The year the federal funds (if any) 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. Changes are in red font. Deletions are shown in strike through font.

ATTACHMENT #3

Agenda Item #5C

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2016

SUBJECT:

Revised Opening Dates for Rail Transit Projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan (RTP).

SUMMARY:

Four light rail transit (LRT) projects in the MAG region now require revision to their current opening dates, along with one new light rail capital structure added to the Draft FY2017-2021 TIP and 2035 RTP, and will undergo necessary air quality conformity analysis.

These changes are the result of the January 26, 2016 Phoenix City Council decision to approve the acceleration of two light rail projects, the deferral of one phase of a light rail project and the addition of one light rail station. These schedule changes are a result of the T2050 program, which was approved by Phoenix voters with the passage of Proposition 104 in August 2015. The T2050 program is a 35-year tax extension that would provide additional funding for light-rail expansion, additional bus routes and street improvements. The Tempe Streetcar project will also be deferred by one year as per the Valley Metro Transit Life-Cycle Program (TLCP). This action will more closely align with the Federal Transit Administration (FTA) funding allocations and project delivery schedule.

City of Phoenix Council approved the following changes on January 26, 2016:

Valley Metro Board action on these items is anticipated by spring 2016.

- Northwest Phase II, Phoenix - New opening date of 2023 from 2026
- South Central Corridor, Phoenix - New opening date of 2023 from 2026
- Capitol / I-10 West Phase II, Phoenix (17th Ave/Jefferson to 79th Ave/Interstate 10)
(This project was segmented into two phases. Phase I, Central/Jefferson to 17th Ave/Jefferson will continue to open on its RTP approved date of 2023; Phase II will now open in 2030.)
- 50th Street / Washington St Station, Phoenix - New light rail station to open in 2019

The following change is reflected as per the TLCP:

- Tempe Streetcar - move opening year to 2019 from 2018.

This action is recommended to approve changes to the revised opening dates for rail transit Projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan (RTP). These projects have work elements included in the Draft FY2017-2021 TIP, and some projects may complete work and open to service beyond this time-frame in a future year TIP.

The final approval of the project modifications for the MAG FY2017-2021 TIP and 2035 RTP will be heard formally through the MAG Committee process in May-June 2016 when a new finding of conformity is completed.

The accompanying chart, map and TIP sheets reflect the current and proposed opening dates of all Valley Metro Rail light rail and streetcar corridor projects. Additional Project details can also be found online at: http://www.valleymetro.org/projects_and_planning/current_projects

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the revised opening dates will permit the implementation of the projects consistent with the Valley Metro TLCP.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: These revisions will be included in the transportation modeling for the upcoming Draft FY2017-2021 Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan (RTP).

POLICY: These revisions provide for the implementation of the projects in the upcoming Draft FY2017-2021 Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan (RTP).

ACTION NEEDED:

This item is included as a part of the agenda item for the Draft FY2017-2021 Transportation Improvement Program (TIP) and the amended 2035 Regional Transportation Plan (RTP).

PRIOR COMMITTEE ACTIONS:

This item was included in the March 15, 2016 MAG Transit Committee agenda. The revised opening dates for Rail Transit Projects were recommended for approval by the Transit Committee.

MEMBERS ATTENDING

- *ADOT: Mike Normand
- Avondale: Kristen Sexton, Vice Chair
- #Buckeye: Andrea Marquez
- Chandler: Jeff Martin for RJ Zeder
- #El Mirage: Jose Macias
- Gilbert: Kristin Myers
- Glendale: Matthew Dudley for Debbie Albert
- *Goodyear: Cato Esquivel
- #Maricopa: David Maestas
- Maricopa County DOT: Reed Kempton
- #Mesa: Jodi Sorrell

- *Paradise Valley: Jeremy Knapp
- Peoria: Stuart Kent
- Phoenix: Ken Kessler for Maria Hyatt, Chair
- Queen Creek: Mohamed Youssef
- Scottsdale: Gregory P. Davies for Madeline Clemann
- #Surprise: Martín Lucero
- #Tempe: Robert Yabes
- *Tolleson: Jason Earp
- Valley Metro: Wulf Grote
- #Youngtown: Grant Anderson

* Those members neither present nor represented by proxy.
 # Participated by telephone conference call. + Participated by videoconference call.

CONTACT PERSON:

Marc Pearsall, Transit Planner III~Rail, MAG (602) 254-6300.

HIGH CAPACITY TRANSIT/ LIGHT RAIL - EXTENSIONS	Technology	Length	Current RTP Year Open	Revised TIP/RTP Year Open
Central Mesa (to Mesa Dr.), Mesa	LRT	3.1	2015	2015
Northwest Phase I, Phoenix	LRT	3.2	2016	2016
Central Mesa (to Gilbert Rd.), Mesa	LRT	1.9	2018	2018
Tempe Streetcar	Modern Streetcar	3.0	2018	2019 (deferred)
50 th Street / Wash. St Station, Phoenix	LRT	----	-----	2019 (new)
Northwest Phase II, Phoenix	LRT	1.7	2026	2023 (accelerated)
South Central, Phoenix	LRT	5.0	2034	2023 (accelerated)
Capitol / I-10 West Phase I (to 17 th Ave /Jefferson), Phoenix	LRT	1.4	2023	2023
West Phoenix / Central Glendale, Phoenix and Glendale	LRT	5.0*	2026	2026
Capitol / I-10 West Phase II, (to 79 th Ave /Interstate 10) Phoenix	LRT	9.6	2023	2030 (deferred)
Northeast, Phoenix	TBD**	12.0	2034	2034

*Locally Preferred Alternative (LPA) corridor currently under study

** Technology to be determined



New Projects or Project with changes

Agency	Section	Work Year	TIP ID	MAG ID	Location	Work	Miles	Lanes Befo	Lanes After	AQ Area	In Program	MAG Modi	Source
Valley Metro Rail	Transit	2016			50th Street	New Light Rail Station - 50th Street - Project Development	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2016			50th Street	New Light Rail Station - 50th Street - Right-of-way Acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017			50th Street	New Light Rail Station - 50th Street - Construction	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017			50th Street	New Light Rail Station - 50th Street - Final design	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017			50th Street	New Light Rail Station - 50th Street - Non-Prior Rights Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017			50th Street	New Light Rail Station - 50th Street - Private Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017			50th Street	New Light Rail Station - 50th Street - Right-of-way Acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018			50th Street	New Light Rail Station - 50th Street - Construction	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018			50th Street	New Light Rail Station - 50th Street - Non-Prior Rights Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018			50th Street	New Light Rail Station - 50th Street - Private Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018			50th Street	New Light Rail Station - 50th Street - Right-of-way Acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019			50th Street	New Light Rail Station - 50th Street - Construction	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019	VMR15-105T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - Project Development	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2020	VMR18-422T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - construct transitway	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2020	VMR18-421T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - Non-Prior Rights Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2020	VMR18-420T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - Private Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2020	VMR15-106T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - Project Development	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2020	VMR18-419T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - Right Of Way Acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2021	VMR18-426T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - construct transitway	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2021	VMR18-425T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - Non-Prior Rights Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2021	VMR18-424T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - Private Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2021	VMR18-423T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - Right Of Way Acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2022	VMR18-428T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - construct transitway	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2022	VMR18-427T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - Right Of Way Acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2023	VMR18-429T	49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - construct transitway	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2024		49041	Capitol/I-10 West Phase I	Fixed guideway corridor - Capitol/I-10 West Phase I - construct transitway	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2020			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Project Development	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2021			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Construction	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2021			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Non-prior Rights Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2021			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Right-of-way acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2021			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Vehicle acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16

Valley Metro Rail	Transit	2022			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Construction	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2022			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Non-prior Rights Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2022			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Private Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2022			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Right-of-way acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2022			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Vehicle acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2023			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Construction	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2023			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Non-prior Rights Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2023			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Private Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2023			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Right-of-way acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2023			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Vehicle acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2024			Northwest Extension Phase II	Fixed guideway corridor - Northwest Phase II - Construction	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2016	VMR15-401T2	11715	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017	VMR15-401T3	11715	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018	VMR15-401T4	11715	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2016	VMR15-408T	23739	Regionwide	Overhaul pantograph	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017		23739	Regionwide	Overhaul center truck - phase 1	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017	VMR16-410T	23739	Regionwide	Overhaul couplers - phase 1	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017	VMR16-409T	23739	Regionwide	Overhaul gear units - phase 1	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017	VMR15-407T	23739	Regionwide	Overhaul high speed circuit breakers - phase 1	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017	VMR15-406T	23739	Regionwide	Overhaul motor truck - phase 1	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017	VMR17-412T	23739	Regionwide	Overhaul traction motors - phase 1	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018		23739	Regionwide	Overhaul brake resistors - phase 1	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018		23739	Regionwide	Overhaul center truck - phase 2	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018		23739	Regionwide	Overhaul couplers - phase 2	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018		23739	Regionwide	Overhaul gear units - phase 2	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018		23739	Regionwide	Overhaul high speed circuit breakers - phase 2	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018		23739	Regionwide	Overhaul motor truck - phase 2	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018		23739	Regionwide	Overhaul traction motors - phase 2	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019		23739	Regionwide	Overhaul brake resistors - phase 2	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019		23739	Regionwide	Overhaul couplers - phase 3	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019		23739	Regionwide	Overhaul friction brakes - phase 1	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019		23739	Regionwide	Overhaul gear units - phase 3	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019		23739	Regionwide	Overhaul motor truck - phase 3	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019		23739	Regionwide	Overhaul traction motors - phase 3	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2020		23739	Regionwide	Overhaul couplers - phase 4	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2020		23739	Regionwide	Overhaul friction brakes - phase 2	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2020		23739	Regionwide	Overhaul friction brakes - phase 3	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2021		23739	Regionwide	Overhaul couplers - phase 5	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2016			South Central	Fixed guideway corridor - South Central - Project Development	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2017			South Central	Fixed guideway corridor - South Central - Engineering/Final Design	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018			South Central	Fixed guideway corridor - South Central - Engineering/Final Design	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2018			South Central	Fixed guideway corridor - South Central - Right-of-way Acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019			South Central	Fixed guideway corridor - South Central - Engineering/Final Design	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019			South Central	Fixed guideway corridor - South Central - Non-Prior Rights Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2019			South Central	Fixed guideway corridor - South Central - Private Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16

Valley Metro Rail	Transit	2026			West Phoenix/Central Glendale	Fixed guideway corridor - West Phoenix/Central Glendale - Construction	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2026			West Phoenix/Central Glendale	Fixed guideway corridor - West Phoenix/Central Glendale - Private Utility Relocation	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16
Valley Metro Rail	Transit	2026			West Phoenix/Central Glendale	Fixed guideway corridor - West Phoenix/Central Glendale - Vehicle Acquisition	0	0	0	Maricopa	TLCP	Transit Rail	PH 3.8.16

Existing Projects with no changes.

Agency	Section	Work Year	TIP ID	MAG ID	Location	Work	Miles	Lanes Befe	Lanes After	AQ Area	In Program	MAG Mod	source
Valley Metro Rail	Transit	2015	VMR13-937T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Utility Relocation (Prior Rights)	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR12-914T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Systems	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR12-915T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Sitework	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR13-111T	27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Utility Relocation (Non-Prior Rights)	3	6	6	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR14-103T	27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Construct Transitway	3	6	6	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR14-107T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Vehicle Acquisition	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR14-109T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Guideway and Track Elements	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR14-111T	27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Utility Relocation (Non-Prior Rights)	3	6	6	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR14-112T	27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Construct Transitway	3	6	6	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR14-437T	27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Right of way acquisition	3	6	6	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR15-103T	27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Design & Environmental	3	6	6	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR15-104T	27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Construct Transitway	3	6	6	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR15-436T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Unallocated Contingency isition	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR16-102FZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Finance Charges	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR16-102GTEZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Guideway and Track Elements	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR16-102PFZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR16-102RWZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR16-102SSCZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR16-102SYSZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Systems	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2016	VMR16-102UAZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Unallocated Contingency	2	4	2	Maricopa	ALCP	Transit Rail	MAG

Valley Metro Rail	Transit	2016	VMR16-403T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Professional Services	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR13-933T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Stations, Stops and Terminals	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR13-934T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Right-of-Way Acquisition	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR13-935T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Utility Relocation (Non-Prior Rights)	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR15-109T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Guideway and Track Elements	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-102FZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Finance Charges	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-102GTEZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Guideway and Track Elements	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-102PFZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-102RWZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-102SSCZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-102SSTZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Stations, Stops and Terminals	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-102SYSZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Systems	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-102UAZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Unallocated Contingency	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-102VZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Vehicles	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-407T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Vehicle Acquisition	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-408T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Systems	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2017	VMR17-409T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Unallocated Contingency	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR13-104T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Construct Transitway	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR15-108T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Construct Transitway	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR16-411T	23739	Regionwide	Overhaul traction motors	0	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR17-410T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Systems	3	0	0	Maricopa	TLCP	Transit Rail	MAG

Valley Metro Rail	Transit	2018	VMR17-411T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Support Facilities	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102FZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Finance Charges	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102GTEZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Guideway and Track Elements	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102PFZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102RWZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102SSCZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102SSTZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Stations, Stops and Terminals	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102SSTZ2	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Stations, Stops and Terminals	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102SYSZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Systems	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102UAZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Unallocated Contingency	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-102VZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Vehicles	2	4	2	Maricopa	ALCP	Transit Rail	MAG
Valley Metro Rail	Transit	2018	VMR18-433T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Construct Transitway	3	0	0	Maricopa	TLCP	Transit Rail	MAG
Valley Metro Rail	Transit	2019	VMR18-413T	23739	Regionwide	Overhaul friction brakes	0	0	0	Maricopa	TLCP	Transit Rail	MAG

**ATTACHMENT
#4**

Agenda Item #5D



March 17, 2016

Subject: UPDATE TO MARCH 15, 2016, NOTICE -Change to Applicability of Davis-Bacon Prevailing Wage Rates per the FAST Act—Immediate Notice

To: All Local Public Agencies, Consulting and Contractor Partners

The Fixing America’s Surface Transportation Act “FAST Act” contained the following provision – “Each STBG project—including a project located outside of a Federal-aid highway right-of-way, but excluding a project funded by the recreational trails set-aside—is treated as a project on a Federal-aid highway.” This clause expands the application of prevailing wage rates (per the Davis Bacon Act) to all construction projects funded under the Surface Transportation Block Grant (STBG), which includes Transportation Alternatives (TA) and “Off-system bridge” funds. However, Congestion Mitigation and Air Quality (CMAQ) funds are **not included** as the provision does not apply. Previously, the provision did not apply to projects **off the existing right-of-way** unless they were “linked” to a particular federal-aid highway.

This change will be reflected in the *ADOT Local Public Agency Projects Manual* per update.

If your agency will be using STBG funds (formerly known as Surface Transportation Program or STP), TA funds (formerly known as Transportation Enhancement Funds or TEA) or funds for off- system bridges, these projects must be treated as projects on a Federal-aid highway. This makes such projects — including projects located outside of a Federal-aid highway right-of-way— subject to Davis-Bacon. Please communicate this change to plan accordingly.

UPDATE: If a construction project has already been authorized for federal funds—meaning an AZPR2X form has been completed and signed by the Arizona Department of Transportation and the Federal Highway Administration—then proceed business as usual. Any project that has not yet received this formal authorization to utilize federal funding will be required to apply the Davis-Bacon provision as changed through the FAST Act.

FAST Act Fact Sheet-STBG - Reference Treatment of Projects:
<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

Davis-Bacon and Related Acts Questions and Answers:
http://www.fhwa.dot.gov/construction/contracts/dbra_qa.pdf

I may be contacted at jrooney@azdot.gov or 602-712-8427 for assistance.

Sincerely,


Jodi Rooney
Local Public Agency Section Manager

**ATTACHMENT
#5**

Agenda Item #6

March 10, 2016

TO: Members of the MAG Management Committee
Members of the MAG Transportation Review Committee

FROM: Audra Koester Thomas, MAG Transit Planning Project Manager

SUBJECT: USDOT TIGER (Round 8) Grant - FY 2016

On February 23, 2016, the U.S. Department of Transportation (USDOT) issued a Notice of Funding Opportunity (NOFO) for the eighth round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. A total of \$500 million is available through a competitive merit-based grant program. Nationally, there is a set aside for \$100 million for rural areas. This year, the minimum urban grant has been reduced to \$5 million and the maximum to \$100 million with a 20 percent local match requirement. The minimum rural grant is \$1 million with no local match requirement. Projects must demonstrate technical and financial readiness, and applicants must submit a robust benefit-cost analysis as part of the application; additional information regarding the benefit-cost analysis is included in this transmittal. TIGER VIII applications must be submitted via Grants.gov by 8 p.m. EST on April 29, 2016.

As part of an effort to identify a regionally supported urban project and regionally supported rural project, MAG is soliciting project nominations. Because of a short application deadline by USDOT, MAG is requesting member agencies return the attached project submission form by Monday, March 28, 2016. Submissions will be presented and discussed at the March 31, 2016 Transportation Review Committee. This effort will be coordinated with Valley Metro.

For more information on TIGER, visit: www.transportation.gov/TIGER

Please contact Audra Koester Thomas, Transit Planning Project Manager, at (602) 254-6300 or akthomas@azmag.gov, if you have any questions.

c: MAG Intergovernmental Representatives

**USDOT TIGER Grant
FFY2016 - Round 8**

**TIGER
GRANTS**

**Please send completed forms to akthomas@azmag.gov
by close of business Monday, March 28, 2016**

**Minimum Urban Federal Request: \$5M (20% local match, total project minimum \$6.25M)
Minimum Rural TIGER Request: \$1M (no local match requirement)**



MAG REGIONAL TIGER GRANT PROJECT PROPOSAL - FFY2016

Please save file as: **SponsoringAgency_ProjectName.xlsx**

Complete only purple shaded fields

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information

1. Name of Sponsoring Agency	
2. Agency Contact Name	
3. Phone Number of Agency Contact	
4. E-Mail Address of Agency Contact	
5. Project Partners	

Project Description

6. Project Title	
7. Primary project location zip code	
8. Has project has previously been submitted for TIGER? What year(s)?	
9. If project has previously been awarded TIGER funding, how much?	
10. Please provide a concise, specific description of the project (100 word limit):	
11. Please provide the project limits:	
12. Please provide the TIP #	
13. Please provide the project webpage:	

OPTIONAL: Please provide a photo of current condition or of future rendering (attach to e-mail submittal)

PART B - TOTAL PROJECT BUDGET INCLUDING ALL SEGMENTS

Cost Estimate for the Project Including ALL Segments	Local Funding Amount	Other Contributing Funds	TIGER Request	Total Cost	Local Match Ratio (minimum 20%, urban)
1. ADOT Fee	\$ -	\$ -	\$ -	\$ -	-
2. Design	\$ -	\$ -	\$ -	\$ -	-
3. Right of way	\$ -	\$ -	\$ -	\$ -	-
4. Utilities	\$ -	\$ -	\$ -	\$ -	-
5. Construction	\$ -	\$ -	\$ -	\$ -	-
6. Total	\$ -	\$ -	\$ -	\$ -	#DIV/0!
7. Source/Type of Local Funds					
8. Source/Type of Other Funds					

PART C - CRITERIA

Performance Criteria (pages

1. Project performs particularly strong in which of the PRIMARY CRITERIA (pages 18-21 NOFO) <input type="checkbox"/> Safety <input type="checkbox"/> State of Good Repair <input type="checkbox"/> Economic Competitiveness <input type="checkbox"/> Quality of Life <input type="checkbox"/> Environmental Sustainability
2. Briefly describe any innovative strategies project employs (page 22 NOFO)
3. Briefly describe the extent of partnership the project entails (e.g., funding, stakeholder support, etc.; pages 22-23 NOFO)

Readiness (pages 23-29 NOFO)

4. Will pre-construction activities be complete to allow obligation of funding by June 3, 2019?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
5. Has engineering and design work been completed in order to demonstrate technical feasibility?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
6. NEPA status (complete one): _____ Date completed: _____ Anticipated completion date: _____		

Benefit-Cost (pages 29-32 NOFO, attachment)

7. Can the sponsoring agency complete a robust and detailed benefit-cost analysis to justify submittal?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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PART D - PROJECT SCHEDULE

Milestones	Please enter milestone completion dates (MM/YYYY). If milestone is complete, enter in date it was completed.
Kick off Meeting with ADOT	
IGA with ADOT	
Prepare Preliminary DCR	
Prepare Final DCR	
Conduct Environmental Surveys	
Prepare Preliminary Categorical Exclusion (CE) Report	
Prepare Final CE Report	
Conduct Initial Utility Actions	
Utility Clearance	
Conduct Initial ROW Actions	
ROW Acquisition	
ROW Clearance	
Prepare 60% Plans	
Prepare 95% Plans	
Prepare and Submit Final PS&E package to ADOT / Council Approval	
ADOT Review / Approval of Bid Package	

**ATTACHMENT
#6**

Agenda Item #7

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2016

SUBJECT:

Draft FY 2017-2021 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects for an Air Quality Conformity Analysis

SUMMARY:

The 1990 Federal Clean Air Act requires that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects needs to be conducted, prior to consideration of the program for final approval. Members are being asked to review and comment as appropriate, on the draft program listings that will undergo an air quality conformity analysis.

The TIP serves as a five-year regional guide for the preservation, management and expansion of transportation facilities and services in the MAG area, including highways, streets, ridesharing, public transit, and various congestion mitigation and air quality improvement projects. The draft TIP contains all regionally significant projects within the region, regardless of funding source. All MAG member agencies have been consulted regarding projects incorporated into the draft document, including locally and privately funded projects. Corrections to the Draft FY2017-2021 TIP Interim Project Listings may be submitted to state@azmag.gov. The interim listing of projects for the Draft FY2017-2021 TIP may be accessed from the TIP webpage beginning March 25, 2016: <http://www.azmag.gov/TIP>.

PUBLIC INPUT:

Several public meetings have been held in conjunction with the preparation of the Draft FY 2017-2021 TIP, as well as proposed amendment to the Draft 2035 Regional Transportation Plan. A transportation public meeting is scheduled for April 27, 2016, at 10:00 a.m. in the MAG offices, and the public input received will be included in the FY 2016 Mid Phase Input Opportunity Report available prior to June 1, 2016.

PROS & CONS:

PROS: Review and verification of listings allow the projects included in the Draft FY2017-2021 TIP to undergo a conformity analysis and continue the process to enable transportation projects to be implemented.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Draft FY2017-2021 TIP needs to undergo a conformity analysis for air quality purposes prior to being formally approved by the Regional Council and the Governor. The conformity

analysis and the federally funded program also need to be reviewed and approved by federal officials.

POLICY: Prior to Regional Council approval to proceed with conformity analysis, a public comment period of the Interim listings of projects for the Draft FY2017-2021 TIP is required.

ACTION NEEDED:

Review and comment as appropriate on the Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects for an air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Teri Kennedy, or Stephen Tate, (602) 254-6300.

Project listing correction requests may be submitted via email to Stephen Tate: state@azmag.gov.

**ATTACHMENT
#7**

Agenda Item #9

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2016

SUBJECT:

Federal Highway Administration Repurposing of Earmarked Funds in Arizona and the MAG Region

SUMMARY:

The Consolidated Appropriations Act 2016, which gave states the option of repurposing certain earmarked funds if the original earmark was over 10 years old and if less than 10 percent of project funds had been obligated, or if the project is closed. Through the end of FY 2016, states have the option of re-designating these dollars to other projects within 50 miles of the originally intended use. The March 8, 2016 memo and a list of earmarks that may be eligible for repurposing and/or final vouching is available here: <http://www.fhwa.dot.gov/cfo/earmarkrepurposing>. Based on the December 2015 DOT listings, two projects have obligated less than 10% of the earmark categorized as Demo and are listed at approximately \$3,204,720 in total funding within the MAG region. Five projects have obligated more than 10 percent of the earmark categorized as Demo and is listed at approximately \$2,101,516 in total unobligated funds in the MAG region. Please refer to attached Summary Listing. Also attached is a location map with approximate earmark project locations and the 50 mile radius that can be considered for repurposing.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Notification can lead to action to ensure that redistribution is addressed in a timely manor.
CONS: Staff and resources are dedicated to updating and providing information.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Agencies that have projects listed on the attached Summary “**Projects in the MAG region that have obligated greater than 10% of the Earmark Funds**” table should review their respective projects, ensure that all costs have been submitted to ADOT, and then request to close the project for final vouchering at ADOT. At the concurrence of ADOT and FHWA, MAG may develop prioritized requests for utilizing the available repurposed funding.

POLICY: With the passage of the FAST Act 2016, repurposing of historic earmark funding provides states a method to utilize unobligated earmarked funding.

ACTION NEEDED:

For information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Eric Anderson, or Teri Kennedy MAG, (602) 254-6300.

Projects in the MAG region that have obligated less than 10% of the Earmark Funds

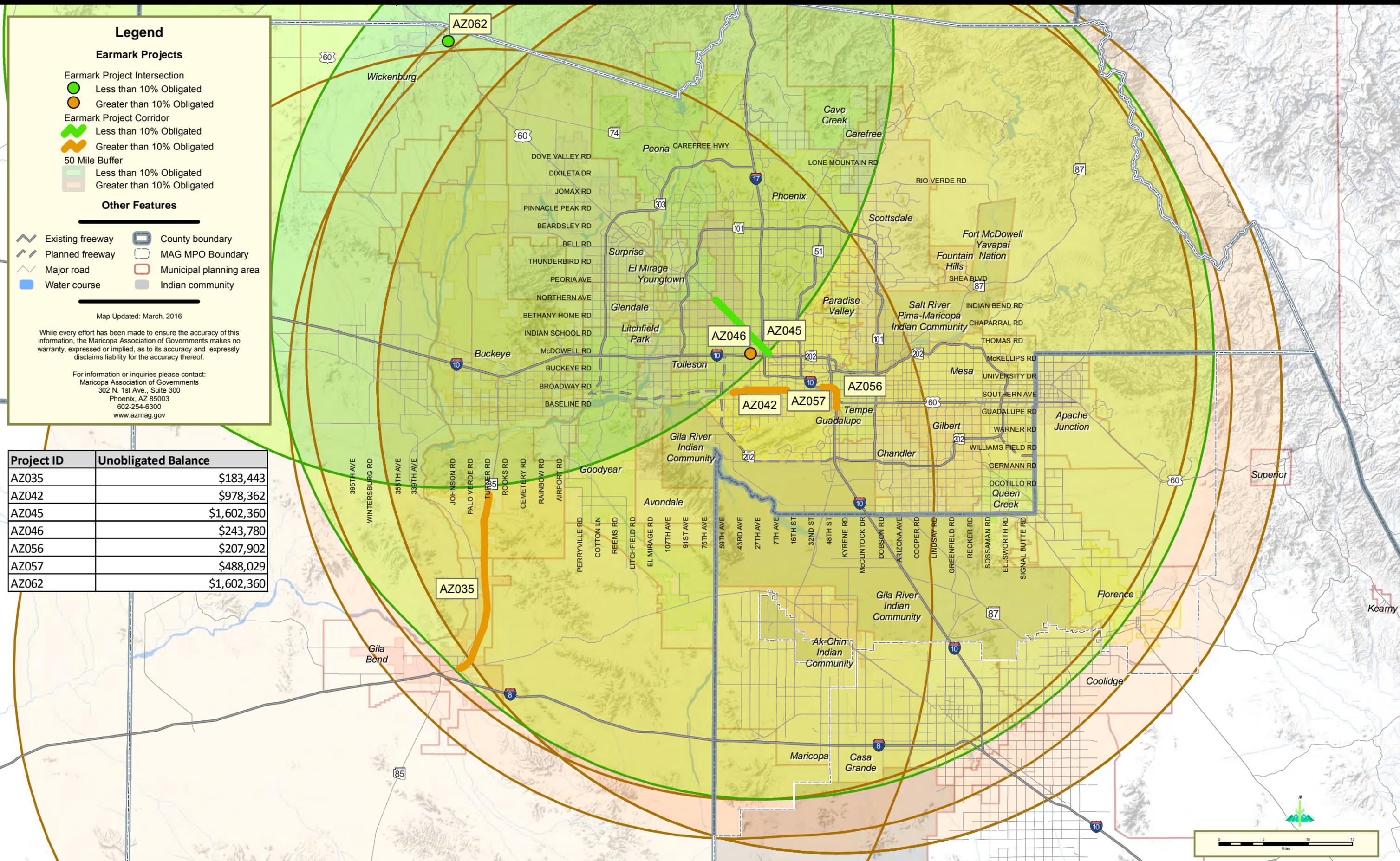
Project ID, Location, % ob'd	Sum of Allocated Amount*	Sum of Obligated Amount	Sum of Unobligated Balance
AZ045	\$ 1,602,360	\$ -	\$ 1,602,360
Design and construction of roadway improvements on U.S. 60 from 67th Avenue to McDowell.	\$ 1,602,360	\$ -	\$ 1,602,360
0.00%	\$ 1,602,360	\$ -	\$ 1,602,360
AZ062	\$ 1,602,360	\$ -	\$ 1,602,360
U.S. 60 and U.S. 93 connection on the eastern edge of central Wickenburg	\$ 1,602,360	\$ -	\$ 1,602,360
0.00%	\$ 1,602,360	\$ -	\$ 1,602,360
Grand Total	\$ 3,204,720	\$ -	\$ 3,204,720

Projects in the MAG region that have obligated greater than 10% of the Earmark Funds

(PROJECTS MUST BE FINAL VOUCHERED AND CLOSED)

Project ID, Location, % ob'd	Sum of Allocated Amount*	Sum of Obligated Amount	Sum of Unobligated Balance
AZ035	\$ 1,201,770	\$ 1,018,327	\$ 183,443
Upgrade and Widen SR 85 to I-10 (Mileposts 120-141)	\$ 1,201,770	\$ 1,018,327	\$ 183,443
80.67%	\$ 240,000	\$ 193,610	\$ 46,390
85.75%	\$ 961,770	\$ 824,717	\$ 137,053
AZ042	\$ 6,409,440	\$ 5,431,078	\$ 978,362
Construct the Rio Salado Parkway to connect I-10 and Loop 202 freeways to 7th Street in downtown Phoenix.	\$ 6,409,440	\$ 5,431,078	\$ 978,362
80.67%	\$ 1,280,000	\$ 1,032,590	\$ 247,410
85.75%	\$ 5,129,440	\$ 4,398,488	\$ 730,952
AZ046	\$ 2,403,540	\$ 2,159,760	\$ 243,780
Construct pedestrian and bicycle overpass at McDowell Road and 35th Avenue in Phoenix.	\$ 2,403,540	\$ 2,159,760	\$ 243,780
85.55%	\$ 480,000	\$ 410,627	\$ 69,373
90.93%	\$ 1,923,540	\$ 1,749,133	\$ 174,407
AZ056	\$ 1,362,006	\$ 1,154,104	\$ 207,902
Design, right-of-way acquisition, and construction I-10 Collector Distributor Roadway from 40th Street to Baseline Maricopa County, Arizona.	\$ 1,362,006	\$ 1,154,104	\$ 207,902
80.67%	\$ 272,000	\$ 219,425	\$ 52,575
85.75%	\$ 1,090,006	\$ 934,679	\$ 155,327
AZ057	\$ 3,204,720	\$ 2,716,691	\$ 488,029
Design, right-of-way acquisition, and construction I-10 Collector Distributor Roadway from 40th Street to Baseline Maricopa County, Arizona.	\$ 3,204,720	\$ 2,716,691	\$ 488,029
80.71%	\$ 640,000	\$ 516,513	\$ 123,487
85.79%	\$ 2,564,720	\$ 2,200,178	\$ 364,542
Grand Total	\$ 14,581,476	\$ 12,479,960	\$ 2,101,516

Earmark Projects for Possible Repurposing (FY 2016)



Legend

Earmark Projects

- Earmark Project Intersection
 - Less than 10% Obligated
 - Greater than 10% Obligated
- Earmark Project Corridor
 - ▬ Less than 10% Obligated
 - ▬ Greater than 10% Obligated
- 50 Mile Buffer
 - Less than 10% Obligated
 - Greater than 10% Obligated

Other Features

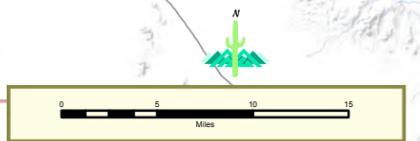
- Existing freeway
- Planned freeway
- Major road
- Water course
- County boundary
- MAG MPO Boundary
- Municipal planning area
- Indian community

Map Updated: March, 2016

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.

For information or inquiries please contact:
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Project ID	Unobligated Balance
AZ035	\$183,443
AZ042	\$978,362
AZ045	\$1,602,360
AZ046	\$243,780
AZ056	\$207,902
AZ057	\$488,029
AZ062	\$1,602,360



**ATTACHMENT
#8**

Agenda Item #10

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2016

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.

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:

The Red Letter process will be presented to the Transportation Review Committee on March 31,2016.

CONTACT PERSON:

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