May 18, 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, May 26, 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
1. Call to Order For the May 26, 2016 meeting, the quorum requirement is 13 committee members.	
2. Approval of Draft April 28, 2016 Minutes	2. Approve Draft minutes of the April 28, 2016 meeting.
3. Call to the Audience An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.	3. For information and discussion.
4. Transportation Director's Report Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information.
5. Consent Agenda Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.	5. Recommend approval of the Consent Agenda.

CONSENT AGENDA*

*5A. Draft MAG Title VI and Environmental Justice Program

Title VI and Environmental Justice activities are mandated by the federal government to ensure that all people have an equal voice in the planning process and receive equal benefit from the results of such planning. MAG is actively engaged in Title VI and Environmental Justice activities as a subrecipient of federal funding. On May 28, 2014, the MAG Regional Council approved MAG's Title VI and Environmental Program. On April 26, 2016, the Arizona Department of Transportation requested changes to MAG's program to remain in compliance with federal legislation. The new program reflects activities that fulfill the responsibilities set forth by the Federal Transit Administration, the Federal Highway Administration, and the U.S. Department of Justice.

The draft program is being offered to the following MAG committees in May: Transit Committee, Human Services Technical Committee, Transportation Review Committee, and the Human Services Community Initiatives Committee. The program will be offered to the MAG Management Committee in June 2016 with final approval requested from the Regional Council on June 22, 2016.

5A. Recommend approval of the Draft MAG Title VI and Environmental Justice Program.

*5B. Project Changes Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and As Necessary, to the Draft FY 2017-2021 Transportation Improvement Program, FY 2017 Arterial Life Cycle Program, and the 2035 RTP

The Fiscal Year 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG

5B. Recommend approval of the project changes for Amendment, and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and as necessary, to the Draft FY 2017-2021 Transportation Improvement Program, FY 2017 Arterial Life Cycle Program, and the 2035 RTP.

Regional Council on January 29, 2014, with the last modification pending approval on May 25, 2016. Additional project changes and additions to the TIP have been requested by member agencies. Several changes in order to make the current year obligation have been requested to FY 2016 projects that affect the FY 2014-2018 TIP, and 2016 ALCP. Additionally an errata sheet for the Draft FY2017-2021 TIP has been generated to incorporate requested changes since the Draft FY 2017-2021 TIP was published for comment and review on May 6, 2016. Please see attached materials.

*5C. Fiscal Year 2016 Draft Program of Projects (POP) and Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the Draft FY 2017-2021 MAG Transportation Improvement Program, and as Appropriate, to the 2035 Regional Transportation Plan

The Program of Projects (POP) is required by Federal Transit Administration (FTA) to provide an annual listing of Transit Projects funded by the Section 5307 program. By federal legislation, it is required to be developed in consultation with interested parties, in coordination with public transportation services providers and is subject to public participation requirements. As stated in the MAG Public Participation Plan, MAG's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the POP that is required in U.S.C. Section 5307. The MAG Transit Committee is expected to discuss the item and recommend approval on May 17, 2016. Please see attached materials.

5C. Recommend approval of the Fiscal Year 2016 Draft Program of Projects and amendment and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, draft FY 2017-2021 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan.

*5D. Updates to Regional Programming Guidelines for Federal Transit Formula Funds

The MAG Regional Programming Guidelines for Federal Transit Formula Funds was approved on March 27, 2013. It has been modified twice with the latest

5D. Recommend approval of the updates to regional programming guidelines for Federal transit formula funds.

modification approved on May 27, 2015. The guidelines were developed under MAP-21 and as the region was recovering from an economic recession. Updated federal legislation and shifting transit needs under the current economic conditions have created the need to update the guidelines to better utilize federal funds for the MAG region. On March 15, 2016, the MAG Transit committee reviewed the guideline as part of the process for the FY 2016 Program of Projects and FY 2017 Transportation Improvement Program and proposed funding scenarios that trigger modifications to the guidelines.

*5E. Arterial Life Cycle Program Status Report: December 2015 - April 2016

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between December 2015 and April 2016. This is the program's twenty-third status report and the second published in Fiscal Year 2016. Please refer to the enclosed material.

5E. For information.

6. Draft Fiscal Year 2017 Arterial Life Cycle Program

The Regional Transportation Plan (RTP) identified 94 arterial street projects to receive funding from the regional sales tax extension and MAG federal funds. The Arterial Life Cycle Program (ALCP) serves as the financial management tool to implement these projects. Information contained in the ALCP includes project location, regional funding, fiscal year for work, type of work, status of project, and identification of the Lead Agency. As part of the ALCP process, Lead Agencies update project information annually. MAG staff has programmed the draft Fiscal Year (FY) 2017 ALCP based on updated revenue streams, information provided by Lead Agencies, and the principles defined in the ALCP Policies and Procedures. Please refer to the enclosed material.

6. For information, discussion, and possible recommendation of approval of (1) the draft FY 2017 Arterial Life Cycle Program, (2) amendments and modifications to the 2035 Regional Transportation Plan, and (3) inclusion into the draft FY 2017 - FY 2021 Transportation Improvement Program.

7. Programming of Road Safety Projects in FY2017-2018

The state of Arizona receives nearly $42 million in federal HSIP funds each fiscal year for road safety improvements. The Arizona DOT has been sub-allocating $1.9 million in HSIP funds to the MAG planning area for qualifying projects. In February 2016, Arizona DOT announced an update to the new process identified in 2015 for programming HSIP funds, maintaining the stipulation of FY2018 as the last year of HSIP sub-allocation to MAG (and all other COGs and MPOs). Through prior action MAG had programmed all sub-allocated HSIP funds through FY 2018 for safety projects. However, due to project eligibility and schedule changes some HSIP funds are now available in FY 2017 and 2018. In consultation with ADOT, MAG issued a call for projects to program HSIP in the total amount of $508,000 to be programmed in either FY 2017 or FY2018.

7. For information, discussion and possible action to recommend a list of three (3) safety projects; two (2) to be funded with the available HSIP funds sub-allocated to MAG in FY 2017-2018, and one (1) to be considered for the state's FY 2019 HSIP funding.

In response, a total of three (3) project applications were received from three (3) member agencies for implementing two(2) systemic improvements and one (1) spot improvement project. On April 27, 2016, the Transportation Safety Committee reviewed and recommend a list of HSIP projects for a total of $508,000 in FY 2017. The recommendation also included that ADOT consider the Town of Gilbert project for HSIP eligibility in the amount of $391,875 in FY 2019. These applications were transmitted to ADOT in compliance with the new HSIP process announced by ADOT requiring that MAG forward the list of recommended projects and project applications by May 2nd, 2016, for ADOT to begin reviewing them to determine eligibility for HSIP by August 1, 2016.

8. Approval of the Draft FY 2017-2021 MAG Transportation Improvement Program

The Draft Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP) has been under development since August 2015. All federally funded projects and regionally significant transportation projects (including local and privately funded projects) are required by federal law to be included in the interim listing of projects under development for the purpose of meeting the air quality conformity analysis requirements was approved by the MAG Regional Council on April 27, 2016 to undergo this analysis, is now complete. A mid-phase public hearing on the draft TIP interim listings was conducted on April 27, 2016, and the Final Phase Pubic Hearing is scheduled for June 7, 2016 on the Draft FY 2017-2021 TIP. Additional chapters for the Draft have been incorporated incrementally. The Draft FY 2017-2021 TIP may be viewed on the MAG website at: www.azmag.gov/TIP.

8. For information, discussion, and possible action to recommend approval of the Draft FY 2017-2021 MAG Transportation Improvement Program (TIP) with the chapter and table updates, contingent on a finding of conformity of the Draft FY 2017-2021 TIP and amendment to the 2035 Regional Transportation Plan (RTP) with applicable air quality implementation plans.

9. Request for Future Agenda Items

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

9. For information and discussion.

10. Member Agency Update

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

10. For information.

11. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, June 23, 2016, at 10:00 a.m. in the MAG Office, Saguaro Room.

11. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

April 28, 2016
Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Chris Hauser, City of El Mirage
*ITS Committee: Marshall Riegel, City of Phoenix
*FHWA: Ed Stillings
*Bicycle/Pedestrian Committee: Jim Hash, City of Mesa
*Transportation Safety Committee: Dana Alvidrez, City of Chandler

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

OTHERS PRESENT

Bob Hazlett, MAG
Chaun Hill, MAG
Teri Kennedy, MAG
Audra Koester Thomas, MAG
David Massey, MAG
Stephen Tate, MAG
Cato Esquivel, Goodyear
Kay Lumley, Sundt
Dan Marum, Wilson & Co.
Christine McMurdy, Goodyear
Steve Schwab, Sundt
Patrick Stone, ADOT

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 April 28, 2016 Transportation Review Committee meeting was 14 committee members.

2. Approval of Draft March 31, 2016 Minutes

Chair Cook asked the committee if there were any comments on the draft April 28, 2016, meeting minutes. There were none. Mr. Jeff Martin moved to approve the minutes. Ms. Kristin Myers 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 Regional Area Road Fund (RARF) revenues were up 2.7% over the previous month and up 3.9% year-to-date. He noted that sales tax growth is slowing. He stated that there is some concern about the economy slowing. He noted that it was surprising that sales tax revenue growth was not higher with lower gas prices leading to more discretionary income available.

Mr. Eric Anderson stated that Highway User Revenue Fund (HURF) revenues were up 9.8% over the previous month with 6% growth year-to-date. He noted that Vehicle License Tax and fuel taxes are continuing to lead growth with relatively low fuel prices continuing.

Mr. Eric Anderson noted that MAG hosted a meeting of the Intermountain West MPOs, including representatives from Colorado, Utah, Wyoming, Washington, and Nevada. He stated that it is good to see what other people are doing and share what MAG is doing.

Mr. Eric Anderson stated that MAG hosted a Federal Highway Administration (FHWA) workshop on benefit-cost analysis for operations. He stated that operations are a bigger deal and that focusing on operations emphasizes maximizing throughput on the existing roadway system.

Mr. Eric Anderson stated that MAG held the mid-phase public involvement meeting the previous day for the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) amendments. He stated that there were three presentations on the TIP, the RTP, and Valley Metro’s planning activities. He stated that the meeting was very well attended.

Mr. Eric Anderson stated that oral arguments for the South Mountain Freeway lawsuit will be held on May 11th.

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. Mr. Ray Dovalina 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 the amendments and administrative modifications 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.

5B – Federal Highway Administration and Federal Transit Administration Funding Projections for the MAG Region

The MAG Transportation Review Committee, by consent, received the Federal Highway Administration and Federal Transit Administration funding projections for the MAG region.

6. Arterial Life Cycle Program Fiscal Year 2016 Closeout Process

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

Ms. Kennedy stated that the Arterial Life Cycle Program (ALCP) is a financial management tool that is a component of the Regional Transportation Plan (RTP). She stated that ALCP projects are funded through a combination of RARF and Federal funds that are reported in the financial management tool, and that projects require a 30% local match. She stated that projects are funded as reimbursements.

Ms. Kennedy noted that, in the ALCP policies and procedures, section 250 guides the RARF closeout process and section 260 guides the Federal fund closeout process.

Ms. Kennedy stated that there is a $30 million balance of RARF available for closeout. She noted that estimated revenues to June are $11 million and that there were $4.6 million in reimbursement requests. She noted that only 38% of programmed RARF reimbursements will be issued this year.

Ms. Kennedy stated that MAG issued a notice for RARF closeout applications in the middle of March with an April 4th due date. She stated that MAG received two project

applications and that one was deemed ineligible. She noted that Lake Pleasant Parkway was deemed eligible. She stated that the project had been scheduled for reimbursement in 2025 and 2026, but that the project has been completed and MAG is recommending a full advancement of reimbursement to close out the project.

Ms. Kennedy stated that MAG is estimating a $13.5 million Federal fund balance for 2016. She noted that this could change as projects fail to obligate by June 1st, old projects close out, and MAG receives COG and MPO loan requests from across the state. She noted that the Federal fund closeout applications were also due April 4th. She stated that MAG received three applications: Mesa's Gilbert Road light rail extension project, design for Chandler's Chandler Heights Road project, and design for Chandler's Ocotillo Road project. She stated that MAG staff recommended advancement of the Gilbert Road light rail project for $13.5 million and that any changes that come in before June 1st will be reflected in the final closeout amount. She stated that any obligation authority that comes in after July 1st will not be used on the Mesa project and would be available for the Chandler projects. She stated that the Chandler projects will be programmed in state fiscal year 2017 and that MAG will issue the transfer for funding of the Gilbert Road light rail project on July 15th.

Mr. Jeff Martin moved to recommend approval of the proposed Fiscal Year 2016 closeout list and necessary amendments and administrative modifications to the FY 2014 - FY 2018 MAG Transportation Improvement Program, the FY 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan. Mr. Mohamed Youssef seconded the motion. The motion carried unanimously.

Mr. Jeff Martin thanked MAG staff for their work on tracking revenues and expenditures and giving projects the opportunity to advance reimbursements. He stated that the region does not want to lose obligation authority. Chair Cook expressed his agreement.

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

Chair Cook invited Mr. Patrick Stone of ADOT to present this item.

Mr. Stone stated that he would give a brief status update, noting that not much has changed in the last month. He stated that last month Ms. Teri Kennedy had presented what FHWA had shown, which was specific earmarks with unobligated balances. He stated that FHWA did not say that there was less money available, noting that an obligation limitation of 85% under SAFETEA-LU applied to each of those earmarks. He noted that there was an unobligated amount of $3.2 million, but that only $2.88 million of obligation authority was available. He noted that ADOT was focused on the $2.88 million available for repurposing. He stated that nothing has been obligated on either earmark.

Mr. Stone presented all projects with over 10% of their funding obligated and what their balances are. He stated that previously ADOT had looked at $2.1 million in available funding but that this is only $556,000 with the obligation limitation factored in. He stated that the two projects with the largest balances are active projects where the money will be used: the Avenida Rio Salado project in Phoenix and Interstate 10 collector/distributor roadway right of way for ADOT. He stated that there is $60,000 to repurpose in the MAG

region. He noted that projects are in the final voucher process and may not be complete by the Federal deadline.

Mr. Stone stated that, statewide, there was originally $32 million available for repurposing, but that number has been reduced to $21 million after obligation limitations. He presented a map with 50 mile radii around earmark projects with funding for possible repurposing. He stated that ADOT went through the list of projects to confirm the right earmark and right amount was shown. He noted that there is a deadline in August to reuse earmarks in Fiscal Year 2016, which will not happen. He noted the deadline is September 12th for reusing earmarks in future fiscal years. He stated that ADOT plans to have a plan in place by June 30th.

Mr. Eric Anderson stated that projects could be in fiscal year 2017. Mr. Stone responded that projects will be in Fiscal Year 2017 through Fiscal Year 2019. He stated that unless there is an absolute need to reuse funding ADOT could turn it around quickly, but it is worth it to have an extra two weeks.

Mr. Stone stated that now that ADOT has identified the available funding, they now need to develop a list of projects. He noted that they do not want to put all this money on a single project because if the project does not go, they will lose the money. He stated that ADOT will look at ten projects potentially.

He stated that ADOT has identified the original intent and balances, and that Phoenix has reached out with information about their earmarks. He noted that ADOT needs to look statewide at existing earmarks.

Vice Chair Debbie Albert noted that Glendale has sent a letter to ADOT and noted that Glendale's position is that money should be used for projects in the same area on US-60 from 67th Avenue to McDowell Road.

Chair Cook asked what the distance requirement for reuse was. Mr. Stone responded that funding must be reused within 50 miles of the original earmark, which is a large area.

Chair Cook thanked Mr. Stone for his presentation.

8. Regional Freeway and Highway Program Update – 2016 Rebalancing

Chair Cook invited Mr. Bob Hazlett to present this item.

Mr. Hazlett noted that this is the same presentation that he gave to the Transportation Policy Committee the previous week.

Mr. Hazlett stated that Waze is a crowdsourced app for finding ways through and around congestion and that they did a poll last year on what region has the best driving experience. He stated that Phoenix was rated the best in the world. He stated that when MAG came across this statistic. Mr. Dennis Smith was very impressed and encouraged economic development stakeholders to say that the region has a very good transportation system.

Mr. Hazlett stated that, since 2006, many projects in the program have been completed. He

presented a map showing completed projects and noted that there was not much room left on the map in terms of what has been completed. He stated that $4.1 billion had been spent to date on all of the improvements. He stated that 58 percent of general purpose lane-miles and two thirds of High Occupancy Vehicle (HOV) lane-miles in the plan had been constructed to date. He stated that 61 percent of the overall system promised in 2006 has been built at halfway through the program. He stated that 660 lane-miles is more than most states can deliver in 20 years, and that the region has built 66 lane-miles per year even with the recession. He noted that the South Mountain Freeway will add 180 lane-miles and bring the system to 80% complete.

Mr. Hazlett presented the remaining projects in the plan. He stated that the SR-101L/Pima Freeway project from SR-202L/Red Mountain Freeway to Shea Boulevard is wrapping up. He stated that the SR-303L Grand Avenue interchange and El Mirage Road interchange projects are under construction. He stated that the Bell Road and Grand Avenue interchange project is under construction. He noted that, even with the pending court case, the SR-202L/South Mountain Freeway project is underway as ADOT has been acquiring right of way and begun the demolition process.

Mr. Hazlett stated that the remaining projects include adding lanes on the SR-101L/Pima Freeway from I-17 to Shea Boulevard, adding lanes on the SR-101L/Price Freeway from US-60 to SR-202L, adding lanes on I-10 from the Pecos Stack to Riggs Road, and extending SR-303L in Goodyear from I-10 to Van Buren Street with planning underway to extend to MC 85. He stated that this does not include what will come out of the I-10/I-17 Spine study, which has been a collaborative effort between ADOT, FHWA, MAG, and the cities of Chandler, Phoenix, and Tempe, and the Town of Guadalupe. He stated that there is a near term improvement strategy being developed for the area on I-10 from the Broadway Curve to the Pecos Stack.

Mr. Hazlett presented a graph of year-end cash flow balances from a presentation to the Transportation Policy Committee in 2012. He stated that they were looking at taking $300-400 million out of the program in addition to the money taken out in 2009. He stated that since then, ADOT, FHWA, and MAG had been working on ways to improve project delivery to bring costs down. He stated that they had been looking at cash flow and project closeout to ensure remaining funds were reprogrammed. He stated that they had also been looking at design innovations, alternate delivery processes such as design-build, construction management at risk contracts, or public-private partnership (P3) delivery that like is being used on the South Mountain Freeway. He stated that the value engineering component has been a very important part of the design innovation process.

Mr. Hazlett stated that, starting with the South Mountain Freeway project, they have undertaken a rigorous cost risk analysis process approach. He noted that there have been thirty workshops since 2012 to look at risks associated with projects. He stated that, with cost estimating, there has been a tendency to place a bank of contingency on things without looking at the specifics of risks and what risks can be retired. He stated that a cost risk analysis workshop had just been completed on SR-347 in Maricopa, which is an ADOT project outside of the program, to make sure they do not lose their TIGER grant.

Mr. Hazlett stated that the South Mountain Freeway would be built with a P3 delivery model. He stated that ADOT received an unsolicited proposal but that MAG and ADOT

had been discussing the P3 model for a while. He noted that the project developers looked at every traffic interchange and the basic construction of the corridor itself to identify cost savings. He stated that the 30 year maintenance included in the contract gives a fixed cost which will become important in future programs. He stated that HURF and RARF revenues have been up and that the FAST Act provided more Federal funding for the program.

Mr. Hazlett presented an updated cash flow graph. He stated that there is now a $640 million surplus in the program compared to 2012 which is approximately a $1 billion improvement in the cash flow. He stated that the program has never been in better health.

Mr. Hazlett stated that the surplus gives an opportunity to bring deferred projects back into the program. He stated that the Transportation Policy Committee had discussed potential criteria for bringing projects back in, with looking at project priorities, project readiness, travel demand, and funding realities.

Mr. Hazlett presented a map of all projects which were deferred in 2009 and 2010. Ms. Chaun Hill gave the Committee members a table showing updated cost opinions. Mr. Hazlett noted that in 2009 and 2012 MAG deferred approximately $7 billion in projects and that the updated cost opinions showed these projects as costing approximately $2.8 billion. He noted that these costs are based on the costs to build projects to date and the results of the Cost Risk Analysis process. He stated that the cost opinions are under continual review and subject to change. Mr. Hazlett noted that the potential for new traffic interchange construction outside the scope of Proposition 400 is included in the table. He added that technology needs and operational enhancements need to have equal weighting in terms of project priorities.

Mr. Hazlett stated that a freeway lane should carry 2,200 vehicles per hour per lane, but that the current system has flow breaking down at around 1,400 vehicles per hour per lane right now. He noted that ADOT's Transportation Systems Management and Operations (TSM&O) division is looking at how to recover some of this freeway lane capacity, and that recovering some of this capacity would be equivalent to adding a new travel lane without very much construction.

Mr. Hazlett stated that travel demand on the system is changing. He noted that I-10 in Buckeye is becoming a bottleneck and a safety issue because of higher traffic resulting from increased activities at the ports in California. He noted that during the I-17 widening from 2006 to 2008, the current conditions at the Pinnacle Peak Road and Happy Valley Road traffic interchanges were not anticipated. He stated that currently there are issues with traffic backing up onto the freeway mainline and traffic on the Pinnacle Peak Road overcrossing.

Mr. Hazlett stated that stated that project readiness will be an issue, both for if projects are ready and how they are positioned in the timeline of the freeway program. He noted that in 2012, it was identified that the South Mountain Freeway projects would command the majority of cash flow in the next five years. He stated that it may be possible to slide some projects back if they are ready in time. He noted that the P3 process is providing savings in both construction cost and time, but that advancing projects must be ready in time. He noted that there is concern about a limited amount of staff at FHWA who are able to work

on environmental approvals and that we do not want to overwhelm them.

Mr. Hazlett said that the $640 million surplus is based on revenue streams which are tied to the economy. He noted that the FAST Act is a five-year act but only provides three years of funding. He stated that the MAG staff recommendation to the Transportation Policy Committee is to reprogram $500 million initially and return in a few years to see where things stand.

Mr. Hazlett stated that he received feedback from the Transportation Policy Committee that the region should build what was promised to the voters. He asked the Transportation Review Committee members if there is anything missing that should be considered.

Mr. Hazlett stated that the plan is for staff to identify potential scenarios after receiving feedback from the Transportation Policy Committee, Transportation Review Committee, and Management Committee. He stated that the scenarios will be presented in June and then finalized in August for potential approval by Regional Council in September or October with subsequent amendment to the RTP and appropriate air quality analyses.

Chair Cook expressed his thanks to MAG and Mr. Hazlett and Mr. Eric Anderson for the work they have done on the rebalancing along with ADOT's efforts.

Ms. Kristin Myers stated that Gilbert thanks MAG and ADOT on the comprehensive evaluation of the program, which is bringing opportunities to the region from the West Valley to the East Valley. She stated Gilbert's thanks for the consideration of the traffic interchange at SR-202L and Lindsey Road. She asked if there will be an evaluation of whether or not there is still a need for additional general purpose lanes on SR-202L to US-60. Mr. Hazlett responded that staff is looking at mainline projections and needs through 2035 and this will be determined based on land use changes.

Mr. Ray Dovalina thanked MAG and ADOT. He stated that, with Phoenix's Transportation 2050 program funding opportunities for light rail and buses, Phoenix would like to see if there is an opportunity to add the I-10 to I-17 direct ramp.

Mr. Clem Ligocki asked if there would be any more discussion at the Transportation Review Committee. Mr. Eric Anderson stated that there can be another presentation in May as MAG staff work through the criteria. He stated that subcategories such as safety, economic development, and traffic volumes will be considered. He stated that there can certainly be a presentation, but MAG will respect the Transportation Policy Committee's role in the development of the rebalancing as they developed the plan in 2003.

Mr. Jeff Martin asked if there will be multiple scenarios for the Transportation Policy Committee to look at in June. Mr. Hazlett responded that the intent is to have multiple scenarios, but if the criteria become so defined that there is only one scenario, then they will not waste the committee's time with multiple scenarios.

Mr. David Janover expressed Avondale's appreciation for the work MAG has done. He noted that, in addition to the safety issue, the plan has economic impacts that are of interest to multiple communities. He stated Avondale's continued interest in the SR-30 reliever project for I-10. Mr. Hazlett stated that the work has been a team effort with ADOT and

FHWA.

Chair Cook thanked Mr. Hazlett for his presentation.

9. Request for Future Agenda Items

There were no requests for future agenda items.

10. Member Agency Update

Mr. Ray Dovalina noted that the Black Mountain Boulevard project opened a couple weeks ago. He stated that this was a great achievement and a model for the type of projects the region works with. He stated that Phoenix worked with MAG on the funding side and ADOT on the connection to the freeway. He noted that everyone is satisfied with that project.

11. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled for Thursday, May 26, 2016 at 10:00 a.m. in the MAG Office, Saguaro Room.

The meeting was adjourned at 10:46 a.m.

ATTACHMENT #1

Agenda #5A

MARICOPA ASSOCIATION of GOVERNMENTS

DRAFT

Title VI and Environmental Justice Program

May 2016

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Maricopa Association of Governments Title VI and Environmental Justice Program
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The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to ensure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related authorities and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state authorities for discrimination based on income status, limited English proficiency, religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of title 18, United States Code) or sexual orientation.

Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. For more information, or to file a complaint, please contact Amy St. Peter, the Title VI Coordinator, at (602) 254-6300.

Section One: Introduction

The Maricopa Association of Governments (MAG) is responsible for many decisions that can improve the lives of Valley residents. From the roads we drive on to the air we breathe, this important work affects us all. Decisions are driven by rigorous data analysis and extensive community outreach. Care is taken to ensure that all people have equal access to participate in the planning process. MAG maintains nondiscrimination policies as provided by Title VI, Environmental Justice, and related authorities. These policies support MAG in engaging vulnerable populations. The outcome is that these populations have equal benefit and do not shoulder a disproportionate burden than the rest of the region as a result of MAG's activities. This program outlines the roles, method of administration, and analysis that supports equity in regional planning.

For more than 40 years, MAG has fully integrated the voices of vulnerable populations into regional planning activities. MAG is the Metropolitan Planning Organization (MPO) and Council of Governments (COG) for the region, comprising 27 cities and towns, three Native American Communities, Maricopa County, Pinal County, and the Arizona

Department of Transportation. The Citizens Transportation Oversight Committee also is represented on the MAG Regional Council. As the MPO for the region, MAG develops plans and programs and facilitates activities related to transportation, the environment, and human services, and is charged with developing socioeconomic projections. While a significant portion of the work is funded by federal dollars, this region provides significant funding through a regional sales tax for transportation put in place through Proposition 400. The 20-year life of the tax is expected to raise $8.6 billion for regional transportation projects. Passage of Proposition 400 by the voters demonstrates a strong commitment to improving mobility throughout the region.

As the groundwork was being laid for Proposition 400, extensive community outreach engaged a diverse

spectrum of people. Their needs and feedback were considered as an important part of the planning process. As a result, funding for transit increased from less than two percent in Proposition 300 to 33 percent in Proposition 400. This is an example of the impact communities of concern have on regional planning at MAG. Community engagement activities are ongoing and provide elements that are important to responsive planning.

The previous Title VI and Environmental Justice Program was approved by the MAG Regional Council on May 28, 2014. In compliance with federal regulations, this new program was developed within the required three-year timeframe. The MAG Title VI and Environmental Justice Program includes updates to remain in compliance with federal funding requirements as outlined by the Federal Transit Administration and the Federal Highway Administration. The program also has been revised with direction from state funding agencies, including the Arizona Department of Transportation and the Governor's Office of Youth, Faith, and Family.

Since the last Title VI and Environmental Justice Program, MAG has reached out to thousands of people in all corners of the region to ensure the planning process at MAG reflects the voices and visions of our diverse population. Title VI and Environmental Justice activities are mandated by the federal government to ensure that people of all races, income levels, ages, and abilities have an equal voice in the planning process and receive equal benefit from the results of such planning.

MAG is actively engaged in Title VI and Environmental Justice activities as a subrecipient of federal funding. In order to facilitate a thorough understanding of these activities, the definitions are provided in ***Attachment A.*** MAG's plan will be reviewed annually and updated as needed. The Title VI and Environmental Justice Program will be developed at least every three years in accordance with federal regulation. Each new program will be offered to the MAG Regional Council for approval. The minutes documenting approval will be included in each new Title VI and Environmental Justice Program.

The activities listed in this document respond directly to the guidance provided by the FTA Circular 4702.1B, the Federal Highway Administration, and the U.S. Department of Justice. Chapter three outlines the requirements for every Title VI Program. Chapter six addresses the requirements that are specific to metropolitan planning organizations, such as MAG. Requirements include the development of a demographic profile identifying the locations of Title VI and Environmental Justice groups and a planning process that identifies the transportation needs of people with low incomes and the needs of minority populations. The guidance additionally requires an analytical process that identifies the benefits and burdens of transportation system investments for different socioeconomic groups, identifies imbalances, and responds to the analysis produced. The content of the Title VI and Environmental Justice Program for metropolitan planning organizations is described in the following section.

Section Two: Overview of Roles

A. Signed Policy Statement

The following policy statement supports MAG's implementation of these activities:

The Maricopa Association of Governments (MAG) is committed to ensuring that no person is discriminated against on the grounds of color, race, or national origin as provided by Title VI of the Civil Rights Act of 1964 and related authorities. Specifically, Title VI asserts that, "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Additional protections are provided in other federal and state authorities for individuals with limited English proficiency, income status, religion, sex, disability, sexual orientation, gender identity, and age.

MAG strives to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. As a subrecipient of federal funding, MAG is responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by the U.S. Department of Justice per 28 Code of Federal Regulations (CFR) § 42.401 et seq. and 28 CFR § 50.3. The U.S. Department of Transportation Title VI implementing regulations can be found at 49 CFR part 21.

(signature pending approval of plan)

_____ _____

Dennis Smith, Executive Director Date

B. Primary Partners

MAG's work in this area is supported by a number of partners. Title VI and Environmental Justice (EJ) activities are undertaken by partners working closely together to ensure that all people in the region have a voice in and benefit from investments made in transportation. Each agency involved in this collaboration addresses facets important to Title VI and contributes to a robust regional response.

- As the MPO, MAG has primary responsibility for Title VI and EJ analysis at the regional planning level. This includes regional plans, studies, and analyses of data to support the work of the MPO. Mapping tools at MAG allow the general public and member agencies to identify geographic areas with varying concentrations of communities of concern.

- The cities, towns, Native American Indian communities, Pinal County, and Maricopa County have primary responsibility for Title VI and EJ analysis under the National Environmental Policy Act (NEPA) for arterial and local construction projects.

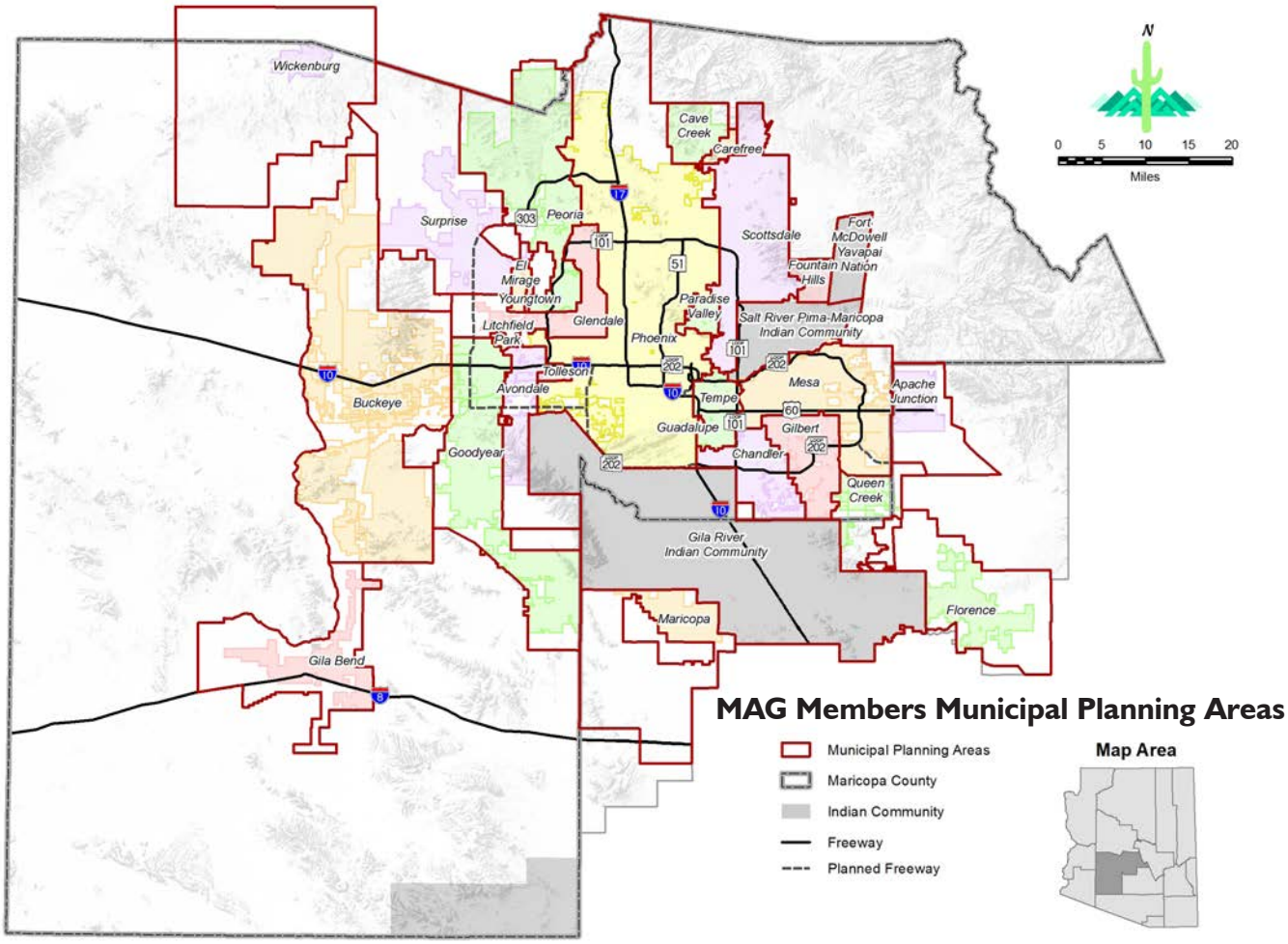
- The Arizona Department of Transportation (ADOT) conducts Title VI and EJ analysis for highway construction projects.

- The City of Phoenix, as the designated recipient for Federal Transit Administration (FTA) funds,

transit operators, and subrecipients of FTA funds have primary responsibility for Title VI and EJ analysis for transit service and for transit projects under the National Environmental Policy Act (NEPA). All regionally significant transportation projects and activities for the region are included in the MAG Regional Transportation Plan (RTP).

- The RTP provides a policy framework to guide regional transportation investments and establishes performance measures for regional transportation facilities and services that will allow the region to better monitor and improve the system in the future. It also identifies and prioritizes specific transportation facilities needed to achieve the congestion, mobility, safety, environmental and other goals of the plan. These projects are detailed in the maps and texts of the RTP document and in major elements of the RTP, including:
  - Proposition 400 projects in the three life cycle programs: Freeway, Arterial, and Transit.
  - The MAG federally funded program.
  - Locally sponsored projects.

For more information about the RTP, please visit the following link located on the MAG website: *http://www.azmag.gov/Projects/Project.asp?CMSID2=1126&MID=Transportation.*



The RTP encompasses a variety of agencies, including the Arizona Department of Transportation, all 27 cities and towns, Pinal County, Maricopa County, MAG, and transit providers in the MAG region (Valley Metro, City of Phoenix, City of Scottsdale, City of Peoria, and City of Glendale). A planning agreement among MAG, Valley Metro, Valley Metro Rail, and the City of Phoenix outlines the roles and responsibilities in transit planning, programming, and fund allocation.

Subrecipients of MAG include the member agency cities and towns, Maricopa County, Pinal County, Valley Metro, Valley Metro Rail, and the Arizona Department of Administration. All planning agreements and contracts between MAG and subrecipients are reviewed by the MAG Fiscal Services and Administration Divisions to ensure compliance with Title VI requirements. New templates for contracts and agreements are reviewed by MAG's legal counsel to ensure Title VI compliance.

The following section on Title VI further defines the various roles in regard to communities of concern and the outreach needed to fully engage vulnerable populations in the regional planning process.

Section Three: Method of Administration

This Title VI Program is implemented through the assistance of the Title VI Coordinator and MAG division liaisons. Amy St. Peter, MAG Assistant Director, is the Title VI Coordinator and may be contacted at (602) 254-6300. The Coordinator is responsible for reviewing and updating the program in collaboration with the division liaisons. The liaisons in each of the MAG divisions are the main point of contact for both the public and the Coordinator on Title VI issues. For a full listing of the liaisons, please refer to ***Attachment B.***

The planning process to support Title VI activities may be summarized by three main categories of data, dialogue, and decisions. The process begins by developing a demographic profile for the communities of concern.

A. Data: Demographic Profile for Communities of Concern

Communities of concern describe populations that have been determined by the federal government or the MPO as benefiting from protections to ensure their meaningful involvement in planning and services. These vulnerable populations have been identified through the Civil Rights Act of 1964, Executive Order 12898, Executive Order 13166, and other related authorities to end discrimination and ensure equal access to all federally funded services.

Communities of concern are identified as those census tracts where the identified group represents a percentage of the population equal to or greater than that of the county average. The threshold for the population with Limited English Proficiency (LEP) population follows federal guidance at five percent or 1,000 people within a census tract, whichever is less. Based on the 2010 to 2014 American Community Survey (ACS) five-year estimates, the threshold for each mandated community of concern is as follows:

- Limited English Proficiency: Five percent or higher.
- Minority population: 41 percent or higher.
- Population in poverty: 17 percent or higher.
- Disability: 10.3 percent or higher.

The U.S. Census Bureau is the source of data used for determining the environmental justice communities of concern. The unit of analysis is the census tract. Census tracts are small, relatively permanent statistical subdivisions within a county that are updated by local participants prior to each decennial census in accordance with guidelines through the Census Bureau's Participant Statistical Areas Program. The primary purpose of census tracts is to provide a stable set of geographic units for presentation of statistical data. Census tracts have an average population size of 4,000 people, though can range in size from 1,200 to 8,000 people. Census tract boundaries are delineated with the intention of being maintained over a long period so that statistical comparisons can be made from census to census. Tracts may be split due to population growth or merged as a result of a substantial population decline. The boundaries generally follow visible and identifiable features.

The MPO boundary does not follow precisely along census tract boundaries. All tracts within Maricopa County are used but because only a portion of Pinal County is within the MPO boundary a spatial analysis was performed to determine the Pinal County census to include in the analysis. Within Pinal County, 44 tracts were selected which were either completely within the MPO boundary or the majority of the tract's population are located within the MPO.

The following chart indicates the number of people represented by communities of concern and the percentage they represent of the total population in the region.

Population and Households			Census Units [h]			
Category	MPO Total	MPO Percent	Number of units >= MPO Percentage	% Units	Affected[f] Population	% of Affected Population Captured in Census units
Population Base (Defined Census Geography)	4,056,518	100.0%	960	100%	------	------
Household Base (Defined Census Geography)	1,489,355	100.0%	960	100%	------	------
Minority[a]	1,663,899	41.0%	376	39%	1,090,132	65.5%
Age 60+[a]	693,538	17.1%	318	33%	410,364	59.2%
Age 65+[a]	490,944	12.1%	289	30%	298,626	60.8%
Age 75+[a]	217,253	5.4%	277	29%	145,553	67.0%
Below Poverty Level[b]	702,859	17.0%	361	38%	496,821	70.7%
Population With a Disability[c]	428,167	10.3%	406	42%	224,435	52.4%
Limited English Proficient (LEP) Persons[g]	369,536	9.5%	516	54%	325,186	88.0%

Sources: U.S. Census Bureau, 2010-2014 American Community Survey (ACS) 5-Year estimates and 2010 Decennial Census

ACS data are based on a sample and are subject to sampling variability

a Minority includes total population minus White (Non-Hispanic). Data for minority and population groups by age are from 2010 Census data.

b Percent of the population for whom poverty status is determined does not include institutionalized persons or persons under 5 years of age. Total population in the Census defined MPO area for whom poverty status is determined is 4,131,314. Data from 2014 ACS 5-Year estimates (Table B17001)

c Disability status from the 2014 ACS 5-year estimates. All percentages are based on Census Tracts that match as close as possible to the MPO area, or 960 tracts. Disability status is determined for the civilian noninstitutionalized population based on six types of difficulty: hearing, vision, cognitive, ambulatory, self-care, and independent living difficulty. (Table B18101)

e For Limited English Proficient (LEP) persons, the Federal guidance (Federal Transit Administration Circular 4702.1B) notes that DOT has adopted the DOJ's Safe Harbor Provision. This Provision stipulates that the targeted minimum number of recipients regarding the translation of written materials for LEP populations is five percent or 1,000 persons, whichever is less, of the total population of persons eligible to be served. Thus for determining the number of affected Census Tracts and affected population, five percent is used as the guideline rather than the MPO percentage of 9.5 percent.

f Affected population is the total of people or households (depending on the data "universe") that fall into the specified category for all Census tracts that have greater than or equal to the percentage for the MPO area (as defined by the Census geography, see note h) or as designated for LEP populations (see note e).

g The guidance for Limited English Proficiency (LEP) for DOT recipients refers to persons age five years and over who speak English less than "very well." See http://www.lep.gov/guidance/guidance_Fed_Guidance.html Data from 2014 ACS 5-Year estimates (Table B16005). 2014 estimate of total persons age 5 years and over for the defined Census geography is 3,905,588.

h The Census Tracts used in this analysis include all 916 Census tracts within Maricopa County plus 44 Census Tracts in Pinal County. Within Pinal county the Metropolitan Planning Area (MPA) boundary does not follow Census geography, however the best match using full Census Tracts were used where the majority of the population is within the MPA. The base numbers for all values in this table are for this Census-based defined area. Total Census Tracts = 960.

Definitions and maps for each of the communities of concern are provided in ***Attachment D.***

The MAG Information Services Division maintains the demographic profile as a resource for MAG staff to use when determining the presence of Title VI and EJ populations. This information will be considered when conducting planning activities for the Unified Planning Work Program, the MAG Regional Transportation Plan, and the Programming Handbook for the Transportation Improvement Program. This information also is considered for transportation planning projects.

Based on the data, staff will determine the presence of Title VI communities as well as the potential to affect them through the planned activity. Appropriate outreach and analysis will be incorporated into all relevant activities from the beginning. The Title VI Coordinator may assist staff as needed in determining the potential effect of planning activities on Title VI populations. The Coordinator also will provide training opportunities to ensure staff develops a thorough understanding of Title VI issues and responsibilities.

B. Dialogue: Process to Identify Needs

Regardless of the audience, the need for transportation commonly arises as a key concern. People rely on a range of transportation services to earn a living, secure education, and access medical care. Limited access to safe, affordable, reliable transportation options significantly impairs one's ability to live independently. Vulnerable populations are more deeply affected due to scarcity of alternatives and the depth of need for assistance.

For example, people with disabilities cite an ongoing need for paratransit services. MAG helps to address this need by staffing the application process for Section 5310, Elderly and Individuals with Disabilities Transportation Program. This federal funding source makes vehicles and other forms of support available to agencies that transport older adults and people with disabilities.

The MAG Transportation Ambassador Program (TAP) connects Title VI populations to standard and alternative transportation options. The MAG Human Services Coordination Transportation Plans provide an inventory of transportation services, analyze the gaps that exist, and prioritize strategies to improve the mobility of older adults, people with disabilities, and people with low incomes. Additional opportunities to serve Title VI and EJ populations through the Human Services Coordination Transportation Plans and TAP will be more fully explored and maximized in the future.

TRANSPORTATION AMBASSADOR PROGRAM

Making Connections

This will serve to identify and meet the transportation needs of Title VI and EJ populations.

In addition to funding and training, MAG is establishing innovative partnerships with local governments, nonprofit agencies, and places of worship to supplement the traditional transit system with a human services approach. The Arizona Age-Friendly Network, hosted by MAG, works closely with individual communities to customize strategies to meet the transportation needs of older adults. This is resulting in travel training programs being developed for specific areas, specialized transportation information and referrals being provided to community groups, van programs that provide door to door service, and a new model that features a membership-based transportation program and mobility management. The goal is to support the development of community-driven initiatives that address unmet needs by working with nonprofit agencies. The approach better utilizes existing resources through the formation of new partnerships that leverage assets. Community engagement is the cornerstone of this work and is integral to its success.

In order to ensure that all people can fully participate in this community engagement, MAG addresses potential language barriers as described below.

Limited English Proficiency

Needs for the communities of concern are identified through public outreach. In order to ensure the public receives and understands information vital to their participation in the planning process, a four-factor analysis is used to identify the needs of people with Limited English Proficiency (LEP).

Section Five of the U.S. Department of Transportation guidance on LEP prescribes a four-factor analysis to determine the need for translation services in order to fully engage LEP populations in the planning process. The end result is that people receive information and can communicate their perspectives in the language most comfortable to them.

The four factors are as follows:

1. *Demography:* The number and/or proportion of LEPs served and languages spoken in the service area.
2. *Frequency:* Rate of contact with service or program.
3. *Importance:* Nature and importance of program/service to people's lives.
4. *Resources:* Available resources, including language assistance services varying from limited to wide ranging with varying costs.

The results of the four-factor analysis for this region are as follows:

1. *Demography:* According to the 2010 to 2014 American Community Survey (ACS) five-year estimates, 25.8 percent of the region's population speaks a language other than English with 37 percent of those reporting difficulty with speaking English. For all persons aged five years and older, 9.5 percent reported on the ACS that they speak English less than "very well." The predominant language for this group is Spanish. The FTA standard

is to translate material when five percent or more people in an area speak English less than "very well." If assessing one neighborhood, the standard is five percent or 1,000 or more (whichever is less) who speak English less than "very well." According to this standard, LEP neighborhoods are present throughout the region, especially in the central areas along I-17 and I-10.

2. *Frequency:* Agencies providing direct service, such as transit service, translate all public materials into Spanish due to daily contact with LEP populations. People come into contact with MAG as a planning agency less frequently. Vital materials are translated into Spanish. Additional translation and interpreter services are offered.

3. *Importance:* Transportation is an important element to people's independence. Inclusive community engagement is critical to ensuring that transportation planning is responsive to the needs of all residents.

4. *Resources:* Resources to translate materials and interpret for individuals are available but finite. The investment is made to translate vital materials. MAG maintains a standing offer to translate additional materials into additional languages and provide alternative formats such as Braille or large print. At least one person in nearly every MAG organization division is bilingual and available to assist with interpretation. At a minimum, there is a bilingual staff member who can assist with interpretation at every policy meeting and at other public meetings as needed.

ENCUESTA DE RECONOCIMIENTO DE MAG MARICOPA ASSOCIATION of GOVERNMENTS

1. **¿Ha oído hablar de la Asociación de Gobiernos de Maricopa (MAG) antes de hoy?** *(Por favor seleccione uno)*
   ❑ Sí ❑ No ❑ No estoy seguro/a
2. **¿Cuál es su percepción general de la Asociación de Gobiernos de Maricopa (MAG)?** *(Por favor seleccione uno)*
   ❑ Excelente ❑ Buena ❑ Neutral ❑ Pobre ❑ No estoy seguro/a
3. **¿Qué mejora de transporte MAS le gustaría ver en la región?** **Mi CODIGO postal es:** _____
   ❑ Mejorar el mantenimiento de las calles e intersecciones
   ❑ Más carriles para bicicletas y banquetas para peatones
   ❑ Más servicio y frecuencia de autobuses
   ❑ Más instalaciones de parqueo para usuarios del tránsito
   ❑ Regionalizar el sistema de Dial-A-Ride y paratránsito
   ❑ Nuevas o más amplias autopistas
   ❑ Más servicio de Tren Ligero Metro
   ❑ Establecer servicio de Tren Rápido Regional
   ❑ Otra sugerencia: _____
4. **¿Es usted capaz de llegar a donde tiene que ir por su cuenta?** ❑ SI ❑ NO
   Por favor seleccione su método de transporte.
   ❑ Manejo ❑ Camino ❑ Uso bicicleta ❑ Uso el Servicio de Autobús local
   ❑ Uso el Servicio de Autobús Express ❑ Uso el Tren Ligero Metro ❑ Comparto auto con otros
5. **¿Recibe ayuda para llegar a donde tiene que ir?** ❑ SI ❑ NO
   Seleccione el tipo de ayuda que recibe.
   ❑ Ayuda de Familia e Amistades ❑ Servicio de Dial-A-Ride ❑ Servicio de una Agencia no lucrativa
   ❑ Servicio de una iglesia ❑ Otro método no previamente mencionado: _____
6. **Si usted necesita ayuda, por favor indique la razón (es) por la cual necesita dicha ayuda.**
   ❑ No siempre puedo pagar los gastos de la gasolina o el pasaje de transito.
   ❑ El servicio y el área de cobertura del autobús o tren rápido es muy limitada.
   ❑ No puedo manejar, caminar o usar mi bicicleta de noche.
   ❑ Las condiciones temporales, como la lluvia o el calor del verano, me limitan.
   ❑ Razones de salud.
   ❑ Discapacidad personal.
   ❑ Algún otra razón: (por favor especifique) _____
7. **Seleccione su rango de Edad (Opcional).**
   ❑ Menor de 18 años de edad
   ❑ 18 a 24 años de edad
   ❑ 25 a 54 años de edad
   ❑ 55 a 64 años de edad
   ❑ 65 años de edad o mayor
8. **¿Estaría interesado/a en recibir la siguiente información?** *(Seleccione las publicaciones de interés):*
   ❑ Boletín de MAG (en Ingles)
   ❑ Avisos de las oportunidades de participación pública de MAG (en Ingles)
   ❑ Ultimas noticias del Comité de Políticas de Transporte (en Ingles, vía correo electrónico)
   ❑ Boletín del Comité de Desarrollo Económico (en Ingles, vía correo electrónico)
   ❑ Eventos de interés para la tercera edad (en Ingles, vía correo electrónico)
   ❑ Información contra el tirado de basura (en Ingles, vía correo electrónico)
   ❑ Boletín de Servicios Sociales (vía correo electrónico)
   ❑ Información e ayuda para movilizarme
   ❑ Información de transporte necesidades especiales

Para recibir más información, por favor provea lo siguiente:

Nombre: _____

Dirección: _____

Correo Electrónico: _____ Teléfono (Opcional): _____

GRACIAS!

On the basis of this four-factor analysis, MAG maintains vital materials about the agency in Spanish and will translate into other languages upon request. Spanish-speaking staff is available at policy committee meetings and as needed for other public meetings to interpret for LEP populations. Additional materials and interpreters will be made available for areas with high concentrations of linguistically-isolated individuals. MAG Title VI division liaisons have been trained to utilize bilingual staff when needing translation assistance. If fluency in the needed language is not found among MAG staff, assistance may be acquired through Language Line Solutions.

Public Participation Activities

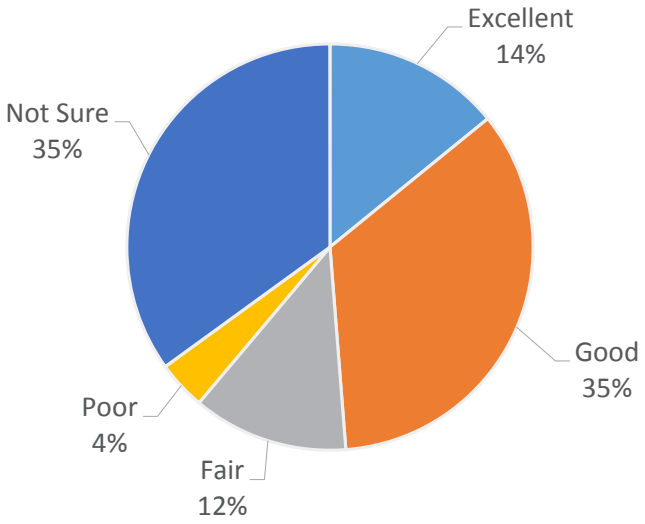
The general public, as well as Title VI, EJ, and LEP populations, is engaged in the planning process through ongoing public outreach activities. More intensive tools, such as focus groups, are used to identify Title VI transportation needs for specific planning activities that may impact Title VI populations. MAG's Public Participation Plan is available in ***Attachment F*** or online at this link.

Subrecipients of federal funding must post notices informing the public of the agency's Title VI obligations and of the protections afforded to the public through Title VI. The public notice will appear in all significant publications of MAG and on the agency's website. This includes information about the complaint process described in section three. The full text will be used when space is available. The abbreviated text will be used when space is limited. The public notice is posted on the MAG website and on the bulletin board on the third floor of the MAG office where all public meeting notices are posted.

One measure of MAG's success in outreach is distribution of awareness surveys. These surveys measure people's perceptions of the agency, as well as the improvements they most want in the region's transportation system. The demographic map below shows predominately low-income populations in blue, minority populations in yellow, and green for areas that have both. The map *(see page 12)* shows that the surveys capture responses from a broad range of individuals. These individuals represent all areas of the Valley and all segments of the population.

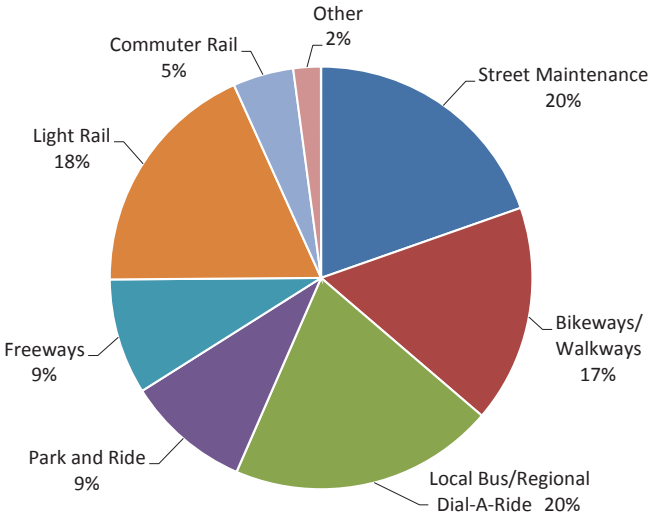
MAG's community outreach efforts are having an impact. The chart below indicates the public has a favorable impression of MAG as evidenced by responses from 282 survey respondents completed from 2014 to 2015.

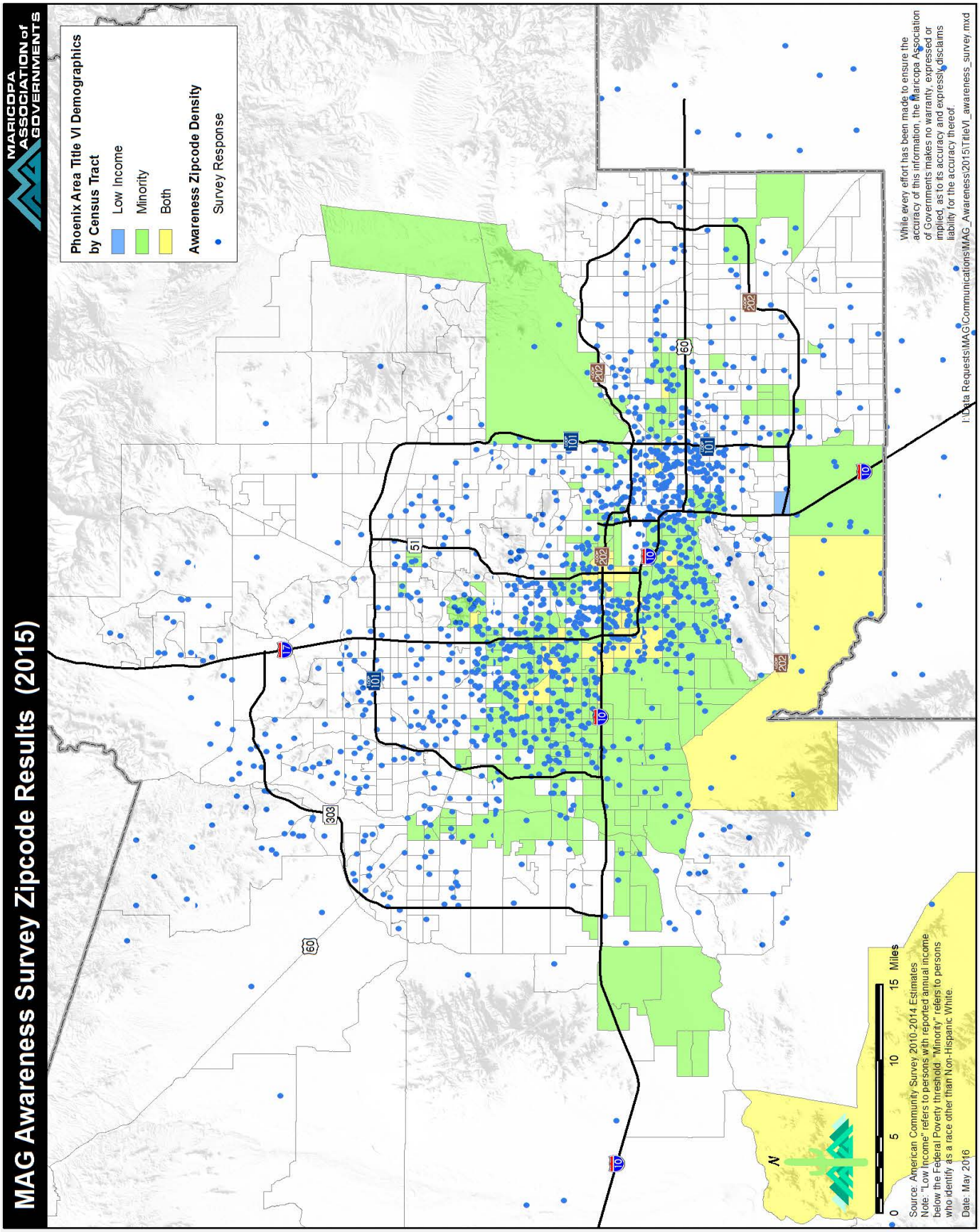
Overall Public Impression of Maricopa Association of Governments



The chart below shows results from 282 awareness surveys completed between 2014 and 2015 regarding their priorities in transportation.

Transportation Priorities




MAG Awareness Survey Zipcode Results (2015)
MARICOPA ASSOCIATION of GOVERNMENTS
Phoenix Area Title VI Demographics by Census Tract
Low Income
Minority
Both
Awareness Zipcode Density
Survey Response
0 5 10 15 Miles
N
Source: American Community Survey 2010-2014 Estimates
Note: "Low Income" refers to persons with reported annual income below the Federal Poverty threshold. "Minority" refers to persons who identify as a race other than Non-Hispanic White.
Date: May 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.
I:\Data Requests\MAG\Communications\MAG_Awareness\2015\TitleVI_awareness_survey.mxd

These results were shared with decision makers in the regional planning process at MAG and have helped to identify priorities for the transportation system.

MAG employs a range of tools to facilitate this dialogue. The following tools are used on a consistent basis to facilitate an exchange of information and to fully engage communities of concern. Outreach materials contain the Title VI public notice. Vital materials are translated into Spanish. Additional materials are translated and offered in alternative formats upon request. MAG maintains a disability associate to advise on issues related to people with disabilities and to perform outreach to the disability community. Visual aids in public involvement planning are considered essential to assisting public understanding of transportation plans and programs. MAG's description of visualization techniques in its Public Participation Plan was cited by the Federal Highway Administration (FHWA) as a notable practice among Metropolitan Planning Organizations (MPOs) throughout the nation.

- *Events:* It is a priority to engage communities of concern in public, openly accessible events. Going to where people are instead of requiring them to attend meetings at MAG increases the level of participation and the diversity of people offering feedback. MAG public involvement staff routinely participates in more than 10 events each year focused on Title VI populations. MAG coordinates efforts with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority, Valley Metro Rail, and with the largest transit provider in the Valley, the City of Phoenix Public Transit Department.

Visualization techniques in public involvement planning are considered essential to assisting public understanding of transportation plans and programs. Consequently, MAG utilizes videos, maps, graphics, printed materials, web posts and other forms of visual aid to help event attendees better understand the transportation network of the future. Participation in events also enables MAG staff to better inform the public on the implementation and planning of the Regional Transportation Plan.

- *Public hearings:* MAG conducts up to two public hearings each year as part of the process when the MAG Transportation Improvement Program and Regional Transportation Plan are being updated. The first hearing provides residents an opportunity to comment on initial draft plans and programs. This hearing is usually held with MAG member agencies, the State Transportation Board, Citizens Transportation Oversight Committee, and representatives from Valley Metro, and the City of Phoenix Public Transit Department.

The second hearing provides residents the opportunity to comment on final draft plans and programs prior to adoption by MAG policy committees. MAG, ADOT, Valley Metro, and City of Phoenix Public Transit Department staff conducts the hearing. After each public hearing, an input opportunity report is compiled and distributed to MAG policy committee members for review and consideration prior to taking any action.

- *Surveys:* MAG staff distributes awareness surveys at a variety of events in order to gauge public awareness of MAG and its plans and programs. The results from the surveys are a positive indicator of MAG's efforts to pursue public awareness and involvement in the transportation planning process. The surveys also ask respondents about their transportation priorities and participation in the MAG planning process, as well as information about people who need transportation assistance. The survey will track what forms of transportation they currently use and what barriers they face when trying to access transportation. This information will help identify the need for pilot projects in new areas and to inform regional planning activities. The survey continues to offer opportunities for engagement through MAG's various committees, events, and publications. The surveys are routinely distributed at MAG Human Services Division events, which typically draw a significant Title VI attendance. This supplements the significant outreach conducted by the MAG Communications Division.

- *Focus groups and stakeholder group meetings:* Focus groups and stakeholder group meetings offer opportunities for small groups of communities of concern to offer detailed feedback on specific topics. These focus groups and stakeholder group meetings are conducted as needed. For example, the MAG Human Services Division routinely conducts focus groups with various vulnerable populations to gauge emerging needs, including those related to transportation. Significant planning activities within the MAG Human Services Division and throughout the agency are complemented by a stakeholders group. Meetings are held with communities of concern and the agencies serving them to inform planning activities as they move

forward. Feedback from the communities of concern is provided to the appropriate MAG committees on the summary transmittal that is sent with the meeting materials on each topic on the agenda.

- *Newsletters:* The MAGAZine newsletter, MAG Transportation Policy Committee (TPC) E-News Update, and MAG Human Services newsletters are produced and distributed via print, online (including through the GovDelivery subscription service), and direct mailing, resulting in greater awareness of MAG's responsibilities and activities. Residents also benefit from timely notice of MAG events and a better understanding of how to participate in planning activities. The translation of publications is made available upon request. The MAG Human Services Division also releases an electronic newsletter to a distribution list of more than 900 nonprofit agencies, faith-based organizations, and community groups serving communities of concern. All significant publications feature the Title VI public notice.

MAGAZine

A Quarterly Newsletter Focusing on Regional Excellence

May 2016—July 2016 Vol. 21: No. 2

Opportunity Arizona:

Creating Success Through Career and Technical Education

Tori Lawrence wants to be a nurse. Jared Taylor is looking to get a job in the automotive field. Maryah Gowan plans to be a veterinarian. And Logan Huber hopes to be an astronaut.

These four teenagers are among nearly 140,000 high school students in Arizona preparing for employment by participating in career and technical education (CTE) programs. Statistics show that 98 percent of CTE students will graduate from high school, compared to the state average of 77 percent. Many of them will find jobs within weeks of graduation.

"Career and technical education is a vital investment in our future workforce," says Maricopa Association of Governments (MAG) Chair W.J. "Jim" Lane, mayor of Scottsdale. "Workforce development drives global competitiveness. Training students in their areas of interest keeps them here in Arizona and contributing to their local economy."

Tori Lawrence

Jared Taylor

Maryah Gowan

Logan Huber

Mayor Lane recently led a discussion at an event to raise awareness of the importance of CTE programs. More than 200 people attended *Valley Voices Presents Opportunity Arizona: Identifying a Qualified Workforce*. The Greater Phoenix Chamber of Commerce and MAG sponsored the event.

In the state of Arizona, there are 63 recognized career program areas offered by 14 Joint Technical Education Districts (JTEDs). Each program has undergone a strict approval process.

"There has to be a proven employment need, and there has to be support by business and industry," says Greg Donovan, co-chair of the JTED Superintendent's Association. "Career and technical education brings relevance to a student's educational opportunities. It also brings specific job skills to those students, so as they complete the opportunity of career and technical education, they are prepared to enter the workforce as contributors to our community and society," he says.

Continued on page 11

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MARICOPA ASSOCIATION of GOVERNMENTS

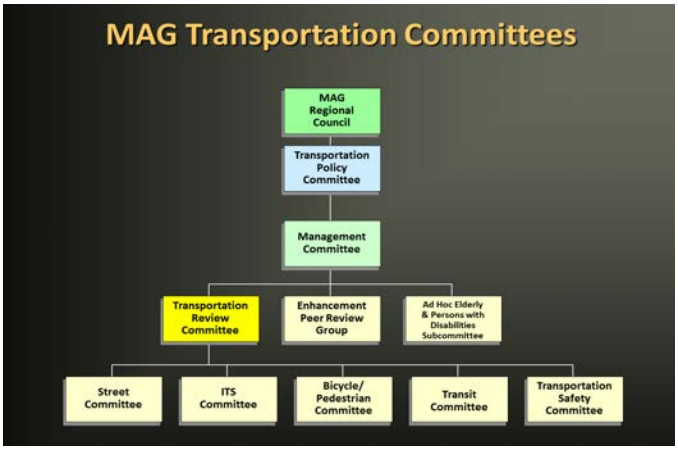
- *MAG Transportation Ambassador Program (TAP):* This program offers training, information, and networking opportunities to communities of concern and the agencies that serve them. Training meetings are held on a quarterly basis for more than 601 participants in mainstream venues such as libraries and community centers. TAP is also an extremely valuable source of feedback. Participants provide the information needed to complete the gaps analysis required in the MAG Human Services Coordination Transportation Plans. These plans are required through federal legislation to help coordinate human services transportation. Strategies to address the gaps analysis are provided with each plan and implemented with the support of the TAP participants and communities of concern.

C. Decisions: Analysis of Benefits and Burdens

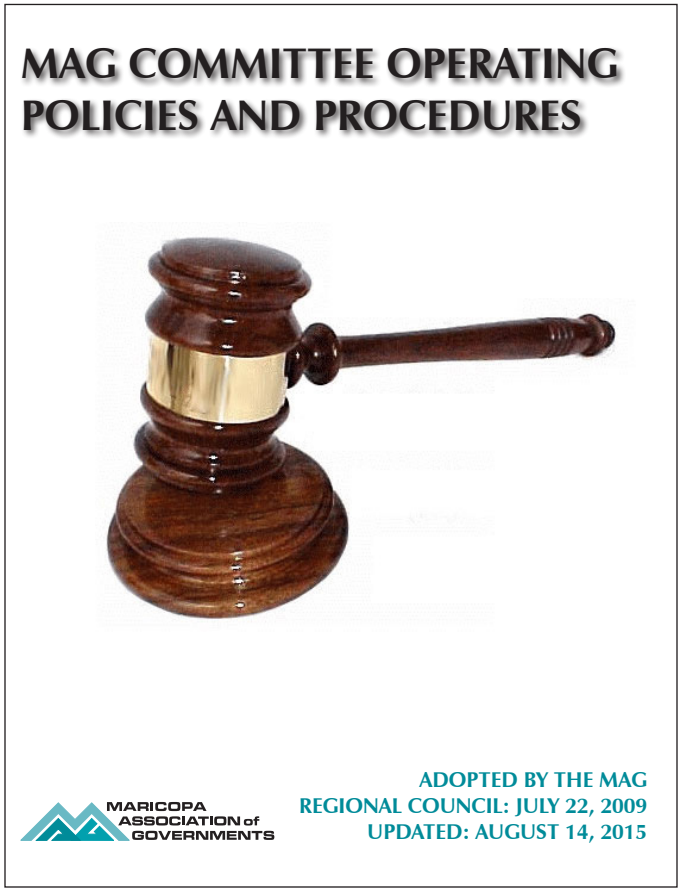
An analysis of benefits and burdens is a critical component of the Title VI and Environmental Justice Program. Staff analyzes the feedback reported by communities of concern to determine the potential benefits and burdens of the activity on the population. In addition, proposed transportation improvements, such as those in the Regional Transportation Plan, are analyzed and documented to determine if the improvements impose a disproportionate burden on the communities of concern. This analysis, as well as the input from the communities of concern, is presented as the planning activity moves through the MAG committee process for approval. The results of decisions are reported back to affected communities of concern in a timely manner. The impact of Title VI populations' input is documented and offered to the Title VI Coordinator. Feedback from Title VI populations is used to assess any enhancements to the Title VI on a biennial basis.

Committee Process

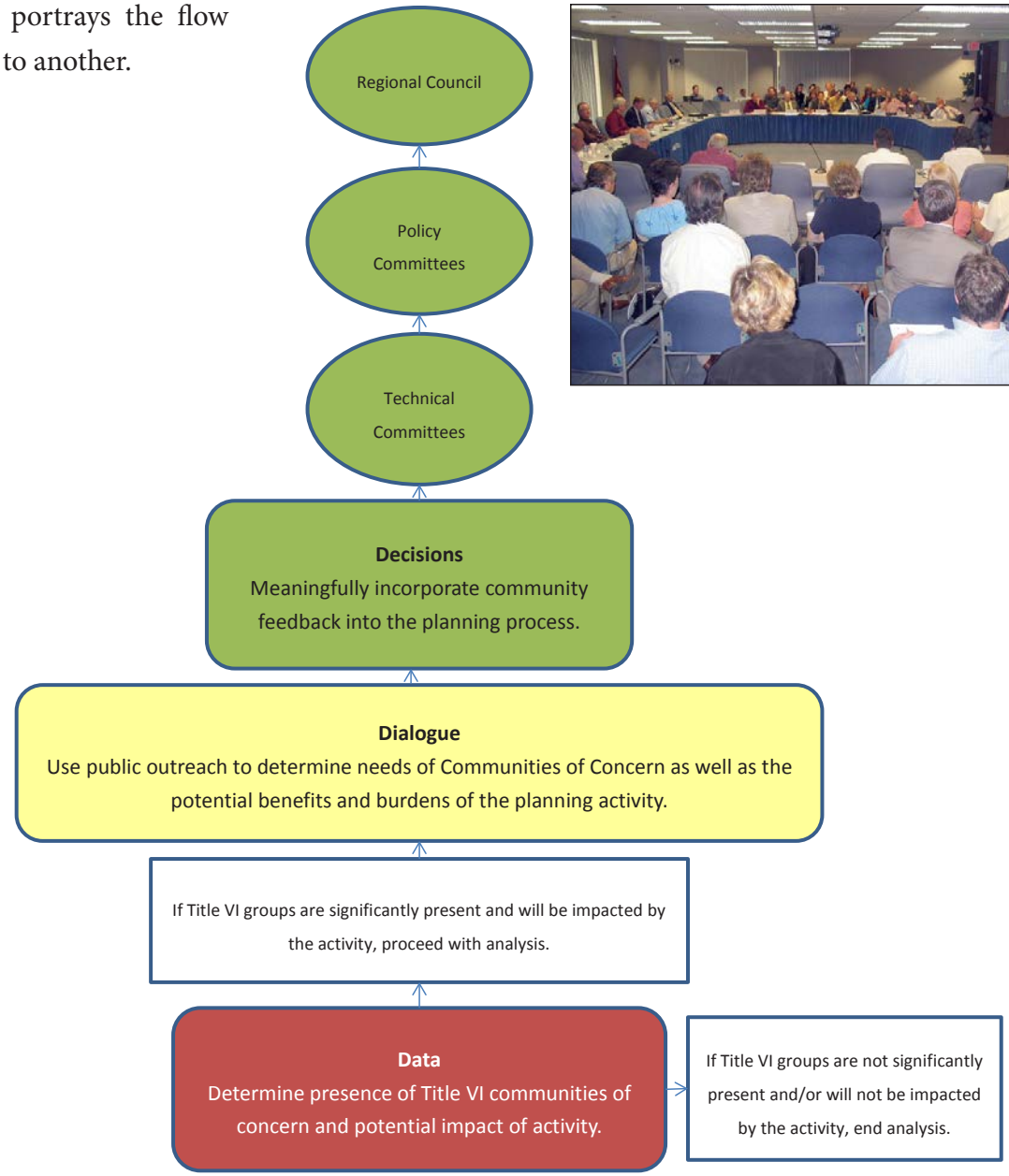
Title VI and EJ issues are communicated and considered as the planning activity moves through the MAG committee process. This generally originates with technical committees, proceeds through policy committees, and concludes with final approval or disapproval by the MAG Regional Council. In this way, the concerns and community input that have been addressed throughout the planning of the activity impact decisions in a meaningful way.



Transit-related committees include the MAG Transit Committee, Ad Hoc Elderly and Persons with Disabilities Transportation Committee, Transportation Review Committee, Management Committee, Transportation Policy Committee, and Regional Council. MAG member agencies designate the representatives who serve on MAG committees. This process was established by the MAG By-Laws and has been reinforced by the MAG Committee Policies and Procedures.

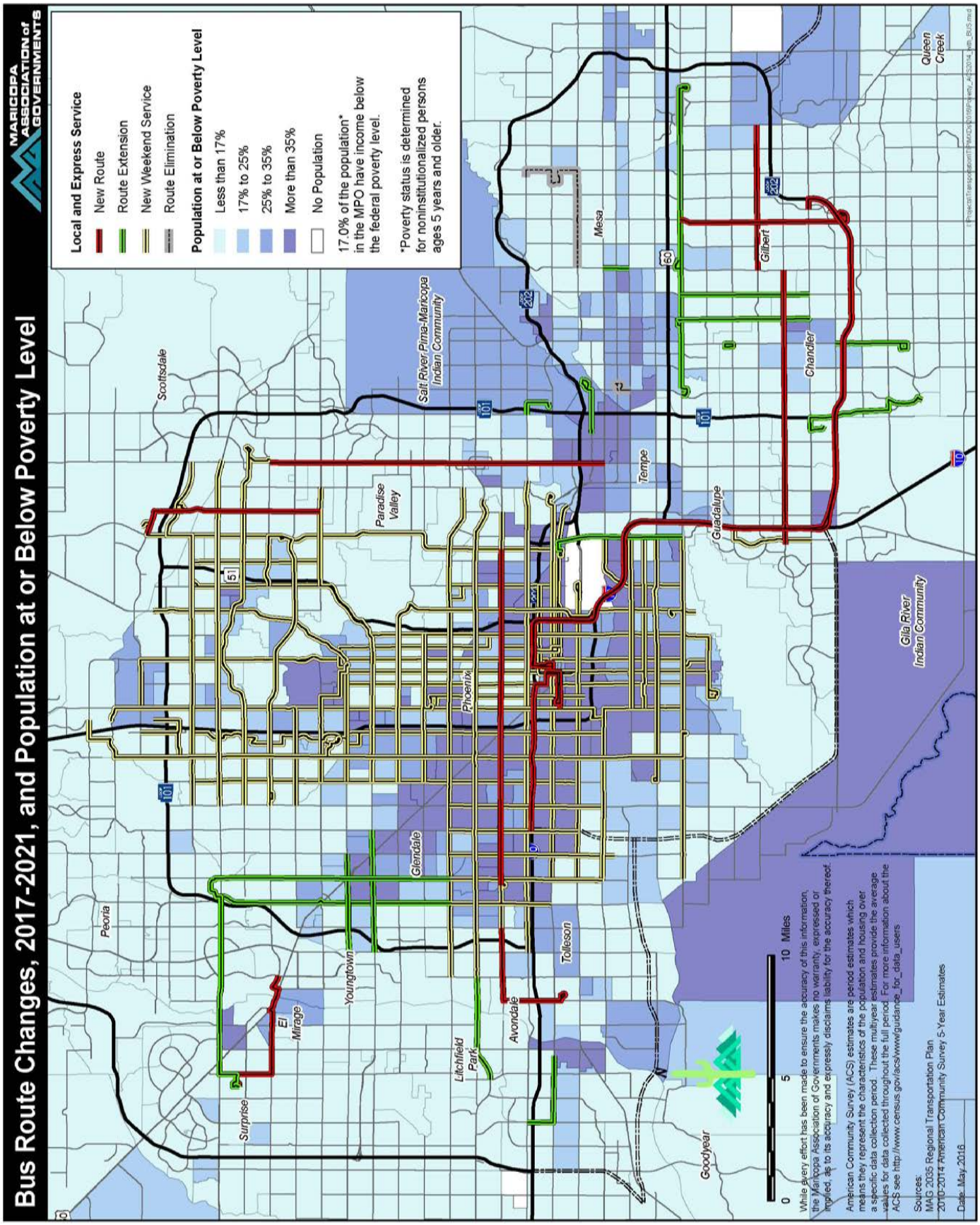


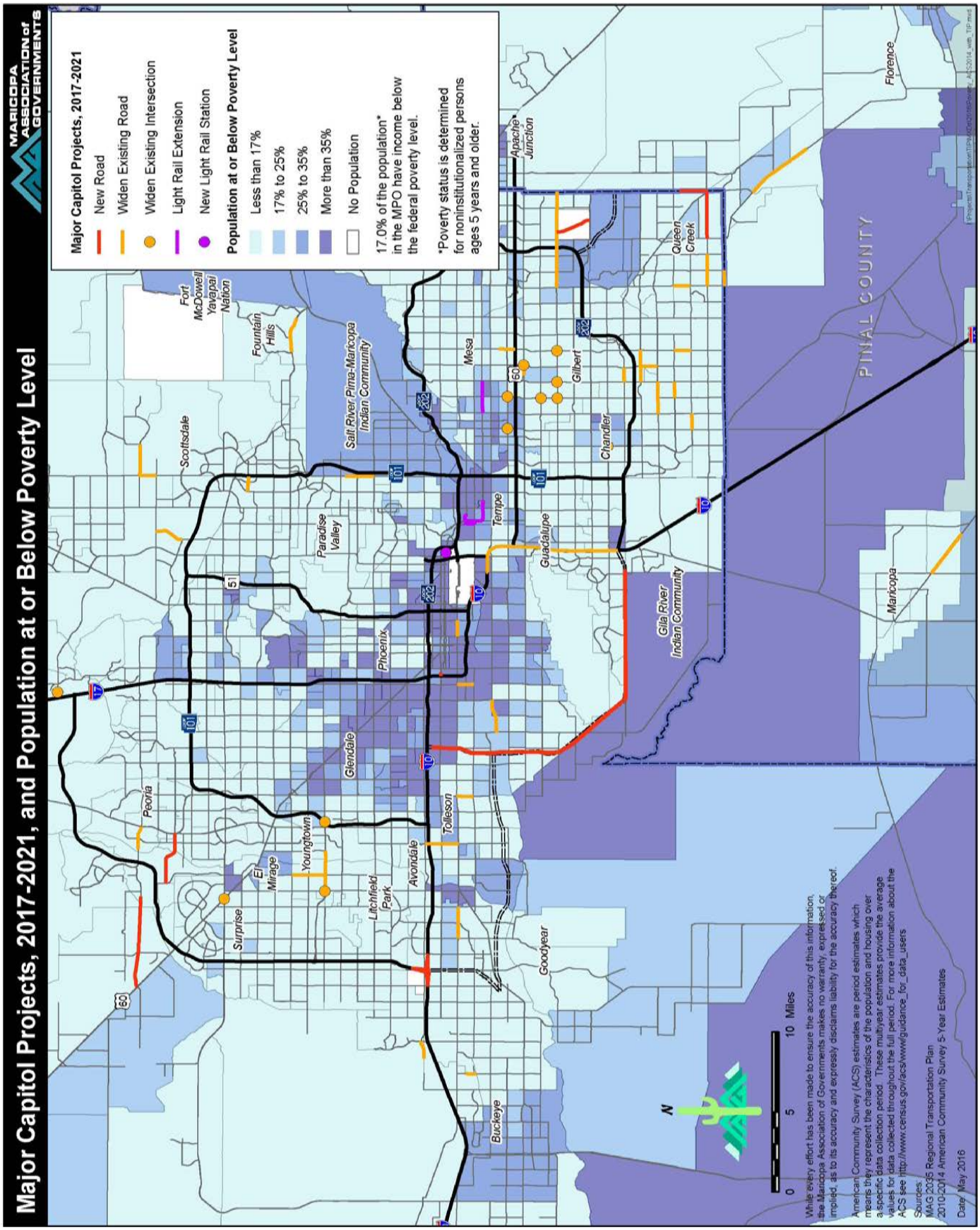
The chart below portrays the flow from one activity to another.



The committee process at MAG, in partnership with Valley Metro, has resulted in the identification of new transportation investments to be made within the region. The decisions for these investments were made with robust opportunities for public input, including communities of concern. The results of these decisions are pictured below in maps representing the current bus and capital transportation investments included in the *FY 2017-2021 MAG Transportation Improvement Plan*. The maps include population concentrations of people with disabilities, people with Limited English Proficiency, minorities, and people living in poverty. Analysis of the maps shows that communities of concern receive equal benefit from the investments and that they do not shoulder a disproportionate burden.

The *Transportation Investments and Population In Poverty Maps* are shown on the following pages.


Bus Route Changes, 2017-2021, and Population at or Below Poverty Level
MARICOPA ASSOCIATION of GOVERNMENTS
Local and Express Service
New Route
Route Extension
New Weekend Service
Route Elimination
Population at or Below Poverty Level
Less than 17%
17% to 25%
25% to 35%
More than 35%
No Population
17.0% of the population* in the MPO have income below the federal poverty level.
*Poverty status is determined for noninstitutionalized persons ages 5 years and older.
Scottsdale
Salt River Pima-Maricopa Indian Community
Paradise Valley
Mesa
Tempe
Chandler
Gilbert
Guadalupe
Queen Creek
Gila River Indian Community
Phoenix
Glendale
Peoria
Youngtown
El Mirage
Surprise
Litchfield Park
Avondale
Tolleson
Goodyear
0 5 10 Miles
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.
American Community Survey (ACS) estimates are period estimates which means they represent the characteristics of the population and housing over a specific data collection period. These multiyear estimates provide the average values for data collected throughout the full period. For more information about the ACS see http://www.census.gov/acs/www/guidance_for_data_users
Sources:
MAG 2035 Regional Transportation Plan
2010-2014 American Community Survey 5-Year Estimates
Date: May 2016


Major Capitol Projects, 2017-2021, and Population at or Below Poverty Level
MARICOPA ASSOCIATION of GOVERNMENTS
Major Capitol Projects, 2017-2021
New Road
Widen Existing Road
Widen Existing Intersection
Light Rail Extension
New Light Rail Station
Population at or Below Poverty Level
Less than 17%
17% to 25%
25% to 35%
More than 35%
No Population
17.0% of the population* in the MPO have income below the federal poverty level.
*Poverty status is determined for noninstitutionalized persons ages 5 years and older.
Fort McDowell Yavapai Nation
Fountain Hills
Scottsdale
Salt River Pima-Maricopa Indian Community
Paradise Valley
Mesa
Apache Junction
Gilbert
Chandler
Queen Creek
Tempe
Guadalupe
Phoenix
Glendale
Peoria
Youngtown
El Mirage
Surprise
Litchfield Park
Avondale
Tolleson
Goodyear
Buckeye
Gila River Indian Community
PINAL COUNTY
Maricopa
Florence
10 Miles
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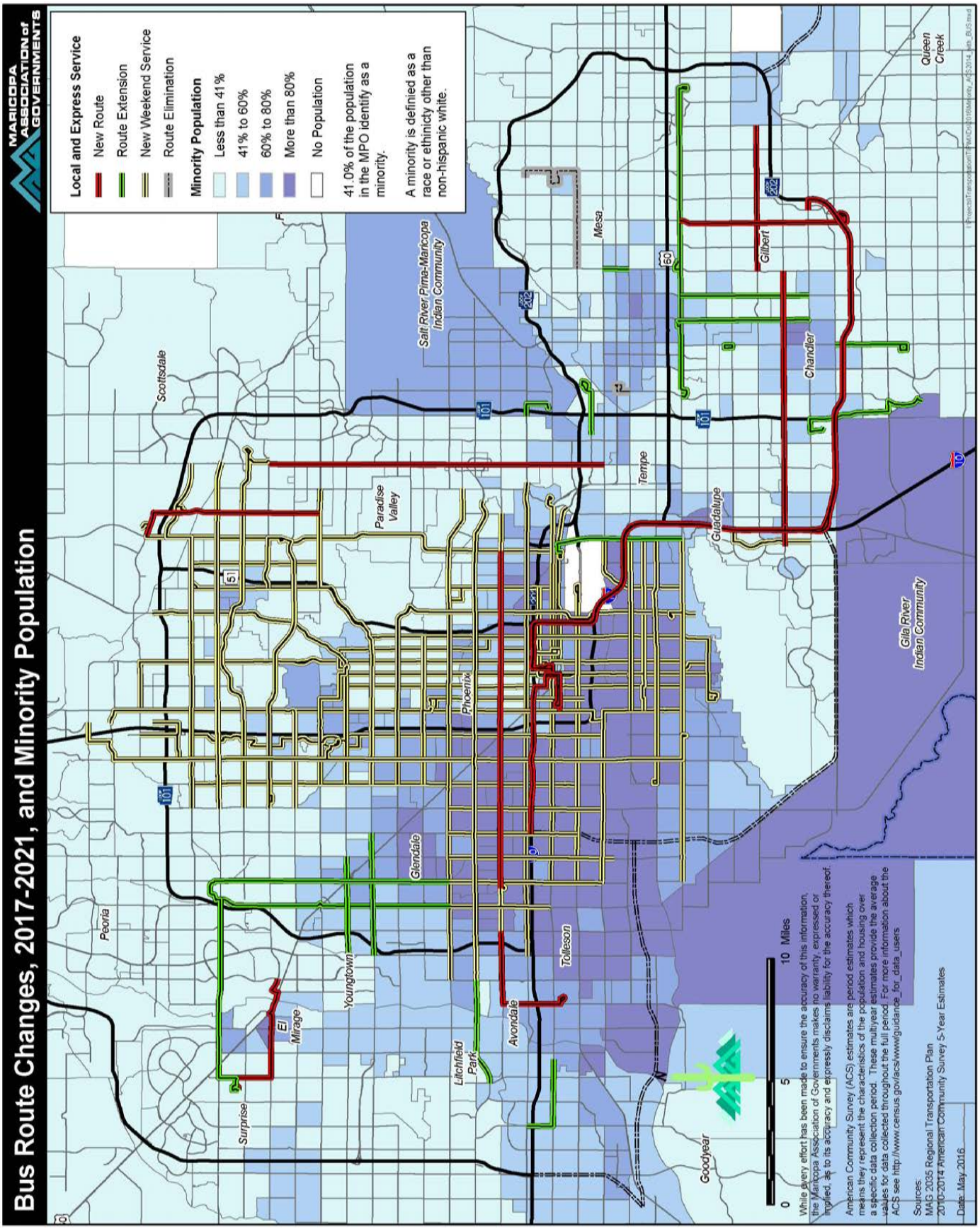
Bus Route Changes, 2017-2021, and Minority Population
MARICOPA ASSOCIATION of GOVERNMENTS
Local and Express Service
New Route
Route Extension
New Weekend Service
Route Elimination
Minority Population
Less than 41%
41% to 60%
60% to 80%
More than 80%
No Population
41.0% of the population in the MPO identify as a minority.
A minority is definied as a race or ethinicty other than non-hispanic white.
Scottsdale
Salt River Pima-Maricopa Indian Community
Mesa
Paradise Valley
Tempe
Chandler
Gilbert
Queen Creek
Guadalupe
Gila River Indian Community
Phoenix
Glendale
Peoria
Youngtown
El Mirage
Surprise
Litchfield Park
Avondale
Tolleson
Goodyear
0 5 10 Miles
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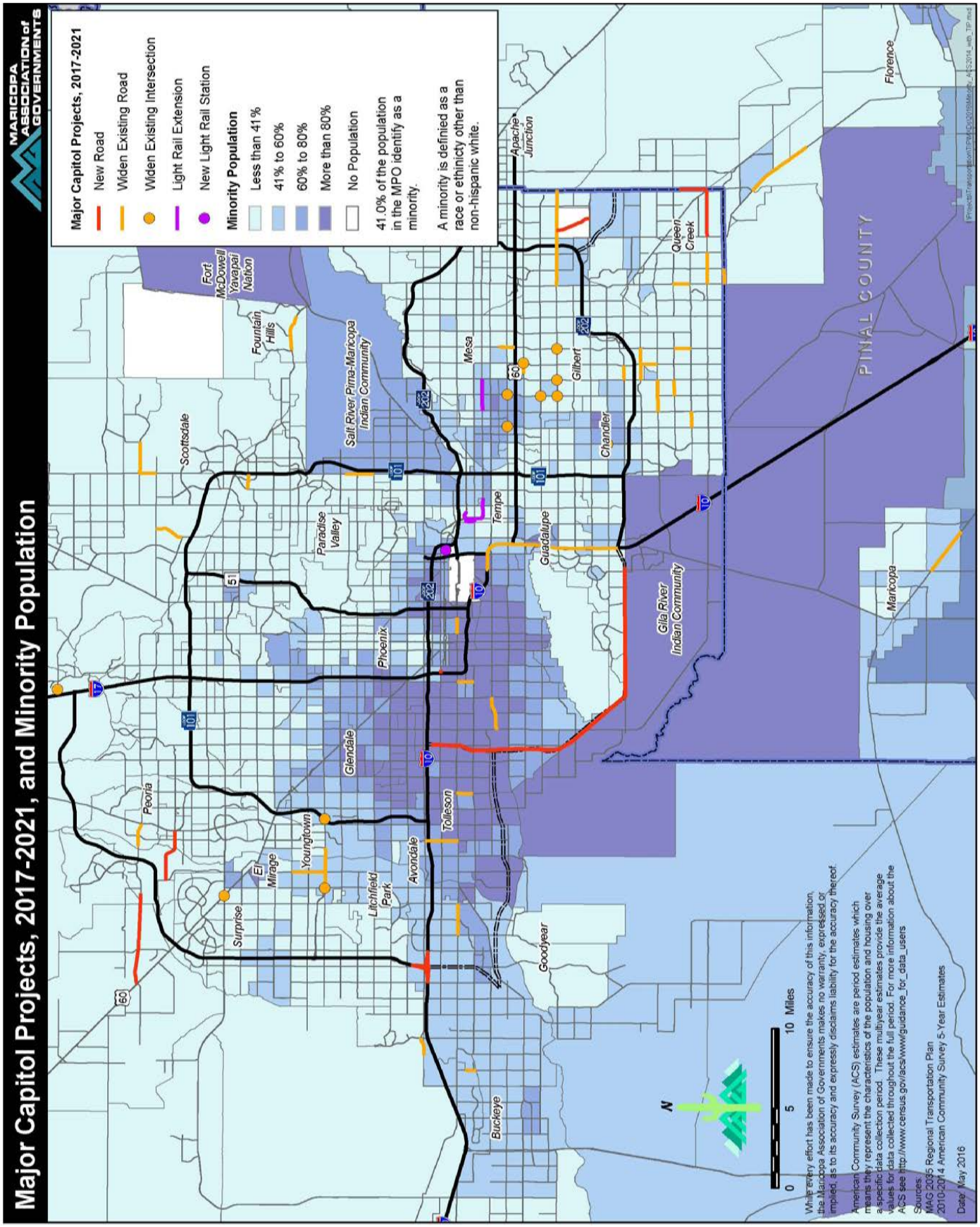
Major Capitol Projects, 2017-2021, and Minority Population
MARICOPA ASSOCIATION of GOVERNMENTS
Major Capitol Projects, 2017-2021
New Road
Widen Existing Road
Widen Existing Intersection
Light Rail Extension
New Light Rail Station
Minority Population
Less than 41%
41% to 60%
60% to 80%
More than 80%
No Population
41.0% of the population in the MPO identify as a minority.
A minority is definied as a race or ethinicity other than non-hispanic white.
Fort McDowell Yavapai Nation
Fountain Hills
Scottsdale
Salt River Pima-Maricopa Indian Community
Mesa
Apache Junction
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Queen Creek
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Tempe
Guadalupe
Phoenix
Glendale
Peoria
Youngtown
El Mirage
Surprise
Litchfield Park
Avondale
Tolleson
Goodyear
Buckeye
Gila River Indian Community
PINAL COUNTY
Maricopa
Florence
0 5 10 Miles
N
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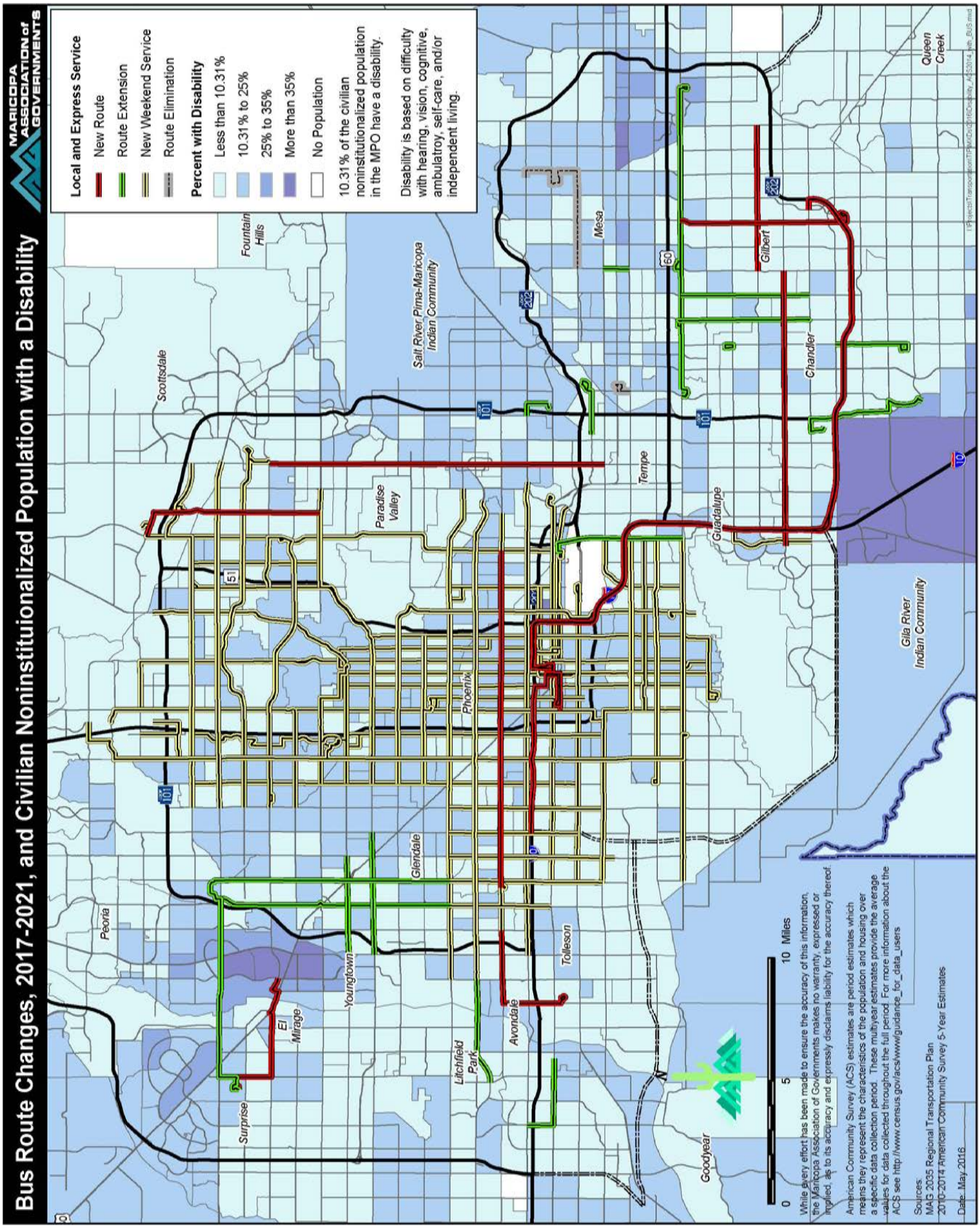
Bus Route Changes, 2017-2021, and Civilian Noninstituionalized Population with a Disability
MARICOPA ASSOCIATION of GOVERNMENTS
Local and Express Service
New Route
Route Extension
New Weekend Service
Route Elimination
Percent with Disability
Less than 10.31%
10.31% to 25%
25% to 35%
More than 35%
No Population
10.31% of the civilian noninstitutionalized population in the MPO have a disability.
Disability is based on difficulty with hearing, vision, cognitive, ambulatroy, self-care, and/or independent living.
Fountain Hills
Scottsdale
Salt River Pima-Maricopa Indian Community
Mesa
Gilbert
Chandler
Queen Creek
Paradise Valley
Tempe
Guadalupe
Phoenix
Glendale
Peoria
Youngtown
El Mirage
Surprise
Litchfield Park
Avondale
Tolleson
Goodyear
Gila River Indian Community
0 5 10 Miles
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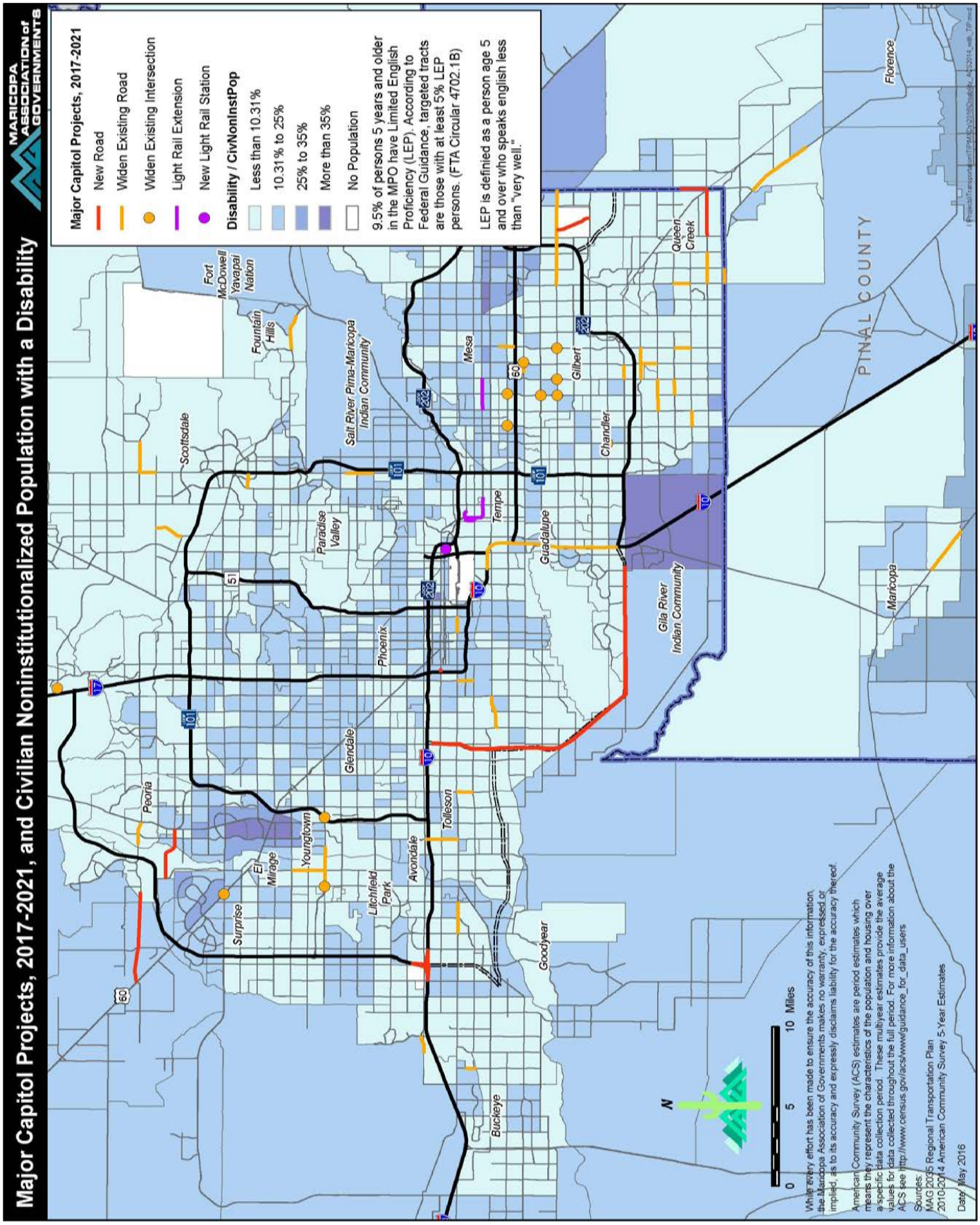
Major Capitol Projects, 2017-2021, and Civilian Noninstitutionalized Population with a Disability
MARICOPA ASSOCIATION of GOVERNMENTS
Major Capitol Projects, 2017-2021
New Road
Widen Existing Road
Widen Existing Intersection
Light Rail Extension
New Light Rail Station
Disability / CivNonInstPop
Less than 10.31%
10.31% to 25%
25% to 35%
More than 35%
No Population
9.5% of persons 5 years and older in the MPO have Limited English Proficiency (LEP). According to Federal Guidance, targeted tracts are those with at least 5% LEP persons. (FTA Circular 4702.1B)
LEP is defined as a person age 5 and over who speaks english less than "very well."
Fort McDowell Yavapai Nation
Fountain Hills
Scottsdale
Salt River Pima-Maricopa Indian Community
Mesa
Gilbert
Chandler
Queen Creek
Paradise Valley
Tempe
Guadalupe
Phoenix
Glendale
Peoria
Youngtown
El Mirage
Surprise
Litchfield Park
Avondale
Tolleson
Goodyear
Buckeye
Gila River Indian Community
PINAL COUNTY
Florence
Maricopa
0 5 10 Miles
N
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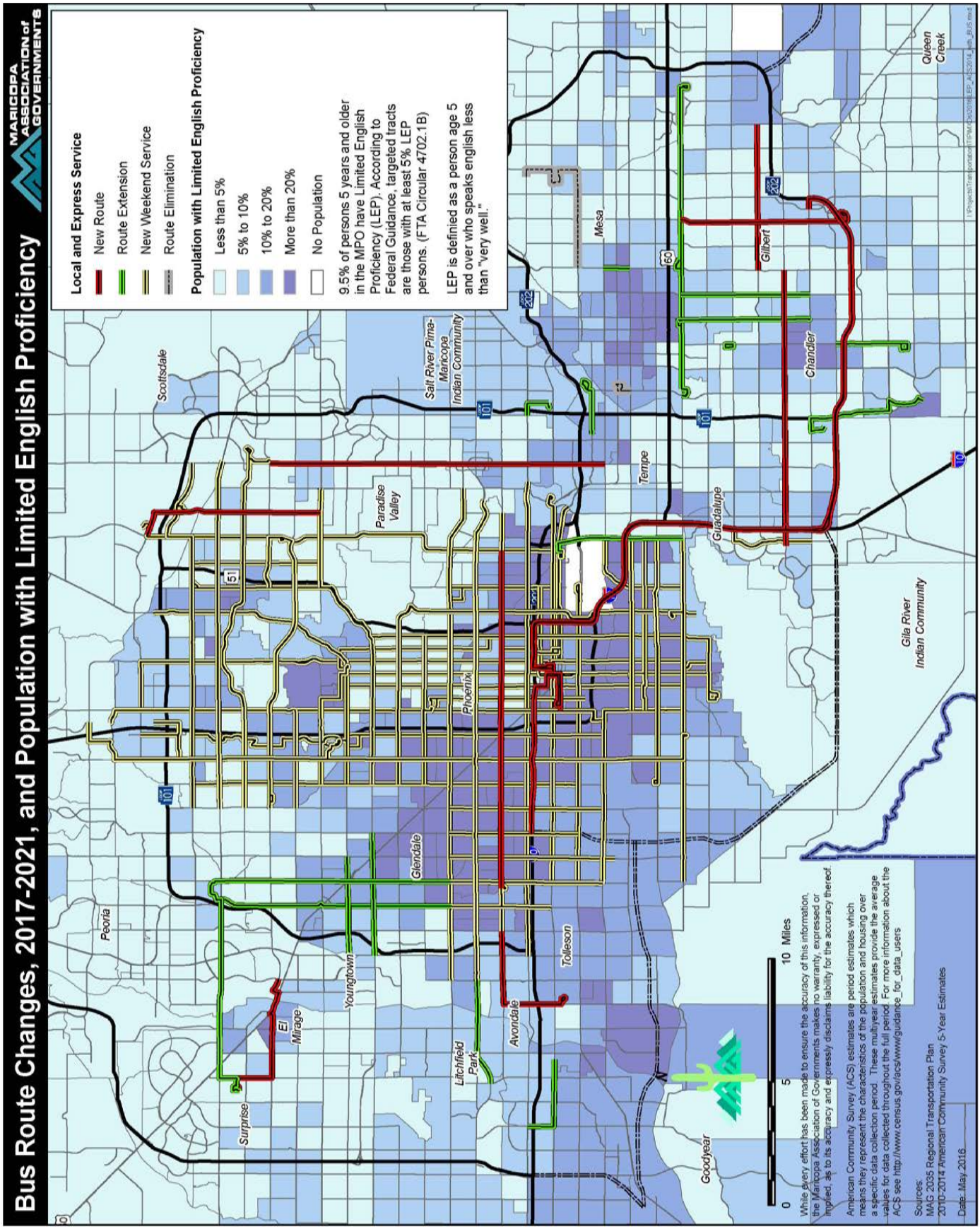
Bus Route Changes, 2017-2021, and Population with Limited English Proficiency
MARICOPA ASSOCIATION of GOVERNMENTS
Local and Express Service
New Route
Route Extension
New Weekend Service
Route Elimination
Population with Limited English Proficiency
Less than 5%
5% to 10%
10% to 20%
More than 20%
No Population
9.5% of persons 5 years and older in the MPO have Limited English Proficiency (LEP). According to Federal Guidance, targeted tracts are those with at least 5% LEP persons. (FTA Circular 4702.1B)
LEP is defined as a person age 5 and over who speaks english less than "very well."
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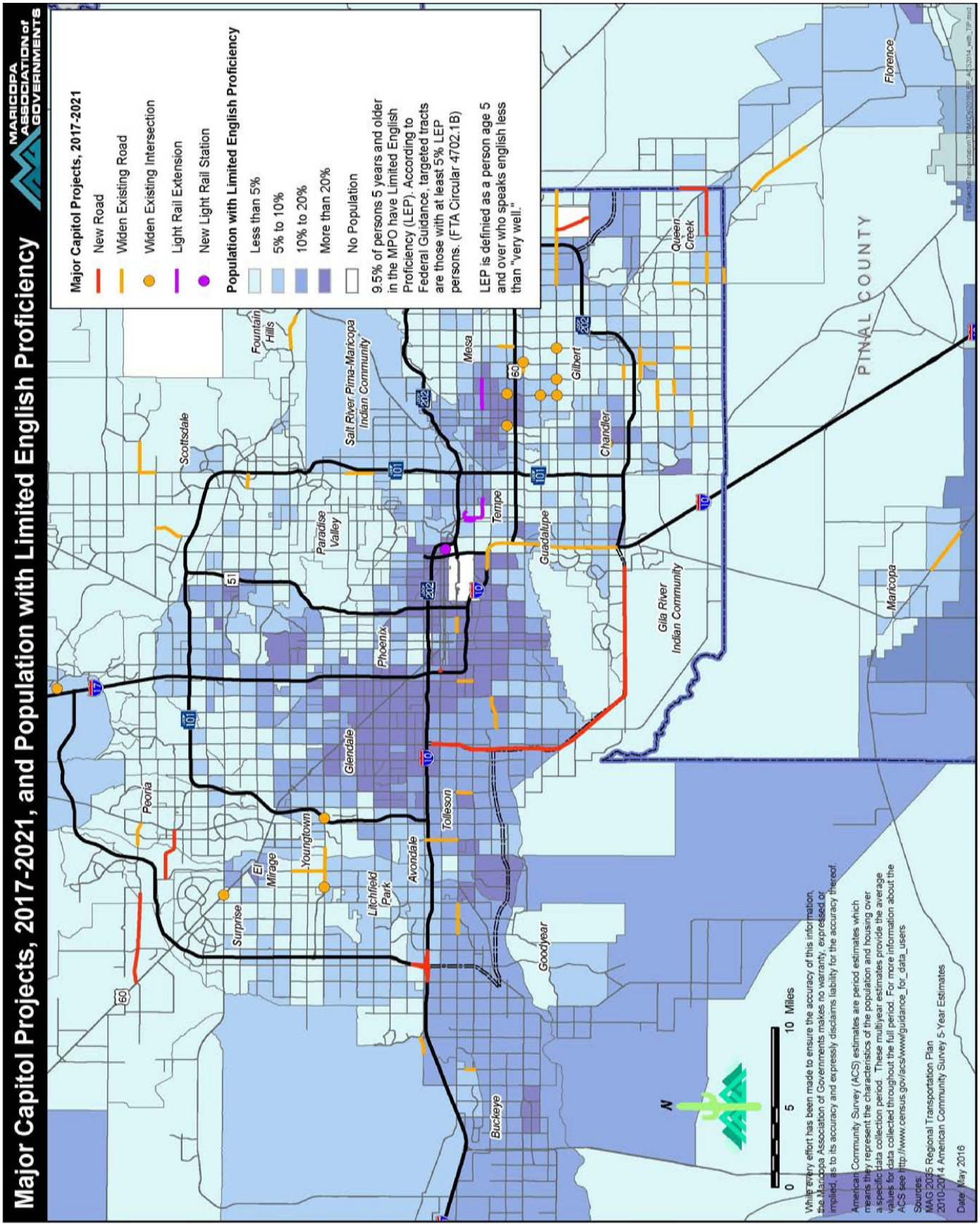
Major Capitol Projects, 2017-2021, and Population with Limited English Proficiency
MARICOPA ASSOCIATION of GOVERNMENTS
Major Capitol Projects, 2017-2021
New Road
Widen Existing Road
Widen Existing Intersection
Light Rail Extension
New Light Rail Station
Population with Limited English Proficiency
Less than 5%
5% to 10%
10% to 20%
More than 20%
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LEP is definied as a person age 5 and over who speaks english less than "very well."
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Salt River Pima-Maricopa Indian Community
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Gilbert
Chandler
Queen Creek
PINAL COUNTY
Florence
Paradise Valley
Tempe
Guadalupe
Phoenix
Glendale
Peoria
Youngtown
El Mirage
Surprise
Litchfield Park
Avondale
Tolleson
Goodyear
Buckeye
Gila River Indian Community
Maricopa
0 5 10 Miles
N
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Sources:
MAG 2035 Regional Transportation Plan
2010-2014 American Community Survey 5-Year Estimates
Date: May 2016

Compliance and Enforcement Procedures

Compliance with Title VI and MAG's nondiscrimination policies are an ongoing effort. Each division reviews its work to ensure communities of concern have equal access. Each contract and planning agreement with subrecipients is reviewed by the Fiscal Services Division to ensure compliance. The Title VI Coordinator provides information about training opportunities to the managers and liaisons throughout the agency. If noncompliance is found, every effort will be made to address it, eliminate it, and to notify the relevant authorities. The following section provides detail on the complaint procedure and form. These are communicated to the public through the agency's website and public posting by the reception desk on the third floor of the MAG offices.

Complaint Procedure

The intent of MAG's Title VI and EJ work is to preclude discrimination and ensure all people have a voice in the planning process. If someone perceives they have suffered from discrimination, they are encouraged to address the matter with the Title VI Coordinator. According to 49 CFR Section 21.9(b), complaints may be filed if the matter cannot be resolved. Complaints that fall under MAG's Nondiscrimination Policy and not under Title VI, such as gender identity, sexual orientation, and religion, will be investigated by MAG and reported to the pertinent authorities. The following steps may be followed for complaints falling under Title VI and MAG's Nondiscrimination Policy:

1. Within 180 days of the alleged infraction, complainants will submit to the Title VI Coordinator a complaint in writing or verbally, with the complainant's name, the nature of the complaint, the dates of the complaint, requested action, and contact information. Complaints received verbally will be documented in writing by staff. ADOT or the appropriate authority will be notified when a complaint is received, as well as the disposition of the complaint.
2. The Title VI Coordinator and MAG Executive Director will review the complaint and determine its jurisdiction and need for additional information.
3. Additional information will be solicited from the complainant as needed. If additional information is requested and not received within 15 business days, the case may be administratively closed. The case also may be closed if the complainant no longer wishes to pursue their case.
4. A complaint log will be kept by MAG containing the name of the complainant, nature of the complaint, and date of submission.
5. If the complaint is outside the jurisdiction of MAG, MAG will notify the complainant by certified letter, including the name and contact information for the appropriate agency with jurisdiction, if applicable.
6. If the complaint falls within the jurisdiction of MAG, it will be handled within a maximum of 90 days of receipt, depending on the nature of the complaint and complexity of investigation.
7. MAG will send a certified letter notifying the complainant that a preliminary inquiry is underway to determine the need for an investigation.
8. If the preliminary inquiry by MAG indicates that an investigation is warranted, the complainant will be notified and scheduled to offer their statement.
9. If the preliminary inquiry indicates an investigation is not warranted, a certified letter will be sent to the complainant with the reasons why and factors considered.
10. MAG will conduct an investigation. The results of the investigation will be provided to MAG's general counsel for review. The investigation results will be reviewed and returned within 10 business days.
11. The results of the investigation will be sent to the complainant by certified mail. The results will include the scope of the investigation, factors considered, and the final outcome. A closure letter will be sent if it has been determined there was not a Title VI violation and the case will be closed. A letter of finding will be sent if the allegations are substantiated and an action plan with a timeline to offer redress will be provided.
12. The result of the preliminary inquiry or investigation will be sent to ADOT, appropriate office within the U.S. Department of Transportation, or appropriate authority.
13. Records and investigative files will be kept for three years.

Maricopa Association of Governments (MAG)

TITLE VI / ADA/ MAG NONDISCRIMINATION POLICY COMPLAINT FORM

(Este formulario está disponible en Español.)

This form is for use by customers who wish to complete a hard copy form and is available on the MAG website under the resources tab at this link.

Section I:				
Name:				
Address:				
Telephone (Home):		Telephone (Work):		
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II:				
Are you filing this complaint on your own behalf?		Yes*	No	
*If you answered "yes" to this question, go to Section III.				
If you answered “no: to this question, please supply the name and relationship of the person for whom you are complaining.				
If you are filing on behalf of a third party, please explain why.				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.		Yes	No	
Section III:				
I believe the discrimination experienced was based on (check all that apply): [ ] Race [ ] Color [ ] National Origin [ ] Disability [ ] Sexual Orientation [ ] Age [ ] Sex [ ] Income Status [ ] Religion [ ] Gender Identity [ ] Limited English Proficiency Date of Alleged Discrimination (Month, Day, Year): _____ Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please write out on extra paper and submit with the form.				

Complaint Form (continued)

Section IV		
Have you previously filed a Title VI complaint with this agency?	Yes	No

Section V
Have you filed this complaint with any other federal, state, or local agency, or with any federal or state court? [ ] Yes [ ] No If yes, check all that apply and fill in agency's name: [ ] Federal Agency: _____ [ ] Federal Court _____ [ ] State Agency _____ [ ] State Court _____ [ ] Local Agency _____
Please provide information about a contact person at the agency/court where the complaint was filed.
Name:
Title:
Agency:
Address:
Telephone:
Section VI
Name of agency complaint is against:
Contact person:
Title:
Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint. Your authorized signature and date of the complaint are required below.

_____ _____

Signature Date

Please submit this form in person or mail to:
Attention: Amy St. Peter, Title VI Coordinator
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, AZ 85003

Section Four: Signed Assurances

Maricopa Association of Governments
Title VI Assurances

The **Maricopa Association of Governments** (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through *Federal Highway Administration and Arizona Department of Transportation*, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation--Effectuation Of Title VI Of The Civil Rights Act Of 1964);*
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- 23 C.F.R. Part 200 Subchapter C-Civil Rights (Title VI program implementation and related statues)

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda and/or guidance, the Recipient hereby gives assurances that it will promptly take any measures necessary to ensure that:

> *"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its *Federal Aid Highway Program.*

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all *Federal Aid Highway Program* and, in adapted form, in all proposals for negotiated agreements regardless of finding source:

> *"The **Maricopa Association of Governments,** in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."*

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to a construct a facility or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transference for the longer of the following periods:

a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, ***Maricopa Association of Governments*** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing *Federal Highway Administration or Arizona Department of Transportation* access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the *Federal Highway Administration or Arizona Department of Transportation.* You must keep records, reports, and submit the material for review upon request to *Federal Highway Administration, Arizona Department of Transportation,* or its designee in timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Maricopa Association of Governments gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the *Federal Highway Administration and Arizona Department of Transportation.* This ASSURANCE is binding on Arizona, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the *Federal Aid Highway Program* the person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Maricopa Association of Governments
(Name of Recipient)

by _____ DATED 03/06/15
(Signature of Authorized Official)

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, *Federal Highway Administration or the Arizona Department of Transportation,* as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performance by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient, the *Federal Highway Administration or Arizona Department of Transportation* to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient, the *Federal Highway Administration, or Arizona Department of Transportation,* as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the *Federal Highway Administration or Arizona Department of Transportation*, may determine to be appropriate, including, but not limited to:

   a. withholding payments to the contractor under the contract until the contractor complies; and/or
   b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with request to any subcontract or procurement as the Recipient, the *Federal Highway Administration, or Arizona Department of Transportation* may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

A

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that ***Maricopa Association of Governments*** will accept title to the lands and maintain the project constructed thereon in accordance with *Title 23*, United States Code the Regulations for the Administration of *Federal Aid for Highways*, and the policies and procedures prescribed by the *Arizona Department of Transportation ,Federal Highway Administration and* the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252;42 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the ***Maricopa Association of Governments*** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto ***Maricopa Association of Governments*** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the ***Maricopa Association of Governments,*** its successors and assigns.

The ***Maricopa Association of Governments*** **,**in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [.] [and]* (2) that the ***Maricopa Association of Governments*** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.

B

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the ***Maricopa Association of Governments*** pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities,

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, ***Maricopa Association of Governments*** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, ***Maricopa Association of Governments*** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the ***Maricopa Association of Governments*** and its assigns*.

*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.

C

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by ***Maricopa Association of Governments*** pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, ***Maricopa Association of Governments*** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, ***Maricopa Association of Governments*** will there upon revert to and vest in and become the absolute property of ***Maricopa Association of Governments*** and its assigns.*

Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.

D

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin): and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1687 et seq).

E

Section Five: Conclusion

The goal of this program is to document and enhance opportunities vulnerable populations to have a meaningful voice and to receive equal benefits from MAG planning activities without shouldering a disproportionate share of burdens. The program itself is considered a work in progress that will evolve as people's needs and participation in the planning process change.

For more information, please contact Amy St. Peter, Title VI Coordinator, at (602) 254-6300. Thank you for your interest and support in MAG's regional planning efforts.

Section Six: Attachments

Attachment A: Definitions and Background

Arizona Department of Transportation (ADOT): A multimodal transportation agency serving one of the fastest growing areas of the country. ADOT is responsible for planning, building and operating a complex highway system in addition to building and maintaining bridges and the Grand Canyon Airport. A major component of the organization is the Motor Vehicle Division, which provides title, registration and driver license services to the general public throughout the state of Arizona. ADOT is the designated recipient for Section 5310 funds for the rural and small urban areas outside of the Phoenix/Mesa Urbanized boundaries of the region.

City of Phoenix: As the largest city in the region, the City of Phoenix is the designated recipient for federal transportation funding from a number of sources, including Federal Transit Administration funding. It is also the designated recipient for federal funding to support agencies transporting people with low incomes and people with disabilities in urban areas through Section 5310 and Job Access and Reverse Commute eligible projects under Section 5307 Programming for the Phoenix/Mesa Urbanized Area.

Communities of Concern: Federal legislation has identified vulnerable populations that receive protection to end discrimination and ensure equal access to all federally funded services. This includes the Civil Rights Act of 1964, Executive Order 12898, Executive Order 13166, and related statutes and authorities. These mandated populations include minorities, people with low incomes, people with Limited English Proficiency (LEP), people with disabilities, age, sex, income status, religion, gender identity, and sexual orientation.

Council of Governments: Regional planning bodies that exist throughout the United States. A typical council is designated to serve an area of several counties, and they address issues such as regional planning, water use, pollution control, and transportation. The council membership is drawn from the county, city, and other governmental bodies within its area.

Environmental Justice: In 1994, President Bill Clinton signed Executive Order 12898 that mandated equitable treatment of minorities and people with low incomes by requiring federal agencies and recipients of federal funding "to make achieving environmental justice part of its mission by identifying and addressing as appropriate, disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority populations and low income populations."

Limited English Proficiency: In 2000, President Clinton signed Executive Order 13166, which mandated that people with limited English proficiency (LEP) have meaningful access to services. This requires federal agencies and recipients of federal funding to examine their services and establish guidance on how populations with limited English proficiency can access services, prepare a plan to overcome barriers, and ensure people with limited English proficiency have adequate opportunities for input. A person with limited English proficiency is described as a person

who does not speak English as a primary language and has a limited ability to read, write, speak and understand English. A population is defined as LEP when five percent or more of the people living in a geographic area fit this definition.

Maricopa Association of Governments (MAG): MAG serves the regional planning agency and Council of Governments for the metropolitan Phoenix area. When MAG was formed in 1967, the elected officials recognized the need for long-range planning and policy development on a regional scale. They realized that many issues such as transportation, air quality and human services affected residents beyond the borders of their individual jurisdictions. MAG is the designated metropolitan planning organization (MPO) for transportation planning in the Maricopa metropolitan region, including Maricopa County and portions of Pinal County. MAG also has been designated by the Governor to serve as the principal planning agency for the region in a number of other areas, including air quality, water quality and solid waste management. In addition, through an Executive Order from the Governor, MAG develops population estimates and projections for the region.

Metropolitan Planning Organization: Federally-mandated and federally-funded transportation policy-making organizations in the United States that are made up of representatives from local governments and governmental transportation authorities. Federal funding for transportation projects and programs are channeled through this planning process. Congress created MPOs in 1962 to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. Statewide and metropolitan transportation planning processes are governed by federal law (23 U.S.C. § 134–135). Transparency through public access to participation in the planning process and electronic publication of plans now is required by federal law.

Title VI: The Civil Rights Act of 1964 is a comprehensive U.S. law intended to end discrimination based on race, color, religion, or national origin. It guarantees a number of protections, including nondiscrimination in the distribution of funds under federally assisted programs, or Title VI. Specifically, it states, "No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance." (42 USC 2000d).

Valley Metro: Valley Metro is the common identity for the Regional Public Transportation Authority (RPTA), which operates the regional transit system for the area. Valley Metro Board member agencies include Avondale, Buckeye, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix, Scottsdale, Surprise, Tempe, Tolleson, and Wickenburg.

Valley Metro Rail Inc.: Valley Metro Rail, Inc., is a nonprofit, public corporation formed in 2002 and charged with the design, construction and operation of the region's total planned 66-mile high-capacity transit system. Valley Metro Rail Board member cities include Phoenix, Tempe, Mesa, Glendale and Chandler. This Board establishes overall policies and provides general oversight of the agency and its responsibilities.

Attachment B: Title VI Coordinator and Liaison Descriptions

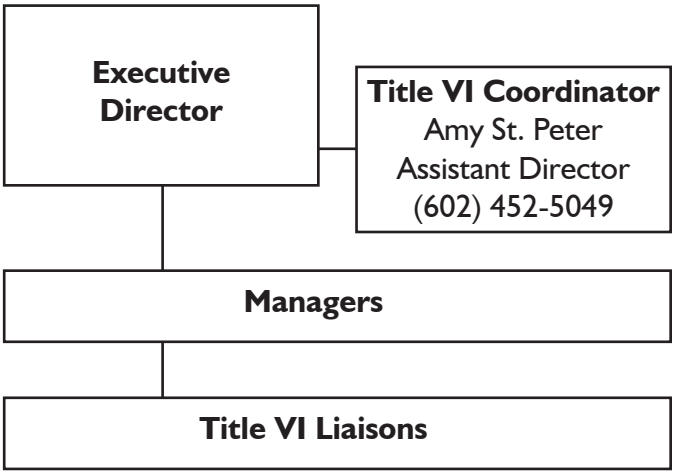
- *Title VI Coordinator:* Under the supervision of the MAG Executive Director, the Coordinator is responsible for the overall administration of the Title VI Program, including EJ and LEP activities. This includes the following:
  - Integrate data and feedback received from the liaisons into the Title VI Program.
  - Oversee responses to complaints and ensure issues are resolved.
  - Review the program on a biennial basis and update the program as needed.
  - Communicate significant Title VI issues with the Executive Director.
  - Receive periodic training related to Title VI and update liaisons and key staff as needed..

- *Title VI Communications Liaison:* The MAG Public Participation Plan (PPP) is available in Attachment G. The PPP applies to all populations and is an integral part of the MAG planning process. Activities specific to Title VI are as follows:
  - Ensure communications and public involvement efforts assist the agency in complying with Title VI and encourage input from Title VI communities of concern.
  - Develop and distribute information on Title VI and agency programs to the general public.
  - Maintain a list of staff members and external sources who can provide translation and interpreter services.
  - Advertise the availability of translation and interpreter services to the public in all materials. Connect bilingual staff with members of the public needing assistance.
  - Maintain a mail list of Title VI stakeholders, including nonprofit agencies, community organizations, faith-based groups, and advocates.
  - Disseminate information to the Title VI stakeholders and minority-focused media to help ensure all social, economic, and ethnic interest groups in the region are represented in the planning process.
  - Include the abbreviated Title VI Notice to the Public in all public notices, the MAG newsletter, and on the agency website as specified in ***Attachment C.***
  - Notify affected, protected groups of public hearings regarding proposed actions, and make the hearings accessible to all residents. This includes the use of interpreters when requested, or when a need for their use has been identified.
  - Biennially assess and improve the strategies and resources available to assist people with Limited English Proficiency (LEP) to ensure they are able to access and understand MAG materials, fully participate in the planning process, and that their feedback is understood and considered by policymakers.
  - Routinely conduct surveys evaluating the level of awareness and participation in MAG activities. Report the results on a biennial basis.
  - In collaboration with the MAG Transportation Liaison, identify and respond to the transportation needs, benefits, and burdens of Title VI communities of concern through public interaction and tools such as focus groups and surveys.

- *Title VI Program Liaisons:* Liaisons representing environmental quality, human services, Native American Indian communities, and transportation are responsible for the following:
  - —Ensure planning complies with Title VI.
  - —Serve as the central point of contact for the public on Title VI concerns and respond to questions and concerns in a timely manner. The liaisons notify the Title VI Coordinator of any unresolved issues and complaints.
  - —Analyze the effects of MAG planning activities on protected Title VI groups and determine if there will be burdens, or a disproportionately high and adverse impact, and/or benefits to the Title VI communities of concern.
  - — Report Title VI data analysis and community feedback through the MAG Committee process and document the findings. Report any impacts to the relevant community of concern as needed.
  - — Participate in Title VI training as needed.

- *Title VI Information Services Liaison:*
  - — Collect and analyze data related to the communities of concern as they pertain to demographics and geographic characteristics. Collaborate with the MAG Transportation Liaison to collect and analyze data related to Title VI transportation needs. These data will be provided to the Title VI Coordinator for inclusion in the program updates.
  - — Develop and update maps indicating the residency locations of the communities of concern.
  - — Participate in Title VI training as needed.

- *Title VI Contracts Liaison:*
  - — Ensure contracts and procurement comply with Title VI.
  - — Include Title VI language in all contracts.
  - — Include Title VI language in public postings for Requests for Proposals and Requests for Qualifications as specified in Attachment C.
  - — Comply with the Disadvantage Business Enterprise requirements specified in the contract with the Arizona Department of Transportation.
  - — Participate in Title VI training as needed.



Attachment C: Public Posting Language for Title VI—Full and Abbreviated

MAG's Nondiscrimination Policy, which includes Title VI and related authorities, protecting residents from discrimination based on race, color, national origin, age, sex, disability, income status and limited English proficiency, also includes other federal and state authorities providing protections for religion, sexual orientation and gender identity. The following is the full text of MAG's public notice. It is also posted online and by the reception desk on the third floor of the MAG offices.

Full Title VI Notice to the Public

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to ensure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related authorities and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state authorities for discrimination based on income status, limited English proficiency, religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of title 18, United States Code) or sexual orientation.

Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. For more information, or to file a complaint, please contact Amy St. Peter, the Title VI Coordinator, at (602) 254-6300.

Abbreviated Title VI Notice to the Public

MAG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information on rights afforded under Title VI, relevant activities at MAG, or if you feel these rights have been violated, please visit the agency website at www.azmag.gov or call (602) 254-6300.

The Spanish translation of the full and abbreviated public notice is available below.

Aviso al Público del Título VI

La Asociación de Gobiernos de Maricopa (MAG) comunica que es la política de la agencia asegurar el pleno cumplimiento con lo siguiente: el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Derechos Civiles de Restauración de 1987, la Orden Ejecutiva 12898 de justicia ambiental, y con las relacionadas autoridades y regulaciones en todos los programas y actividades de la agencia. El Título VI establece que ninguna persona en los Estados Unidos, por motivos de raza, color u origen nacional, será excluido de participar en, será negado los beneficios de, o será sometido a discriminación bajo cualquier programa o actividad para lo cual MAG recibe asistencia financiera federal. Protección adicional se proporcionan a través de otras autoridades federales y estatales para la discriminación basada en el estado de ingresos, el dominio del Inglés, religión, sexo, discapacidad, edad, identidad de género (como se define en el párrafo 249(c) (4) del título 18 del Código de los Estados Unidos) o por orientación sexual. Cualquier persona que considera haber sufrido discriminación bajo el Título VI tiene el derecho a presentar una queja formal con MAG. Cualquier queja debe ser presentada con el Coordinador del Título VI de MAG dentro de los 180 días siguientes a la fecha de la supuesta ocurrencia discriminatoria. Para obtener más información, o para presentar una queja, por favor, póngase en contacto con Amy St. Peter, la Coordinadora del Título VI de MAG, al (602) 254-6300.

Aviso Abrevado al Público del Título VI

MAG, para todos sus programas y actividades, cumple totalmente con el Título VI de la Ley de Derechos Civiles de 1964 y con las relacionadas autoridades y regulaciones. Para obtener más información sobre los derechos reconocidos en el Título VI, las actividades pertinentes de MAG, o si siente que sus derechos han sido violados, por favor visite el sitio web de la agencia en www.azmag.gov o llame al (602) 254-6300.

Attachment D: Demographic Profiles and Maps for Communities of Concern

The following definitions are the basis for the calculations related to the outcome measures provided in this program.

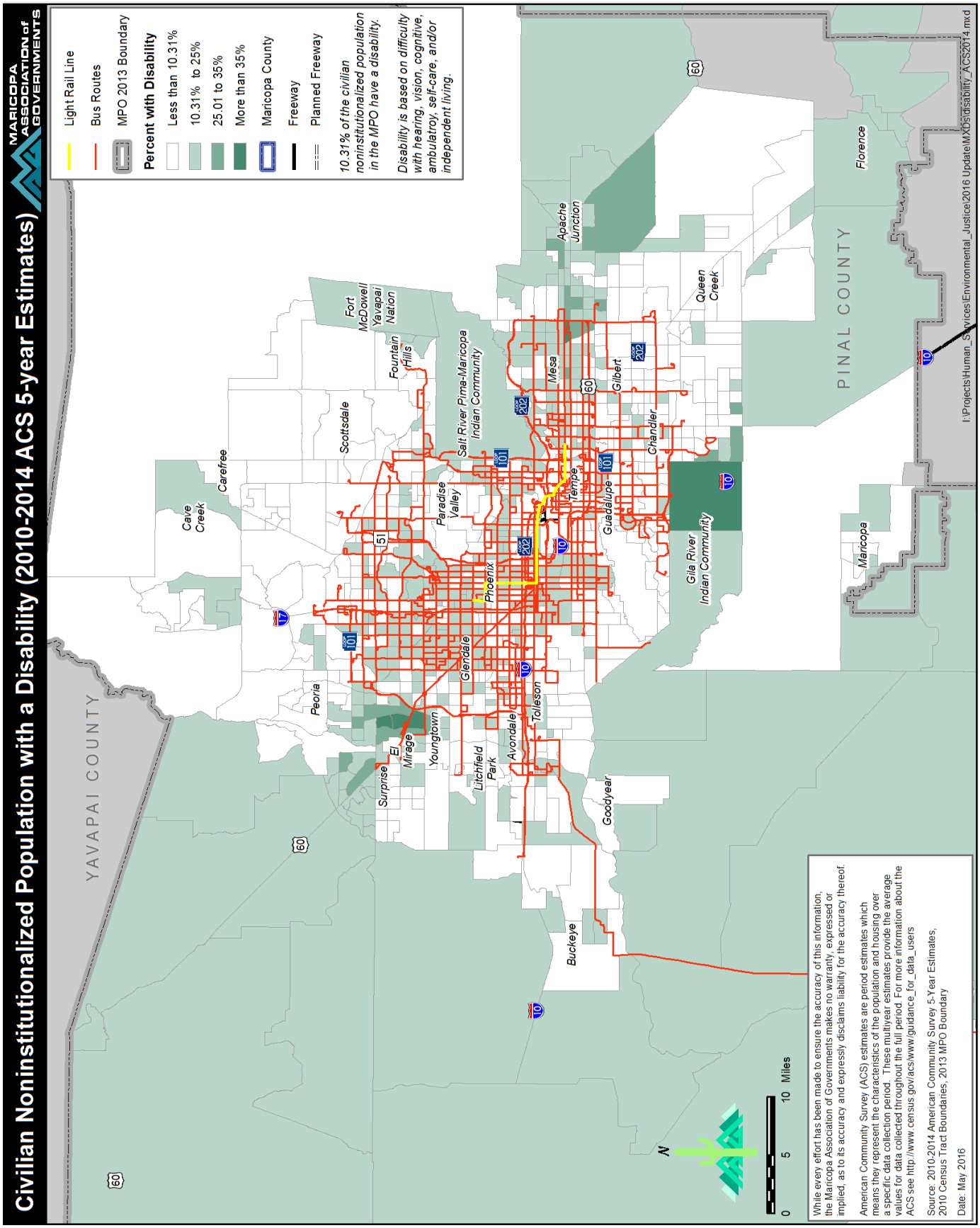
People with disabilities: Under the conceptual framework of disability described by the Institute of Medicine and the International Classification of Functioning, Disability, and Health, disability is defined as the product of interactions among individuals' bodies; their physical, emotional, and mental health; and the physical and social environment in which they live, work, or play. Disability exists where this interaction results in limitations of activities and restrictions to full participation at school, at work, at home, or in the community. The U.S. Census Bureau creates estimates of people with disabilities using results from the American Community Survey (ACS). Disability status is determined for the noninstitutionalized population based on six types of difficulty: hearing, vision, cognitive, ambulatory, self-care, and independent living difficulty.

Disability Status	
	Estimate
Civilian Noninstitutionalized Population	4,154,396
With a Disability	428,167
Percent with a Disability	10.3%

Source: U.S. Census Bureau, American Community Survey (ACS) 2010-2014, 5-year estimates, Table B18101

Disability status from the 2014 ACS 5-year estimates. Disability status is determined for the civilian noninstitutionalized population based on six types of difficulty: hearing, vision, cognitive, ambulatory, self-care, and independent living difficulty.

The following map indicates the location and density of persons with disabilities in the region.


Civilian Noninstitutionalized Population with a Disability (2010-2014 ACS 5-year Estimates)
MARICOPA ASSOCIATION of GOVERNMENTS
Light Rail Line
Bus Routes
MPO 2013 Boundary
Percent with Disability
Less than 10.31%
10.31% to 25%
25.01 to 35%
More than 35%
Maricopa County
Freeway
Planned Freeway
10.31% of the civilian noninstitutionalized population in the MPO have a disability.
Disability is based on difficulty with hearing, vision, cognitive, ambulatroy, self-care, and/or independent living.
YAVAPAI COUNTY
PINAL COUNTY
Fort McDowell Yavapai Nation
Fountain Hills
Scottsdale
Carefree
Cave Creek
Salt River Pima-Maricopa Indian Community
Paradise Valley
Phoenix
Glendale
Peoria
Surprise
El Mirage
Youngtown
Litchfield Park
Avondale
Tolleson
Goodyear
Buckeye
Mesa
Apache Junction
Tempe
Guadalupe
Gilbert
Chandler
Queen Creek
Gila River Indian Community
Maricopa
Florence
0 5 10 Miles
N
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.
American Community Survey (ACS) estimates are period estimates which means they represent the characteristics of the population and housing over a specific data collection period. These multiyear estimates provide the average values for data collected throughout the full period. For more information about the ACS see http://www.census.gov/acs/www/guidance_for_data_users
Source: 2010-2014 American Community Survey 5-Year Estimates, 2010 Census Tract Boundaries, 2013 MPO Boundary
Date: May 2016
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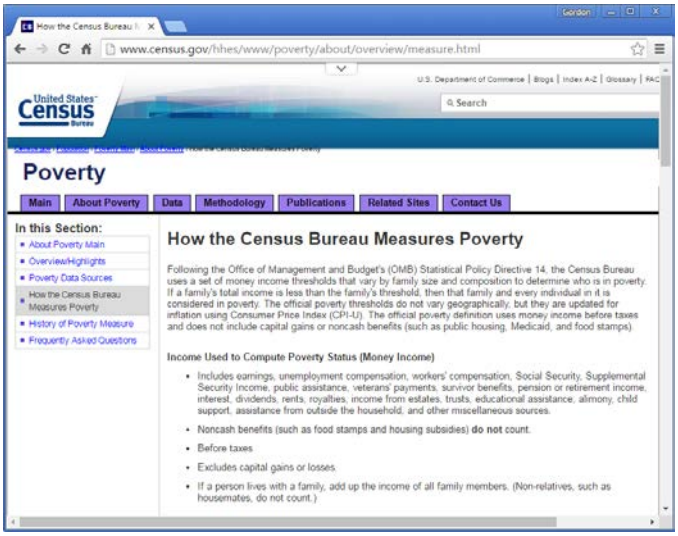
People with low incomes: Poverty status is determined by comparing annual income to a set of dollar values called thresholds, which vary by family size, number of children, and age of householder. If a family's before-tax income is less than the dollar value of their threshold, then that family and every individual in it are considered to be in poverty. For people not living in families, poverty status is determined by comparing the individual's income to his or her threshold. The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps). The poverty thresholds are updated annually to allow for changes in the cost of living using the Consumer Price Index for All Urban Consumers (CPI-U). They do not vary geographically. For more information, please refer to the following section, "How Poverty Is Calculated in the ACS," available at the link below:
http://www.census.gov/hhes/www/poverty/about/overview/measure.html

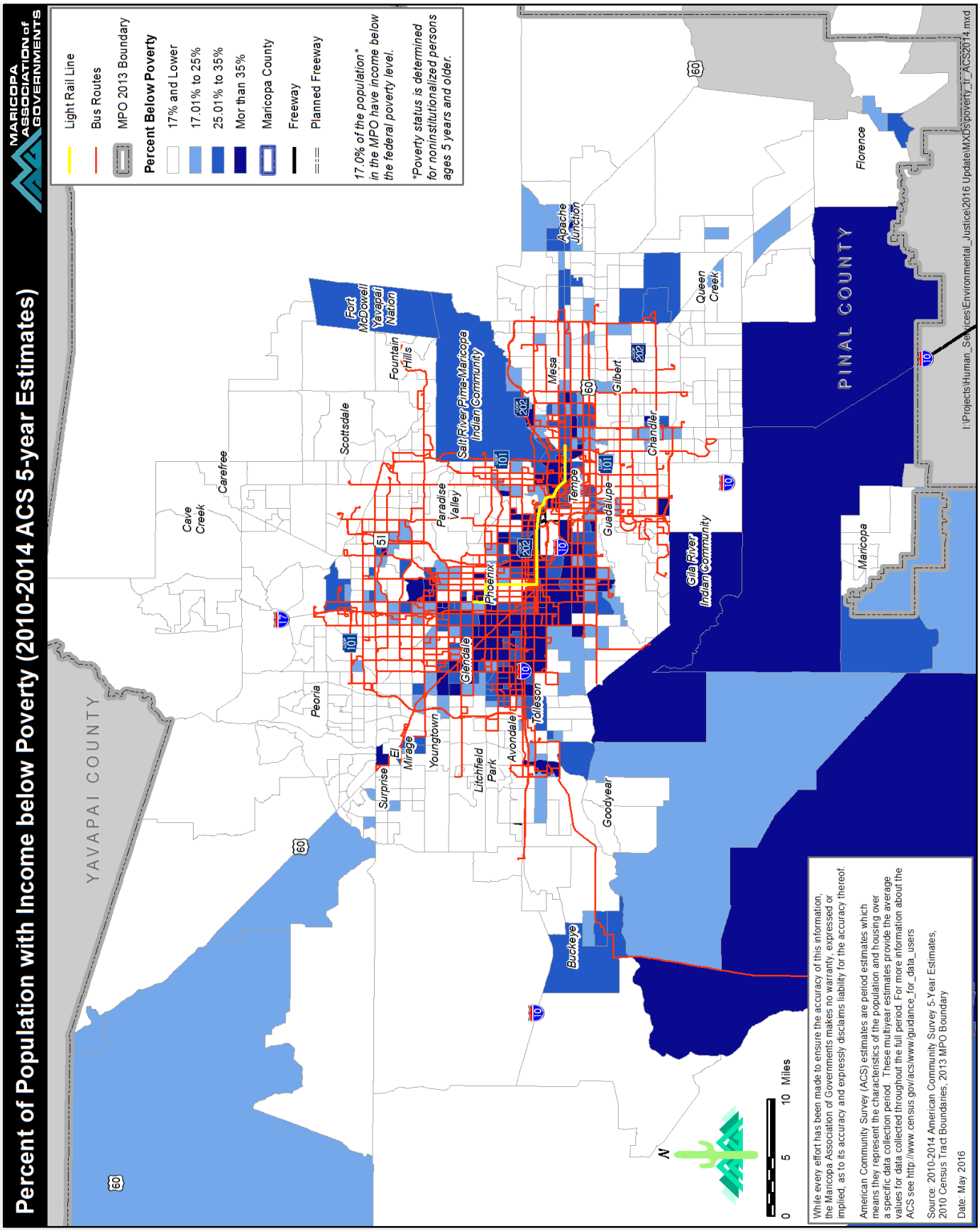


Poverty Status For MAG MPO, Arizona	
	Estimate
Population for Whom Poverty Status Is Determined	4,131,314
Population Below Poverty Level	702,859
Percent Below Poverty	17.0%

Source: U.S. Census Bureau, 2010-2014 American Community Survey (ACS) 5-Year estimates, Table B17021

ACS data are based on a sample and are subject to sampling variability.

The following map indicates the location and density within the region of persons with income below the federal poverty level.


Percent of Population with Income below Poverty (2010-2014 ACS 5-year Estimates)
MARICOPA ASSOCIATION of GOVERNMENTS
Light Rail Line
Bus Routes
MPO 2013 Boundary
Percent Below Poverty
17% and Lower
17.01% to 25%
25.01% to 35%
Mor than 35%
Maricopa County
Freeway
Planned Freeway
17.0% of the population* in the MPO have income below the federal poverty level.
*Poverty status is determined for noninstitutionalized persons ages 5 years and older.
YAVAPAI COUNTY
PINAL COUNTY
Cave Creek
Carefree
Scottsdale
Fountain Hills
Fort McDowell Yavapai Nation
Salt River Pima-Maricopa Indian Community
Paradise Valley
Phoenix
Glendale
Peoria
Surprise
El Mirage
Youngtown
Litchfield Park
Avondale
Tolleson
Tempe
Mesa
Apache Junction
Gilbert
Chandler
Guadalupe
Queen Creek
Gila River Indian Community
Goodyear
Buckeye
Maricopa
Florence
0 5 10 Miles
N
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Source: 2010-2014 American Community Survey 5-Year Estimates, 2010 Census Tract Boundaries, 2013 MPO Boundary
Date: May 2016
I:\Projects\Human_Services\Environmental_Justice\2016 Update\MXD\poverty_tr_ACS2014.mxd

Minorities: In 1998, the Federal Highway Administration published actions to address EJ in minority populations and low-income populations. They defined minority as the following:

- Black (having origins in any of the black racial groups of Africa).
- Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race).
- Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands).
- American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

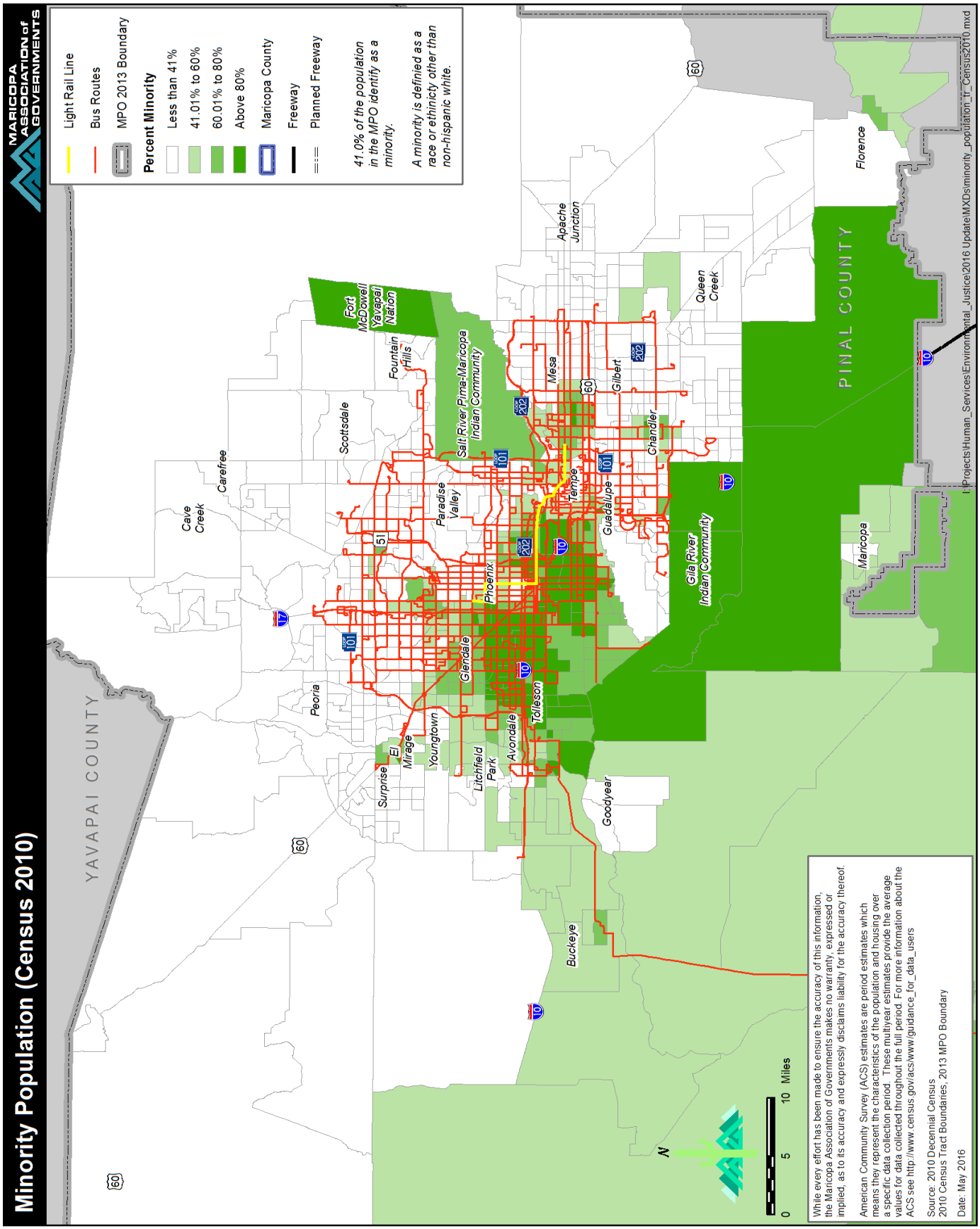
Based on the above definition and using the U.S. Census definitions for race and Hispanic origin, MAG includes the following groups in its definition for the minority population:

- Black or African American alone—not Hispanic or Latino.
- American Indian and Alaska Native alone—not Hispanic or Latino.
- Asian alone—not Hispanic or Latino.
- Native Hawaiian and Other Pacific Islander alone —not Hispanic or Latino.
- Some other race alone—not Hispanic or Latino.
- Persons of two or more races—not Hispanic or Latino.
- Hispanic or Latino.

The following map indicates the location and density of the minority population in the region.

Population by Race and Hispanic Origin		
	MAG MPO	
	Census 2010	Percent of Total
Total:	**4,056,518**	**100.0%**
White alone, Not Hispanic or Latino	2,392,619	59.0%
Minority:	**1,663,899**	**41.0%**
Black or African American alone, Not Hispanic or Latino	188,038	4.6%
American Indian and Alaska Native alone, Not Hispanic or Latino	73,259	1.8%
Asian alone, Not Hispanic or Latino	132,514	3.3%
Native Hawaiian and Other Pacific Islander alone, Not Hispanic or Latino	7,150	0.2%
Some Other Race alone, Not Hispanic or Latino	5,813	0.1%
Two or More Races, Not Hispanic or Latino	75,820	1.9%
Hispanic or Latino	1,181,305	29.1%

Source: U.S. Census Bureau, 2010 Census, Table P5.


Minority Population (Census 2010)
MARICOPA ASSOCIATION of GOVERNMENTS
Light Rail Line
Bus Routes
MPO 2013 Boundary
Percent Minority
Less than 41%
41.01% to 60%
60.01% to 80%
Above 80%
Maricopa County
Freeway
Planned Freeway
41.0% of the population in the MPO identify as a minority.
A minority is defined as a race or ethinicty other than non-hispanic white.
YAVAPAI COUNTY
PINAL COUNTY
Fort McDowell Yavapai Nation
Salt River Pima-Maricopa Indian Community
Gila River Indian Community
Cave Creek
Carefree
Scottsdale
Fountain Hills
Paradise Valley
Phoenix
Peoria
Glendale
Surprise
El Mirage
Youngtown
Litchfield Park
Avondale
Tolleson
Goodyear
Buckeye
Apache Junction
Mesa
Tempe
Guadalupe
Gilbert
Chandler
Queen Creek
Florence
Maricopa
0 5 10 Miles
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Source: 2010 Decennial Census
2010 Census Tract Boundaries; 2013 MPO Boundary
Date: May 2016
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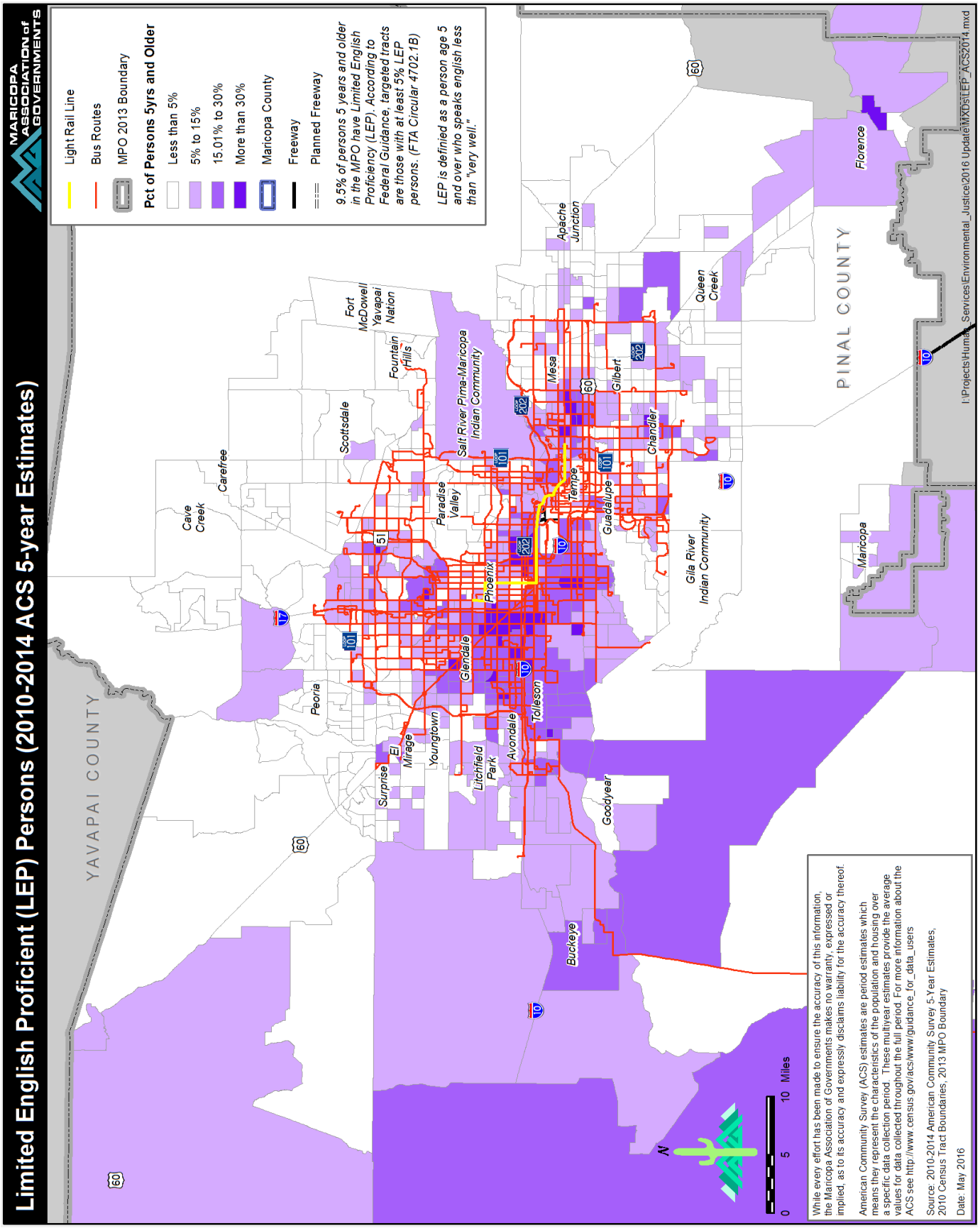
Persons With Limited English Proficiency (LEP):
A person with limited English proficiency is described as a person who does not speak English as a primary language and has a limited ability to read, write, speak and understand English. An area is identified as LEP when five percent or more of the population, or 1,000 people within a neighborhood, fit this definition.

The following map indicates the location and density of persons with Limited English Proficiency (LEP) within the region.

MAG MPO			
Persons with Limited English Proficiency (LEP)[a]	Estimate	Percent of Persons 5 yrs. and over	Percent of persons 5 yrs. and over with LEP
Total Persons 5 Years and Over	3,905,588	100.0%	--
English Speaking Only	2,898,394	74.2%	--
Limited English Proficiency[a]	369,536	9.5%	100.0%
Spanish With LEP	295,364	7.6%	79.9%
Other Indo-European Languages With LEP	21,495	0.6%	5.8%
Asian and Pacific Island Languages With LEP	38,287	1.0%	10.4%
Other Languages With LEP	14,390	0.4%	3.9%

Source: U.S. Census Bureau, 2010-2014 American Community Survey (ACS) 5-Year estimates
ACS data are based on a sample and are subject to sampling variability.

a Limited English Proficient (LEP) persons refers to persons age five years and over for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the Census that they speak English less than very well, not well, or not at all.


Limited English Proficient (LEP) Persons (2010-2014 ACS 5-year Estimates)
MARICOPA ASSOCIATION of GOVERNMENTS
Light Rail Line
Bus Routes
MPO 2013 Boundary
Pct of Persons 5yrs and Older
Less than 5%
5% to 15%
15.01% to 30%
More than 30%
Maricopa County
Freeway
Planned Freeway
9.5% of persons 5 years and older in the MPO have Limited English Proficiency (LEP). According to Federal Guidance, targeted tracts are those with at least 5% LEP persons. (FTA Circular 4702.1B)
LEP is definied as a person age 5 and over who speaks english less than "very well."
YAVAPAI COUNTY
PINAL COUNTY
Cave Creek
Carefree
Scottsdale
Fort McDowell Yavapai Nation
Fountain Hills
Salt River Pima-Maricopa Indian Community
Paradise Valley
Peoria
Glendale
Phoenix
Mesa
Tempe
Apache Junction
Gilbert
Chandler
Guadalupe
Queen Creek
Gila River Indian Community
Maricopa
Florence
Surprise
El Mirage
Youngtown
Litchfield Park
Avondale
Tolleson
Goodyear
Buckeye
0 5 10 Miles
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Source: 2010-2014 American Community Survey 5-Year Estimates, 2010 Census Tract Boundaries, 2013 MPO Boundary
Date: May 2016
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Attachment E: List of Investigations, Complaints and Lawsuits Since Last Submission

There have not been any investigations or complaints.

MARICOPA ASSOCIATION of GOVERNMENTS

Public Participation Plan

ON THE MOVE
PARTNERS IN PROGRESS

April 2014

REGIONAL TRANSPORTATION PLAN

INTRODUCTION

The Maricopa Association of Governments (MAG) believes that public participation is a critical and necessary part of the transportation planning process. The involvement of the public helps MAG make better transportation decisions that meet the needs of all people, and to plan transportation facilities that fit more harmoniously into communities. In 1994, MAG adopted a public involvement plan designed to provide complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and Environmental Justice communities. In December of 2006, MAG adopted an updated public participation plan in response to federal transportation legislation known as the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

MAP-21

Moving Ahead for Progress in the 21st Century

New transportation authorization was passed in July of 2012. The new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21), continues to emphasize public involvement in transportation planning. MAP-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public

transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. MAG will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

BACKGROUND

Federal law requires that each state designate a Metropolitan Planning Organization (MPO) for urbanized areas with 50,000 or more population. MAG was designated as the MPO for the Maricopa region in 1973, and undergoes federal certification as outlined in transportation regulations.

MAG is responsible for preparing both short-range and long-range transportation plans, and for seeking citizen input into these plans. For its short-range plan, MAG develops a five-year Transportation Improvement Program (TIP) that includes all transportation projects for the region. All transportation projects must be included, regardless of how they are funded. For its long-range plan, MAG is responsible for preparing a 20-year Regional Transportation Plan. Federal law requires that these documents be updated at least once every four years. Both plans are typically updated biennially, and both must undergo an air quality conformity analysis to ensure that transportation activities do not contribute to violations of the federal air quality standards.

In 1994, the MAG Regional Council, which serves as the organization's governing body, adopted an aggressive public involvement program designed to provide Valley residents with as many opportunities for comment on MAG transportation plans as possible. This program was enhanced in 1998 and has been improved each year through a variety of methods, including feedback from Valley residents on the effectiveness of the process. In December 2006, the MAG Regional Council adopted an updated MAG Public Participation Plan in accordance with SAFE-TEA-LU requirements. With the passage of MAP-21, MAG's goal is to continue to provide the region's residents with an open and inclusive process designed to obtain input from all interested parties.

MAG's public involvement process adheres to all federal requirements related to public involvement. MAG has coordinated public involvement processes and activities with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA/Valley Metro), Valley Metro Rail (METRO) and the City of Phoenix Public Transit Department. This coordination has helped create an efficient and effective public participation process.

MAJOR MILESTONES

Following are a few of the major milestones in the MAG public involvement process.

1991

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that metropolitan planning organizations adopt a formal public involvement process that is proactive, encourages broad public participation, and considers and responds to public input.

June 1992

The Regional Council approves a 15-minute Call to the Audience for its meetings, providing audience members up to three minutes each to present comments.

September 1994

The MAG Process for Public Involvement in Transportation Planning is adopted by the Regional Council, following a 45-day comment period. The adopted process provides the guiding principles for public involvement to meet the requirements established in ISTEA and subsequently reaffirmed in the Transportation Equity Act for the 21st Century (TEA-21). The process includes four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The phases allow for early and continuing input and encourage public comment during each step of the planning process. The process calls for Input Opportunity Reports to be completed during each phase detailing the comments received. The reports include staff responses to comments on the Draft Transportation Improvement Program (TIP) and Long-Range Transportation Plan. The 15-minute Call to the Audience is retained for public comment at the beginning of MAG policy committee meetings.

February 1996

The Regional Council approves recommendations to reengineer the MAG policy process. Public comment opportunities are increased for the Regional Council meetings. In addition to the Call to the Audience at the beginning of the meeting, members of the audience are provided the opportunity to comment on the Approval of the Consent Agenda and to speak on each Action Item. Audience members are provided up to three minutes for each public comment opportunity.

July 1998

The Regional Council recommends that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. This proactive community outreach process leads to an enhanced public involvement process beginning with the fiscal year 1999 public involvement program. The enhanced public involvement process involves transportation stakeholders as outlined in the 1998 TEA-21 legislation and includes input from Title VI stakeholders (minority populations and low-income populations). The input received during the enhanced input opportunity is incorporated in the development of early guidelines to guide project selection for the

Transportation Improvement Program (TIP) and Long-Range Transportation Plan.

2001

MAG contracts with four Community Outreach Associates to provide targeted outreach to the Hispanic, Native American, African American, and Disability communities as part of its dedicated Title VI outreach. In 2002, these associate positions are merged into a full-time Community Outreach Specialist position within MAG to allocate more MAG resources to this effort and to allow for the translation of all major MAG materials into Spanish. The Disability Community Associate continues as a contracted associate.

2001-2004

MAG embarks on an intensive and unprecedented public involvement effort to receive input into the Long-Range Transportation Plan, which is renamed the Regional Transportation Plan (RTP or Plan). Extensive research is conducted, and more than 350 public input opportunities are provided. Expert panel forums are held early in the process featuring topics in demographics and social change, environmental and resource issues, land use and urban development, and transportation and technology. Sixteen subregional focus groups are also held to receive input from transportation stakeholders across the Valley, including focus groups specific to African American and Hispanic communities. A project website, www.LetsKeepMoving.com, is created to provide information and receive feedback on the Plan. The site includes online surveys, maps, meeting notices, copies of studies and presentations, plan drafts and maps, funding information, feedback links, and calendar listings of public input opportunities. The site is later merged to be incorporated into the main MAG website.

2005

Congress passes SAFETEA-LU, which requires a documented public participation plan that defines the process for citizen input.

2006

The MAG Regional Council adopts the MAG Public Participation Plan in accordance with SAFETEA-LU requirements.

MAG PUBLIC PARTICIPATION PROCESS

The federal regulations for public involvement in metropolitan planning under MAP-21 are easily incorporated within MAG's adopted public involvement structure, and specific strategies for addressing the new regulations are included in the final section of this report. As noted above, MAG's adopted public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. MAG staff receives comments in a variety of ways, including, but not limited to, small group presentations; special events, such as large community festivals; public meetings/hearings; telephone and electronic correspondence; and correspondence through the MAG website.

It is important to note that changes in planning and programming cycles can affect the public involvement process. The following table details the standard phases of the public involvement process and the opportunities for input that exist in each phase. As noted, these are subject to change:

Phase	Public Input Opportunities
Early Phase	A public process for early input into the transportation programming process is held. At this stage, which generally occurs from late summer through early fall, public input is reviewed and considered by MAG policy committees with specific reference to upcoming issues and work topics. Events during this phase may include stakeholders meetings, open houses, booths at special events, and small group presentations. In addition, comments are received during committee meetings. Comments received are summarized and provided to MAG policy committees for review and consideration in the form of an Early Phase Input Opportunity Report. All meetings are widely advertised with appropriate advanced notice. Because projects are not yet programmed, in many ways, the Early Phase represents the best opportunity for members of the public to suggest projects for inclusion in the TIP or Plan.
Mid-Phase	A variety of public outreach methods are used during this phase, which generally occurs from late winter to early spring, to gather input on the initial plan analysis for the Draft TIP and Draft RTP update. The phase generally culminates with a transportation public hearing co-hosted by MAG, the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA) and the City of Phoenix Department of Public Transit. Comments are summarized, receive a written response, and are provided to MAG policy committees for review and consideration (through the Mid-Phase Input Opportunity Report and oral presentations) prior to taking action. All meetings are widely advertised, including major daily and minority newspapers, with appropriate advanced notice.
Final Phase	Several forums are used to obtain input during this phase, which generally occurs from early summer to late summer. The phase generally culminates with a transportation public hearing on the final Draft RTP update and TIP update. The hearing is advertised with a formal public notice and draft reports are also available for 30 days for public review. All comments receive a written response and are provided to MAG policy committees for review and consideration (through the Final Phase Input Opportunity Report and oral presentations) prior to taking action. All meetings are widely advertised, including major daily and minority newspapers, with appropriate advanced notice.
Continuous Involvement	MAG continuously seeks public input and comment beyond the three structured phases above. Outreach is conducted throughout the annual update process and includes activities such as providing presentations to community and civic groups, participating in special events, hosting booths at community gatherings, distributing press releases and newsletters, and coordinating with partnering agencies. MAG provides speakers upon request to make presentations to community and civic groups, within the limits of available resources. The input gleaned during this phase is included in quarterly public involvement progress reports *(see appendix C)* that are distributed to MAG policy committees for review and consideration.

FEDERAL LAW

The role of public involvement in transportation planning and programming was increased with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The Transportation Equity Act for the 21st Century (TEA-21), passed in 1998, continued to emphasize public involvement in the metropolitan transportation planning process. TEA-21 required that the metropolitan planning organization (MPO) work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation and representatives of users of public transit a reasonable opportunity to comment on proposed transportation plans and programs.

The intent of the public involvement provisions in SAFETEA-LU, passed in 2005, and MAP-21, passed in 2012, is to continue the legacy of TEA-21 when it comes to increasing public awareness and participation in transportation planning and programming, while developing a documented public participation plan that defines the process for citizen input.

FEDERAL REQUIREMENTS AND MAG PUBLIC PARTICIPATION STRATEGIES

1. ***Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including, but not limited to, reasonable opportunity to comment on the proposed metropolitan transportation plan and the Transportation Improvement Program.***

MAG provides timely public notice of public participation activities. All public hearings are announced with a formal public notice, generally 30 days in advance of the hearing, as well as through a display advertisement in the largest circulation newspaper and in minority oriented newspapers, usually two weeks prior to the public hearing. MAG maintains a public involvement mailing list that includes interested citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, advocates for low-income people and minority populations, and representatives of community groups with an interest in transportation. This mailing list is used to announce meetings, distribute newsletters, and for other opportunities for public involvement. Interested individuals are added to the mailing list upon request.

In addition, all MAG public meetings and public input opportunities are posted on the MAG website at www.azmag.gov. A calendar listing major MAG meetings is included on the final page of every issue of *MAGAZine,* MAG's quarterly newsletter. MAG public meetings are also posted 24 hours in advance as required under the Open Meeting Law *(see Appendix A)*.

MAG also works closely with the news media to help distribute information about MAG activities. Press releases are prepared and distributed to local media in conjunction with periodic news events and public involvement opportunities. Copies of MAG agendas and other materials are sent to major news publications and to any reporters who request to be included on MAG's mailing lists.

MAG utilizes social media platforms such as Twitter, Facebook and YouTube to inform residents about ongoing activities and to garner public participation in the development of MAG plans and programs. MAG also implements a video outreach program to inform residents of MAG's roles and responsibilities in the region.

Public comment is allowed at all MAG public meetings *(see MAG Public Comment Process, Appendix B)*. MAG's four-phase public input process specifically provides opportunities for interested parties to comment at key decision points (and throughout) the development of the TIP and Regional Transportation Plan. For example, Early Phase input opportunities provide the public an opportunity to comment during the initial programming process. The Mid-Phase public hearing provides the opportunity for comment prior to Regional Council action to approve the Draft TIP and Plan to undergo an air quality conformity analysis, and the Final Phase public hearing provides an opportunity for comment prior to approval of the conformity analysis, final TIP, and final Plan.

MAG also provides ongoing opportunities for input during its Continuous Involvement activities, such as frequent participation in special events, including hosting booths at large community festivals, and through numerous small group presentations as requested *(see page 56, for additional information)*.

Where appropriate, information is provided in a bilingual format or other alternative formats such as large print and Braille.

2. *Providing timely notice and reasonable access to information about transportation issues and processes.*

As outlined above, timely notice of MAG activities is provided through a variety of methods, including formal postings, newspaper ads, direct mail, website postings, calendar listings, press releases, social media posts, and other publications and materials. Similarly, MAG provides information about transportation issues and processes through a number of public involvement and communication strategies.

Prior to the final completion of plans or programs, draft documents are made available to the public for review and comment, so that public concerns can be considered and reflected in the final documents. When draft studies, plans, programs and reports are completed, they are made available for public review. Public comments are received, documented and presented to the Management Committee, Transportation Policy Committee and Regional Council for review prior to action. Documents are available for review in the MAG library at the MAG Offices, 302 N. 1st Avenue, Suite #300, Phoenix. The TIP, Plan, Conformity Analysis and Input Opportunity Reports are distributed to libraries throughout the region as well as to partnering agencies such as the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Environmental Protection Agency, Arizona Department of Transportation, Regional Public Transportation Authority, Maricopa County, Pinal County, and the Central Arizona Association of Governments.

MAG also provides information about transportation issues and processes through a variety of publications,

First Phase of Northern Parkway Completed

The Maricopa Association of Governments (MAG) joined the Maricopa County Department of Transportation and the communities of El Mirage, Glendale, and Peoria in a December dedication celebration marking the end of Phase I of the Northern Parkway Program—which completed a new interim four-lane roadway from Sarival Avenue to Dysart Road.

The first segment of the Northern Parkway Program broke ground in March 2012 and includes the construction of the eastbound auxiliary lane, westbound auxiliary lane, and two outside travel lanes in each direction. A center concrete barrier and an additional inside lane in each direction will be added in the future to complete the ultimate six-lane Northern Parkway.

"The Parkway will serve as an important roadway for all West Valley residents. Motorists throughout the entire region will see improved travel times, enhanced system reliability, and reductions in crash rates," said MAG Vice Chair Michael LeVault, mayor of Youngtown. "The Parkway will provide quick access to the commercial and employment centers along Loop 303, and also provide a much-needed alternative to Grand Avenue and Bell Road."

During the dedication ceremony, Glendale Mayor Jerry Weiers called it a "great day for the West Valley," noting that the Northern Parkway was an idea developed through Glendale's citizen participation process more than a decade ago.

"In 2001, a 61-member citizens advisory committee envisioned the need for a regional east-west route to improve connectivity," said Mayor Weiers. "The project was then supported by Glendale voters and eventually by Maricopa County voters through the passage of transportation-related propositions," he said. "With the Parkway's close proximity to rail lines and major freeways—combined with the fact that water and sewer provider agreements for this area are now in place—Northern Parkway is well-positioned to attract quality development in the coming years."

Mayor Michael LeVault, Town of Youngtown

Mayor Jerry Weiers, City of Glendale

Mayor Lana Mook, City of El Mirage

El Mirage Mayor Lana Mook noted that the project represents one of the largest collaborations of governmental agencies in the state.

"This parkway will give residents of our communities easy access to the Loop 303, Loop 101, and US 60/Grand Avenue, thus reducing travel time and congestion," said Mayor Mook. "I am thrilled that El Mirage is a partner in this exciting project and look forward to the completion of the next segment."

Peoria Councilmember Cathy Carlat, who serves on the MAG Regional Council, added, "The Northern Parkway will be a wonderful addition to the West Valley. Being able to connect to the Loop 303 through the cities of El Mirage, Glendale and Peoria will not only be a benefit for

Continued on page 11

Peoria Councilmember Cathy Carlat, former Maricopa County Supervisor Max Wilson and Glendale Mayor Jerry Weiers cut the ribbon to open the new phase of Northern Parkway. MAG Vice Chair Michael LeVault, Maricopa County Supervisor Clint Hickman, Glendale Councilwoman Yvonne Knaack and El Mirage Mayor Lana Mook are seen in the second row.

Page 10 MAGAZine

including a quarterly newsletter called *MAGAZine,* a monthly Regional Council Activity Report, a monthly e-newsletter outlining the activities of the Transportation Policy Committee, and project-specific publications such as fliers, brochures and notices. These publications report information of general interest on events and programs at MAG, as well as on specific items such as the TIP or Regional Transportation Plan.

As noted above, all major documents, including news releases, notices of meetings and events, news stories, agendas, minutes, plans and studies are posted online at www.azmag.gov. An interactive calendar listing MAG meetings and events is available on the home page. Historical reference files of all documents are maintained and these reports are also available for public review.

MAG also responds to public inquiries through e-mail, written correspondence, social media, telephone calls, one-on-one meetings, and website feedback. Every attempt is made to respond in a timely manner. A public records request form is available for those requesting MAG documents or public records.

3. ***Employing visualization techniques to describe metropolitan transportation plans and TIPs.***

With the help of its Communications and Information Services staff, MAG utilizes many innovative techniques to help residents better understand what transportation investments are included in its transportation plans, and to help them visually conceive what the investments or projects will look like when completed. Examples include project-specific maps and graphs, digital photography, high resolution graphic displays, Geographical Information Systems (GIS), map overlays, PowerPoint presentations, aerial photography, photo simulations, technical drawings, infographics, charts and graphs. Alternative scenarios, including visual depictions of scenarios, are presented to demonstrate differences among solutions or approaches.

4. ***Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.***

MAG maintains a website that provides easy access to information about MAG meetings, agendas, news releases, and electronic publications through timely posting of these materials. The site includes a calendar of events, monthly meeting schedules, committee activities and actions, requests for proposals and employment notices, and electronic versions of nearly 3,000 MAG documents, including plans, reports, agendas, and minutes. The site includes a search function that allows users to link to specific documents or other information using key words. The site includes a Spanish language Web page and has feedback links as well as information on how to contact staff.

Along with the extensive availability of documents, technical information, meeting notices and other information on the website as described above, MAG often e-mails electronic documents to individuals or agencies upon request. MAG documents are also made available in hard copy format through public records requests.

5. ***Holding public meetings at convenient and accessible locations and times.***

Understanding that individuals have different perceptions of "convenient," MAG strives to hold its public involvement activities at various times to accommodate as many members of the public as possible, including business hours, after work hours, evenings, and weekends. All public events are scheduled in venues that are transit accessible and comply with the provisions of the Americans With Disabilities Act. In addition, Spanish language materials, sign language interpretation, and alternative materials such as large print, Braille, and FM/Infrared Listening Devices, are available on request.

MAG understands that often it is difficult for members of the public to attend formal public meetings. Therefore, MAG makes every attempt to be highly visible and accessible to the broader community by providing information and receiving feedback at well-attended public events. These opportunities include such events as community festivals, trade fairs, minority-oriented events, and booths at heavily populated venues such as the state fair. When possible, MAG coordinates outreach activities with the Arizona Department of Transportation, the Regional Public Transportation Authority (Valley Metro), Valley Metro Rail, Inc. (METRO) and the City of Phoenix Public Transit Department to allow members of the public access to a wide range of information across all transportation modes. In addition to special events, MAG often makes presentations to smaller groups, such as Kiwanis and Rotary clubs, college classes, chambers of commerce, professional associations, businesses, and nonprofit groups.

6. ***Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP.***

MAG demonstrates explicit consideration and response to public input received in a variety of ways. Of primary significance is the publication of Input Opportunity Reports during each of the three key public involvement phases (Early Phase, Mid-Phase, and Final Phase). Each report includes a summary of the activities conducted during the phase and a summary of comments received during the phase. The reports also include a description of the MAG public outreach process, copies of publicity materials such as display ads and public notices, and electronic correspondence received during the phase.

The Mid-Phase and Final Phase public hearings are conducted with a court reporter in attendance. A verbatim transcript of each hearing is included in the Mid-Phase and Final Phase Input Opportunity reports, which also include staff responses to all comments received during the phase. Copies of the reports are distributed to MAG policy committees (including Management Committee, Transportation Policy Committee, and Regional Council) in advance of any plan approvals. In addition, an oral presentation is provided at these meetings summarizing the comments received prior to committee action. MAG also provides quarterly public involvement progress reports to MAG policy committee members during the Continuous Involvement Phase. These reports detail the date of the input opportunity, the group and/or activity, a summary of input and the number of people reached during the opportunity.

Another way in which MAG demonstrates explicit consideration of public input can be seen in the addition of specific projects that are included in MAG plans as a result of public input.

7. ***Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.***

MAG addresses and considers the needs of underserved populations throughout its planning and programming process, and provides outreach in a variety of ways, including the Title VI Community Outreach program, GIS mapping, the Human Services division of MAG, and through programs run by the Regional Public Transportation Authority (RPTA) using MAG funds. Through the MAG public involvement program, MAG's Community Outreach Specialist coordinates with minority communities to solicit input and to serve as a liaison between MAG and the communities. In addition to minority communities, MAG targets and solicits input from persons with disabilities. Through RPTA's Complementary Paratransit Plan, the needs of older adults and people with disabilities are served. In addition, a MAG committee reviews and prioritizes applications for federal assistance under the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, which provides capital investments to programs serving older adults and people with disabilities. MAG human services transportation plans and programs are also submitted to the Human Services Coordinating Committee for review. The MAG Transportation Ambassador Program offers community stakeholders a venue to learn about transportation resources and

TRANSPORTATION AMBASSADOR PROGRAM
Making Connections

share best practices to address the needs of older adults, people with disabilities and people with low incomes. Additionally, MAG provides multimodal transportation information for review and comment to the human services planning process. The needs of older adults are further being addressed through MAG's Human Services Transportation Coordination Plan and the Greater Phoenix Age Friendly Network. These efforts identify and address the changing mobility options that are needed as people age.

8. ***Providing an additional opportunity for public comment, if the final metropolitan plan or TIP differs significantly from the version that was initially made available for public comment.***

If the final metropolitan plan or TIP differs significantly from the version initially made available for comment, MAG provides additional opportunities for public comment. MAG prepares a revised draft plan and takes it back through the public involvement and committee approval process.

9. ***Coordinating with statewide transportation planning public involvement and consultation processes (as outlined under subpart B of Section 450.316).***

As part of the public involvement process, MAG conducts agency consultation directly with local, state and federal resource agencies. MAG also consults, as appropriate, with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation. To coordinate the planning functions to the maximum extent practicable, such consultation includes the comparison of the MAG Regional Transportation Plan and TIP, as they are developed, with the plans, maps, inventories, and planning documents developed by other agencies. This consultation includes, as appropriate, consultations with state, tribal, local and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation and historic preservation. MAG also seeks input and comment from neighboring counties or planning areas as appropriate.

Additionally, MAG reaches out to federal, state, tribal, regional, local, and private agencies to consult on environmental and resource issues and concerns. Specific topics of interest include: land use management, wildlife, natural resources, environmental protection, conservation, historic preservation, and potential environmental mitigation activities. An important consideration in the consultation process is the recognition that previously adopted projects in the Plan undergo extensive environmental and resource assessment by the implementing agencies, such as the Arizona Department of Transportation, the Regional Public Transportation Authority, cities, towns, and Maricopa and Pinal counties. With these processes already well established, including requirements for input on mitigation and resource issues, the primary goal of the consultation effort is to gain insight regarding concerns that may involve future transportation planning efforts.

To facilitate the agency consultation process and acquisition of resource information, MAG conducts agency consultation workshops. The purpose of these

workshops is to explain the goals of the consultation process, receive input from environmental and resource agencies in attendance, and establish continuing consultation in the regional transportation planning process. In addition, the workshops establish a beginning point for more in-depth discussions with individual agencies as appropriate. Input is sought on the availability of environmental, cultural and natural resource mapping or other information sources, as well as comments on potential environmental mitigation measures, resource issues, and land use concerns. Agencies are also invited to provide written input.

10. ***Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.***

MAG continually reviews its public participation efforts as part of its communication planning efforts and makes adjustments as warranted. More formal reviews are conducted during the federal certification process every four years, and as directed by transportation legislation such as ISTEA, TEA-21, SAFETEA-LU and MAP-21. Additionally, MAG ensures that a minimum public comment period of 45 calendar days is provided before any initial or revised participation plan is adopted, in accordance with federal requirements.

APPENDIX A: OPEN MEETINGS

MAG conducts meetings in accordance with the state Open Meeting Law. Meetings of technical and policy committees, including the Management Committee, Transportation Policy Committee, and Regional Council, are open to the public. Notices for these meetings are posted at least 24 hours in advance.

The Open Meeting Law is contained in the Arizona Revised Statutes, A.R.S § 38-431.01. The Open Meeting Law also establishes requirements for the taking of minutes. Minutes of MAG meetings are available by request, and are available on the MAG website, www.azmag.gov.

While MAG makes every attempt to allow for public comment, in rare instances, public comment may be limited based on time availability, based on the discretion of the meeting chair.

In addition to the Open Meeting Law, MAG also adheres to the Arizona Public Records Law, A.R.S. § 39-121. Public records may be obtained through submission of a Public Records Request form, which can be obtained through the MAG office, requested electronically, or downloaded from the MAG website.

MARICOPA ASSOCIATION of GOVERNMENTS

TODAY'S DATE:_____

PUBLIC RECORDS REQUEST FORM

YOUR NAME: | PHONE NUMBER:

ADDRESS: | City: | State: | Zip:

I hereby certify under penalty of perjury that the requested records will not be used for commercial purpose as defined in ARS §39-121.03

Your signature: _____ Date: _____

The following information is needed before a records search can be conducted for your information.

PLEASE PRINT CLEARLY

If the record will be used for a commercial purpose, please state that purpose below:

I would like to: ( ) Review the requested documents ( ) Purchase existing documents ( ) Obtain photocopies of the requested documents

(Full documents priced individually.) (Copying charges will apply based on page size and color.)

Documents requested (please be as specific as possible):

APPENDIX B: PUBLIC COMMENT AT MAG MEETINGS

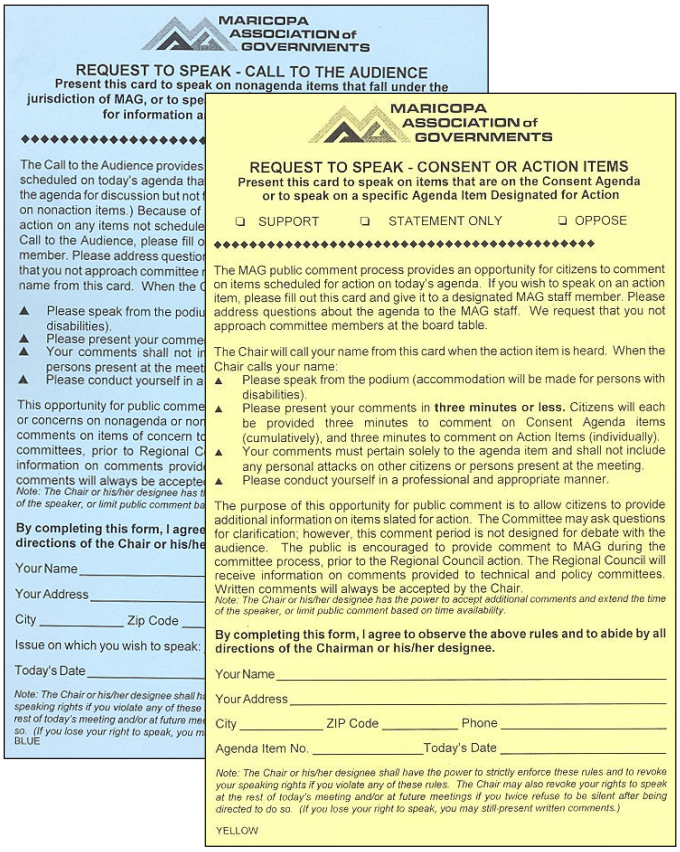
MAG allows public comment at all of its public meetings. Below is an outline of the rules and procedures relating to the public comment process for MAG meetings.

1. **Submittal of Request to Speak Cards:** There are two colored cards provided for members of the public wishing to speak at MAG committee meetings. Blue cards indicate a "Request to Speak—Call to the Audience" that allow the public to speak on nonagenda items that fall under the jurisdiction of MAG or for nonaction items that are on the agenda for information and discussion but not for action. Yellow cards indicate a "Request to Speak—Consent or Action Items" that allow the public to speak on items that are on the consent agenda or items designated for action. The cards contain information about the rules for speaking, as well as spaces for members of the public to provide information, including name, address, city, zip code, phone, agenda item number, and date. Yellow cards additionally include boxes at the top of the card that the speaker can check indicating the following: Support; Statement Only; Oppose.

   Rules outlined on both the yellow and blue cards include:

   - Please speak from the podium (accommodation will be made for persons with disabilities).
   - Please present your comments in three minutes or less.
   - Your comments must pertain solely to the agenda item and shall not include any personal attacks.
   - Please conduct yourself in a professional and appropriate manner.
   - Members of the public are asked to submit the cards to a designated MAG staff member, who will deliver them to the meeting chair.

The yellow cards contain these further statements: *The purpose of this opportunity for public comment is to allow citizens to provide additional information on items slated for action. The Committee may ask questions for clarification; however, this comment period is not designed for debate with the audience. The public is encouraged to provide comment to MAG during the committee process, prior to the Regional Council action. The Regional Council will receive information on comments provided to technical and policy committees. Written comments will always be accepted by the Chair.*



MARICOPA ASSOCIATION of GOVERNMENTS

REQUEST TO SPEAK - CALL TO THE AUDIENCE

Present this card to speak on nonagenda items that fall under the jurisdiction of MAG, or to spe for information a

The Call to the Audience provides scheduled on today's agenda tha the agenda for discussion but not on nonaction items.) Because of action on any items not schedule Call to the Audience, please fill o member. Please address questio that you not approach committee name from this card. When the

- Please speak from the podiu disabilities).
- Please present your comme
- Your comments shall not i persons present at the meet
- Please conduct yourself in a

This opportunity for public comme or concerns on nonagenda or nor comments on items of concern to committees, prior to Regional C information on comments provid comments will always be accepte

Note: The Chair or his/her designee has t of the speaker, or limit public comment ba

By completing this form, I agree directions of the Chair or his/he

Your Name _____

Your Address _____

City _____ Zip Code _____

Issue on which you wish to speak:

Today's Date _____

Note: The Chair or his/her designee shall ha speaking rights if you violate any of these rest of today's meeting and/or at future me so. (If you lose your right to speak, you m

BLUE

MARICOPA ASSOCIATION of GOVERNMENTS

REQUEST TO SPEAK - CONSENT OR ACTION ITEMS

Present this card to speak on items that are on the Consent Agenda or to speak on a specific Agenda Item Designated for Action

❑ SUPPORT ❑ STATEMENT ONLY ❑ OPPOSE

The MAG public comment process provides an opportunity for citizens to comment on items scheduled for action on today's agenda. If you wish to speak on an action item, please fill out this card and give it to a designated MAG staff member. Please address questions about the agenda to the MAG staff. We request that you not approach committee members at the board table.

The Chair will call your name from this card when the action item is heard. When the Chair calls your name:

- Please speak from the podium (accommodation will be made for persons with disabilities).
- Please present your comments in **three minutes or less.** Citizens will each be provided three minutes to comment on Consent Agenda items (cumulatively), and three minutes to comment on Action Items (individually).
- Your comments must pertain solely to the agenda item and shall not include any personal attacks on other citizens or persons present at the meeting.
- Please conduct yourself in a professional and appropriate manner.

The purpose of this opportunity for public comment is to allow citizens to provide additional information on items slated for action. The Committee may ask questions for clarification; however, this comment period is not designed for debate with the audience. The public is encouraged to provide comment to MAG during the committee process, prior to the Regional Council action. The Regional Council will receive information on comments provided to technical and policy committees. Written comments will always be accepted by the Chair.

Note: The Chair or his/her designee has the power to accept additional comments and extend the time of the speaker, or limit public comment based on time availability.

By completing this form, I agree to observe the above rules and to abide by all directions of the Chairman or his/her designee.

Your Name _____

Your Address _____

City _____ ZIP Code _____ Phone _____

Agenda Item No. _____ Today's Date _____

Note: The Chair or his/her designee shall have the power to strictly enforce these rules and to revoke your speaking rights if you violate any of these rules. The Chair may also revoke your rights to speak at the rest of today's meeting and/or at future meetings if you twice refuse to be silent after being directed to do so. (If you lose your right to speak, you may still present written comments.)

YELLOW

2. **Time Allotted for Public Comment:** Three opportunities are provided for public comment at MAG meetings, including Call to the Audience, Consent Agenda, and Action Items to be Heard.

   Call to the Audience. Members of the public have three minutes to speak on items under MAG's jurisdiction that are not on the agenda or that are on the agenda for discussion or information only. This comment period takes place at the beginning of the meeting.

   Consent Agenda. Members of the public have a total of three minutes, cumulatively, to speak on any or all consent agenda items. Members of the public may determine whether an item is a consent item by looking on the meeting agenda. Consent items will be marked in the first column by an asterisk (*). This comment period usually comes near the beginning of the meeting, after the Executive Director's Report and prior to approval of the consent agenda by the Council.

   Action Items. Members of the public are given three minutes to speak on any action item (three minutes per item). Members of the public may determine whether an item is an action item by looking on the meeting agenda, under the second column, "Committee Action Requested." Action items will state "for action" or "for possible action." This comment period usually is provided just prior to a vote on each action item by the Regional Council.

3. **Speaking Rules and Discretion of the Chair:** The Chair or his/her designee has the power to strictly enforce the above rules and to revoke speaking rights if rules are violated. The Chair or his/her designee has the power to accept additional comments and extend the time of the speaker, or limit public comment based on time availability.

   The cards include this statement: *Note: The Chair or his/her designee shall have the power to strictly enforce these rules and to revoke your speaking rights if you violate any of these rules. The Chair may also revoke your rights to speak at the rest of today's meeting and/or at future meetings if you twice refuse to be silent after being directed to do so. (If you lose your right to speak, you may still present written comments.)*

APPENDIX C: MAG PUBLIC INVOLVEMENT PROGRESS REPORT

(Example of a MAG Public Involvement Progress Report)

The MAG public involvement process adheres to all federal requirements under current federal transportation planning legislation. MAG is dedicated to providing members of the public with an open and inclusive process designed to obtain input from all interested parties as defined in Section 5303 of Title 49, United States Code. All input received is addressed during the meeting/event/presentation or responded to within 48 hours. For questions/comments/suggestions, please contact MAG public involvement staff at (602) 254-6300.

DATE	ACTIVITY/GROUP	SUMMARY OF INPUT	NUMBER REACHED
11/25/13	Mid-Phase Public Hearing	Members of the public commented on the need for more transit and economic development within the central corridor. In addition, many felt that the Dial-a-Ride system needs to be improved.	20
1/20/14	Staffed information table at MLK Day Celebration in Phoenix	Members of the public questioned MAG staff about ADA eligibility, the South Mountain Freeway completion date and commented on the need for more transit. MAG staff also distributed transportation priority surveys.	500
1/21/14	Staffed information table at Tribes Legislative Day	Native American Indian Community residents from all around the state and Maricopa County questioned MAG staff about its role in the region, the genesis of the organization and obtained information about MAG plans and programs.	200
1/27/14	STAR East Disability Group	Attendees commented on the need for increased transit service, a regional Dial-a-Ride system and had questions about ADA eligibility.	30

CONTACT MAG

Mailing/Physical Address:
Maricopa Association of Governments
302 N. 1st Avenue, Suite #300
Phoenix, AZ 85003
Web Address: www.azmag.gov

E-Mail
General mailbox: mag@azmag.gov
Communications Manager: ktaft@azmag.gov
Public Involvement Planner: jstephens@azmag.gov
Community Outreach Specialist: lgamiz@azmag.gov

Attachment G: Copy of Board Minutes Approving the Plan (pending)

MARICOPA ASSOCIATION of GOVERNMENTS
302 North 1st Avenue, Suite 300, Phoenix, Arizona 85003

ATTACHMENT #2

Agenda Item #5B

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
May 19, 2016

SUBJECT:
Project Changes Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and as Necessary, to the Draft FY 2017-2021 Transportation Improvement Program, FY 2017 Arterial Life Cycle Program, and the 2035 RTP.

SUMMARY:
The Fiscal Year 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014, with the last modification pending approval on May 25, 2016. Project changes and additions to the TIP have been requested by member agencies. Several changes in order to make the current year obligation have been requested to the FY 2016 projects that affect the FY 2014-2018 TIP, and 2016 ALCP and are included as Table A. An additional table of changes related to the FY 2016 Transit Program of Projects, the FY 2016 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the Draft FY 2017-2021 TIP transit programming process is included as Table B.

Additionally an errata sheet for the Draft FY2017-2021 TIP has been generated to incorporate requested changes since the Draft FY 2017-2021 TIP was published for comment and review on May 6, 2016. Please see attached materials.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner based on agency updated work schedules.

CONS: Deferrals of current year projects release obligation authority, and may require additional changes to ensure all obligation authority is utilized this year.

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 the project changes for Amendment, and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and as necessary, to the Draft FY 2017-2021 Transportation Improvement Program, FY 2017 Arterial Life Cycle Program, and the 2035 RTP.

PRIOR COMMITTEE ACTIONS:

None

CONTACT PERSON:

Teri Kennedy, TIP 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 Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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	DOT16-442	25760	MAG regionwide	Design permanent restoration of landscaping	0	0	0	-----	5-year	-----	Freeway	NHPP	2016	394,174	-	23,826	418,000	Amend: Increase project cost by $117,000. Change project location and work description.

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.

TABLE B: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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
~~Avondale~~	~~Transit~~	~~2016~~	~~AVN16-417T~~	~~10195~~	~~Regionwide~~	~~Transit Security~~	~~0~~	~~0~~	~~0~~	~~57.20.10~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5307-AVN UZA~~	~~2016~~	~~28,807~~	~~-~~	~~7,202~~	~~36,009~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
Glendale	Transit	2017	PNP17-701T	NEW	Glendale	Bus Stop Accessibility Enhancements (Glendale)	0	0	0	11.92.02	None	-----	Transit Other	5310-MAG	2016	125,000	-	13,889	138,889	Amend: Add new FY 2016 5310 project.
~~MAG~~	~~Transit~~	~~2016~~	~~MAG16-409T~~	~~37858~~	~~Regionwide~~	~~Preventive Maintenace~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5307~~	~~2016~~	~~10,490,927~~	~~-~~	~~2,622,732~~	~~13,113,659~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~MAG~~	~~Transit~~	~~2016~~	~~MAG16-410T~~	~~37858~~	~~Regionwide~~	~~Preventive Maintenace~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5339~~	~~2016~~	~~750,411~~	~~-~~	~~187,603~~	~~938,014~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~MAG~~	~~Transit~~	~~2016~~	~~MAG16-411T~~	~~37858~~	~~Regionwide~~	~~Preventive Maintenace~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~-----~~	~~Transit Bus~~	~~STP-AZ-Flex~~	~~2016~~	~~6,950~~	~~-~~	~~1,738~~	~~8,688~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~MAG~~	~~Transit~~	~~2016~~	~~MAG16-412T~~	~~37858~~	~~Regionwide~~	~~Preventive Maintenance~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5337-HI~~	~~2016~~	~~630,713~~	~~-~~	~~157,678~~	~~788,391~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~MAG~~	~~Transit~~	~~2017~~	~~MAG17-413T~~	~~37858~~	~~Regionwide~~	~~Preventive Maintenance~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5307~~	~~2017~~	~~11,196,611~~	~~-~~	~~2,799,153~~	~~13,995,764~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~MAG~~	~~Transit~~	~~2017~~	~~MAG17-414T~~	~~37858~~	~~Regionwide~~	~~Preventive Maintenance~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5339~~	~~2017~~	~~158,777~~	~~-~~	~~39,694~~	~~198,471~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~MAG~~	~~Transit~~	~~2017~~	~~MAG17-415T~~	~~37858~~	~~Regionwide~~	~~Preventive Maintenance~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5337-HI~~	~~2017~~	~~523,613~~	~~-~~	~~130,903~~	~~654,516~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~MAG~~	~~Transit~~	~~2018~~	~~MAG18-417T~~	~~37858~~	~~Regionwide~~	~~Preventive Maintenance~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5339~~	~~2018~~	~~219,637~~	~~-~~	~~54,909~~	~~274,546~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~MAG~~	~~Transit~~	~~2018~~	~~MAG18-418T~~	~~37858~~	~~Regionwide~~	~~Preventive Maintenance~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5337-HI~~	~~2018~~	~~911,842~~	~~-~~	~~227,961~~	~~1,139,803~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
MAG	Transit	2017	PNP17-708T	NEW	Various (Regionwide)	VALLEYLIFE: 2 Raised Roof Vans w/lift (Regionwide)	0	0	0		None	-----	Transit Other	5310-MAG	2016	107,100	-	18,900	126,000	Amend: Add new FY 2016 5310 project.

TABLE B: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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
MAG	Transit	2017	PNP17-711T	NEW	Various (Regionwide)	The Centers for Habilitation (TCH): 4 Cutaway Van (Chandler, Tempe, Mesa, Phoenix)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	214,200	-	37,800	252,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-704T	NEW	Various (Regionwide)	Sun City Area Interfaith Services dba Benevilla: Transportation Services Operating Support (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria)	0	0	0	30.09.00	None	-----	Transit Other	5310-MAG	2016	53,113	-	53,133	106,246	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-707T	NEW	Various (Regionwide)	Sun City Area Interfaith Services dba Benevilla: 2 Raised Roof Vans w/lift (Surprise, Sun City, Sun City West, Peoria, El Mirage, Youngtown and Glendale.)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	107,100	-	18,900	126,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-712T	NEW	Various (Regionwide)	Southern Arizona Association for the Visually Impaired (SAAVI): 2 Minivan no Ramp (Maricopa County)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	41,600	-	10,400	52,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-718T	NEW	Various (Regionwide)	Scottsdale Training and Rehabilitation Services: 1 Cutaway Van, 1 Passenger Van (Scottsdale and the greater Phoenix Metropolitan Community.)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	77,550	-	15,450	93,000	Amend: Add new FY 2016 5310 project.

TABLE B: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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
MAG	Transit	2017	PNP17-710T	NEW	Various (Regionwide)	S.T.A.R.-Stand Together and Recover Centers, Inc.: 3 Raised Roof Van w/lift (Mesa, Chandler, Gilbert, Tempe, Glendale, Peoria, Phoenix, Avondale, Goodyear, Surprise, Lavene. Part of Apache Junction, Pima Indian Reservation and Gila Indian Reservation.)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	160,650	-	28,350	189,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-713T	NEW	Various (Regionwide)	One Step Beyond, Inc. : 3 Passenger Vans, 1 Minivan- No Ramp (Avondale, Buckeye, El Mirage, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City, Anthem, Wickenburg)	0	0	0	11.13.04	None	-----	Transit Other	5310-MAG	2016	92,800	-	23,200	116,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-712T	NEW	Various (Regionwide)	Northwest Valley Connect: New Freedom - Operations (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria)	0	0	0	30.09.00	None	-----	Transit Other	5310-MAG	2016	15,000	-	15,000	30,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-704T	NEW	Various (Regionwide)	Northwest Valley Connect: Mobility Manager Position (West Valley)	0	0	0	11.7L.00	None	-----	Transit Other	5310-MAG	2016	36,000	-	9,000	45,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-715T	NEW	Various (Regionwide)	Northwest Valley Connect: 1 Passenger Van (Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria)	0	0	0	11.13.04	None	-----	Transit Other	5310-MAG	2016	24,000	-	6,000	30,000	Amend: Add new FY 2016 5310 project.

TABLE B: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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
MAG	Transit	2017	PNP17-722T	NEW	Various (Regionwide)	Independence Plus, Inc.: 1 Raised Roof Van w/lift (West Phoenix)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	53,550	-	9,450	63,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-709T	NEW	Various (Regionwide)	Horizon Health and Wellness, Inc.: 2 Minivans no Ramp, 1 Passenger Van, 1 Raised Roof Van w/lift (Apache Junction, Mesa, Queen Creek, Tempe, Gilbert, Chandler, Scottsdale, Phoenix)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	119,150	-	25,850	145,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-714T	NEW	Various (Regionwide)	Hacienda Inc.: 3 Raised Roof Vans w/lift (Regionwide)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	160,650	-	28,350	189,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-705T	NEW	Various (Regionwide)	Gompers Habilitation Center: 3 Minivans no Ramp, 1 Passenger Van (Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	86,400	-	21,600	108,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-721T	NEW	Various (Regionwide)	Goldensun Peace Ministries: 1 Cutaway Van (West Valley)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	53,550	-	9,450	63,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-720T	NEW	Various (Regionwide)	Friendship Village of Tempe: 2 Cutaway Vans, 1 Raised Roof Van w/lift (Tempe and Metro Phoenix)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	160,650	-	28,350	189,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-702T	NEW	Various (Regionwide)	Foothills Caring Corps: Mobility Manager Position (North, Northeast Valley)	0	0	0	11.7L.00	None	-----	Transit Other	5310-MAG	2016	36,000	-	9,000	45,000	Amend: Add new FY 2016 5310 project.

TABLE B: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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
MAG	Transit	2017	PNP17-722T	NEW	Various (Regionwide)	Foothills Caring Corps, Inc.: New Freedom Operations (Cave Creek, Carefree, North Phoenix, North Scottsdale)	0	0	0	30.09.00	None	-----	Transit Other	5310-MAG	2016	53,743	-	53,743	107,486	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-719T	NEW	Various (Regionwide)	East Valley Adult Resources: 1 Raised Roof Van w/lift (Apache Junction with transportation to Gilbert and inside Maricopa County)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	53,550	-	9,450	63,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-717T	NEW	Various (Regionwide)	CHEEERS (Center for Health Empowerment Education Employment Recovery Services): 1 Passenger Van, 1 Minivan w/ramp (Maricopa County)	0	0	0	11.13.04	None	-----	Transit Other	5310-MAG	2016	63,100	-	12,900	76,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-703T	NEW	Various (Regionwide)	Chandler Gilbert Arc: Mobility Manager Position (East Valley)	0	0	0	11.7L.00	None	-----	Transit Other	5310-MAG	2016	36,000	-	9,000	45,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-706T	NEW	Various (Regionwide)	Chandler Gilbert Arc: 2 Cutaway Vans (Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	107,100	-	18,900	126,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-724T	NEW	Various (Regionwide)	Central Valley region - (Placeholder): Mobility Manager Position (Central Valley)	0	0	0	11.7L.00	None	-----	Transit Other	5310-MAG	2016	36,000	-	9,000	45,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-723T	NEW	Various (Regionwide)	Central Arizona Council On Developmental Disabilities : 2 Raised Roof Vans w/lift, 1 Passenger Van (Apache Junction, Queen Creek and east Mesa)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	131,100	-	24,900	156,000	Amend: Add new FY 2016 5310 project.

TABLE B: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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
MAG	Transit	2017	PNP17-716T	NEW	Various (Regionwide)	Beatitudes Campus: 1 Cutaway Van (Maricopa County)	0	0	0	11.12.04	None	-----	Transit Other	5310-MAG	2016	53,550	-	9,450	63,000	Amend: Add new FY 2016 5310 project.
MAG	Transit	2017	PNP17-725T	NEW	Various (Regionwide)	Arizona Board of Regents for/on behalf of Northern Arizona University: Senior Companion Program - Door Through Door & More Transportation (Maricopa County including: Chandler, Fountain Hills, Gilbert, Glendale, Mesa, Paradise Valley, Phoenix, Scottsdale, and Tempe.)	0	0	0	30.09.00	None	-----	Transit Other	5310-MAG	2016	78,465	-	78,465	156,930	Amend: Add new FY 2016 5310 project.
~~MAG~~	~~Transit~~	~~2017~~	~~PNP15-423T~~	~~49097~~	~~Various (Regionwide)~~	~~Developmental Enrichment Center: 1 Wheelchair lift replacement (Northwest Phoenix area)~~	~~0~~	~~0~~	~~0~~	~~11.42.20~~	~~None~~	~~-----~~	~~Transit Other~~	~~5310-MAG~~	~~2015~~	~~5,136~~	~~-~~	~~570~~	~~5,706~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Phoenix~~	~~Transit~~	~~2016~~	~~PHX16-434T~~	~~12809~~	~~Citywide~~	~~Install bus stop improvements (1% enhancement)~~	~~0~~	~~0~~	~~0~~	~~-----~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5307~~	~~2016~~	~~475,160~~	~~-~~	~~118,790~~	~~593,950~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Phoenix~~	~~Transit~~	~~2017~~	~~PHX17-442T~~	~~12809~~	~~Citywide~~	~~Install bus stop improvements (1% enhancement)~~	~~0~~	~~0~~	~~0~~	~~-----~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5307~~	~~2017~~	~~475,160~~	~~-~~	~~118,790~~	~~593,950~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Phoenix~~	~~Transit~~	~~2018~~	~~PHX18-448T~~	~~12809~~	~~Citywide~~	~~Install bus stop improvements (1% enhancement)~~	~~0~~	~~0~~	~~0~~	~~-----~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5307~~	~~2018~~	~~475,160~~	~~-~~	~~118,790~~	~~593,950~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
Phoenix	Transit	2017	PHX17-712T	NEW	Regionwide	Program Administration Funds (Regionwide)	0	0	0	11.79.00	None	-----	Transit Other	5310-MAG	2016	299,102	-	-	299,102	Amend: Add new FY 2016 5310 project.
~~Surprise~~	~~Transit~~	~~2017~~	~~SUR17-401T~~	~~40702~~	~~Regionwide~~	~~Purchase bus: < 30 foot - 2 Replace (dial-a-ride)~~	~~0~~	~~0~~	~~0~~	~~11.12.04~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5307~~	~~2017~~	~~122,400~~	~~21,600~~	~~-~~	~~144,000~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.

TABLE B: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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
~~Valley Metro Rail~~	~~Transit~~	~~2023~~	~~VMR14-105T~~	~~49041~~	~~I-10 WEST Phoenix~~	~~Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS~~	~~0~~	~~0~~	~~0~~	~~13.71.01~~	~~TLCP~~	~~AZ-95-X027~~	~~Transit Rail~~	~~CMAQ-Flex~~	~~2014~~	~~1,456,512~~	~~364,128~~	~~-~~	~~1,820,640~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro Rail~~	~~Transit~~	~~2023~~	~~VMR14-106T~~	~~49041~~	~~I-10 WEST Phoenix~~	~~Fixed guideway corridor - Phx West - Preliminary Engineering~~	~~0~~	~~0~~	~~0~~	~~13.71.02~~	~~TLCP~~	~~-----~~	~~Transit Rail~~	~~CMAQ-Flex~~	~~2015~~	~~1,205,962~~	~~301,491~~	~~-~~	~~1,507,453~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro Rail~~	~~Transit~~	~~2023~~	~~VMR18-429T~~	~~49041~~	~~I-10 WEST Phoenix~~	~~Fixed guideway corridor - Phx West - Final Design~~	~~0~~	~~0~~	~~0~~	~~-----~~	~~TLCP~~	~~-----~~	~~Transit Rail~~	~~CMAQ-Flex~~	~~2018~~	~~6,650,539~~	~~1,662,635~~	~~-~~	~~8,313,174~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro Rail~~	~~Transit~~	~~2018~~	~~VMR15-433T~~	~~14195~~	~~Main Street/Gilbert Road Bus Turn-Around (Construct)~~	~~Main Street/Gilbert Road bus turn-around (construct)~~	~~0~~	~~0~~	~~0~~	~~-----~~	~~TLCP~~	~~-----~~	~~Transit Rail~~	~~5307~~	~~2015~~	~~2,519,790~~	~~629,948~~	~~-~~	~~3,149,738~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro Rail~~	~~Transit~~	~~2017~~	~~VMR15-405T~~	~~23739~~	~~Regionwide~~	~~Overhaul Brake resistors~~	~~0~~	~~0~~	~~0~~	~~-----~~	~~TLCP~~	~~-----~~	~~Transit Rail~~	~~5337-FGM~~	~~2015~~	~~342,076~~	~~557,753~~	~~-~~	~~899,829~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~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~~	~~14.04.40~~	~~TLCP~~	~~-----~~	~~Transit Rail~~	~~5309-New Starts~~	~~2016~~	~~6,808,200~~	~~5,591,800~~	~~-~~	~~12,400,000~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~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~~	~~14.04.40~~	~~TLCP~~	~~-----~~	~~Transit Rail~~	~~5309-New Starts~~	~~2016~~	~~7,467,100~~	~~6,132,900~~	~~-~~	~~13,600,000~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~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~~	~~14.08.80~~	~~TLCP~~	~~-----~~	~~Transit Rail~~	~~5309-New Starts~~	~~2016~~	~~2,580,500~~	~~2,119,500~~	~~-~~	~~4,700,000~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro Rail~~	~~Transit~~	~~2018~~	~~VMR11-833T~~	~~13425~~	~~Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop~~	~~Preliminary Engineering/FEIS~~	~~3~~	~~0~~	~~0~~	~~13.71.01~~	~~TLCP~~	~~AZ-95-X009~~	~~Transit Rail~~	~~CMAQ-Flex~~	~~2011~~	~~1,863,893~~	~~465,974~~	~~-~~	~~2,329,867~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.

TABLE B: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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
Valley Metro/RPTA	Transit	2017	VMT17-705T	NEW	Regionwide	Northwest Valley Dial-A-Ride (Taxi subsidy service) (El Mirage, Peoria, Sun Cities, Surprise, Youngtown, and County)	0	0	0	30.09.00	None	-----	Transit Other	5310-MAG	2016	250,000	-	250,000	500,000	Amend: Add new FY 2016 5310 project.
Valley Metro/RPTA	Transit	2017	VMT17-706T	NEW	Regionwide	East Valley RideChoice (Contract service) (Chandler, Gilbert, Mesa and Tempe)	0	0	0	30.09.00	None	-----	Transit Other	5310-MAG	2016	220,044	-	220,004	440,048	Amend: Add new FY 2016 5310 project.
~~Valley Metro/RPTA~~	~~Transit~~	~~2016~~	~~VMT16-401~~	~~27060~~	~~Regionwide~~	~~Purchase bus: standard 40 foot - 1 replace~~	~~0~~	~~0~~	~~0~~	~~11.12.01~~	~~None~~	~~-----~~	~~Transit Bus~~	~~5307-AVN UZA~~	~~2016~~	~~556,436~~	~~98,195~~	~~-~~	~~654,630~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
Valley Metro/RPTA	Transit	2017	VMT17-707T	NEW	Regionwide	Travel Training	0	0	0	30.09.01	None	-----	Transit Other	5310-MAG	2016	70,000	-	17,500	87,500	Amend: Add new FY 2016 5310 project.
~~Valley Metro/RPTA~~	~~Transit~~	~~2017~~	~~VMR13-120T~~	~~41132~~	~~Regionwide~~	~~Purchase bus: articulated - 2 replacement (Tempe)~~	~~0~~	~~0~~	~~0~~	~~-----~~	~~TLCP~~	~~AZ-54-0001~~	~~Transit Bus~~	~~5337-FGM~~	~~2013~~	~~1,467,452~~	~~258,962~~	~~-~~	~~1,726,414~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro/RPTA~~	~~Transit~~	~~2017~~	~~VMR14-391T~~	~~19422~~	~~Regionwide~~	~~Purchase bus: articulated - 2 replace (Tempe)~~	~~0~~	~~0~~	~~0~~	~~-----~~	~~None~~	~~AZ-54-0005~~	~~Transit Bus~~	~~5337-HI~~	~~2014~~	~~1,467,452~~	~~258,962~~	~~-~~	~~1,726,414~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro/RPTA~~	~~Transit~~	~~2017~~	~~VMT12-110T~~	~~45758~~	~~Regionwide~~	~~Mobility Management: Travel Training Program - FY2011 New Freedom funding~~	~~0~~	~~0~~	~~0~~	~~11.7L.00~~	~~None~~	~~AZ-57-X016~~	~~Transit Bus~~	~~5317~~	~~2011~~	~~103,363~~	~~-~~	~~56,888~~	~~160,251~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro/RPTA~~	~~Transit~~	~~2017~~	~~VMT14-425T~~	~~4760~~	~~Regionwide~~	~~Operating:Operating Assistance TBD~~	~~0~~	~~0~~	~~0~~	~~30.09.01~~	~~None~~	~~AZ-90-X133~~	~~Transit Bus~~	~~5307-AVN UZA~~	~~2014~~	~~2,485,518~~	~~-~~	~~2,485,518~~	~~4,971,036~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro/RPTA~~	~~Transit~~	~~2017~~	~~VMT14-101T~~	~~36312~~	~~Regionwide: Fixed Route~~	~~Preventive Maintenance~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~AZ-90-X131~~	~~Transit Bus~~	~~5307~~	~~2014~~	~~4,329,488~~	~~-~~	~~1,082,372~~	~~5,411,860~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.
~~Valley Metro/RPTA~~	~~Transit~~	~~2017~~	~~VMT13-913TA~~	~~28971~~	~~Scottsdale Road/Rural Road corridor~~	~~Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. Link~~	~~0~~	~~0~~	~~0~~	~~11.32.02~~	~~TLCP~~	~~AZ-90-X131~~	~~Transit Bus~~	~~5307~~	~~2014~~	~~4,884,133~~	~~1,221,033~~	~~-~~	~~6,105,166~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.

TABLE B: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan[1], TIP AMENDMENT #21

Sort: Section, Agency, Location, Work Year

TIP Amendment #21

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
~~Valley Metro/RPTA~~	~~Transit~~	~~2017~~	~~TMP14-101T~~	~~6633~~	~~Tempe: Fixed Route~~	~~Preventive Maintenance~~	~~0~~	~~0~~	~~0~~	~~11.7A.00~~	~~None~~	~~AZ-90-X131~~	~~Transit Bus~~	~~5307~~	~~2014~~	~~2,638,896~~	~~-~~	~~659,724~~	~~3,298,620~~	Amend: Delete workphase. Project deleted as part of development of 2016 Program of Projects and FY 2017-2021 TIP Transit programming process.

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

Agenda Item #5C

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

DATE:
May 19, 2015

SUBJECT:
Draft Fiscal Year 2017-2021 Transportation Improvement Program Listings and Fiscal Year 2016 Program of Projects

SUMMARY:
The Program of Projects (POP) is required by Federal Transit Administration (FTA) to provide an annual listing of Transit Projects funded by the Section 5307 program. By federal legislation, it is required to be developed in consultation with interested parties, in coordination with public transportation services providers and is subject to public participation requirements. As stated in the MAG Public Participation Plan, MAG's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the POP that is required in U.S.C. Section 5307.

Please refer to the attached Table for the full listing of projects.

PUBLIC INPUT:
As stated in the MAG Public Participation Plan, MAG's TIP process is used to satisfy the public participation process of the POP that is required in U.S.C. Section 5307. The Draft FY 2016 POP will be included in the Public meeting held on June 7, 2016. At the May 17, 2016 Transit Committee meeting, three members of the audience voice their support for the utilizing of funding for transit ADA accessibility improvements.

PROS & CONS:
PROS: The approval of the Fiscal Year 2016 Program of Projects will allow the City of Phoenix to apply for funding from the Federal Transit Administration and reimburse agencies for projects that will be implemented in Fiscal Year 2017.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The Transit Committee was presented with three planning scenarios as part of the FY 2017 - 2021 TIP and FY 2016 POP development process. By unanimous voice vote, the committee recommended staff move forward with planning scenario 3, which included funding for ADA, bus expansion and regional Information Technology and Infrastructure.

POLICY: None

ACTION NEEDED:
For information, discussion and recommended approval of the Draft FY2016 Program of Projects, and amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement

Program, and as appropriate to the 2035 Regional Transportation Plan, and as appropriate, for inclusion in the Draft FY 2017-2021 Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:

On May 17, 2015, the MAG Transit Committee by unanimous voice recommended approval of the Draft FY2016 Program of Projects, and amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate to the 2035 Regional Transportation Plan, and as appropriate, for inclusion in the Draft FY 2017-2021 Transportation Improvement Program.

MEMBERS ATTENDING

ADOT: Jaclyn Birley for Mike Normand
Avondale: Kristen Taylor, Vice Chair
#Buckeye: Andrea Marquez
Chandler: Jason Crampton for RJ Zeder
#El Mirage: Jose Macias
*Gila River Indian Community, Vacant
#Gilbert: Kristin Myers
Glendale: Kevin Link for Debbie Albert
#Goodyear: Christine McMurdy
#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: Vacant
Valley Metro: Wulf Grote
#Youngtown: Grant Anderson

* Members neither present nor represented by proxy.

Participated (or attended) by teleconference
+ Participated (or attended) by videoconference

CONTACT PERSONS:

Alice Chen (602) 254-6300

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May 11, 2016

To: Members of the MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: Draft FY 2017-2021 Transportation Improvement Program Listings and FY 2016 Program of Projects

MAG is currently developing the Fiscal Year 2016 Annual Transit Program of Projects (POP) and the Fiscal Year 2017-2021 Transportation Improvement Program (TIP). The Program of Projects is developed annually and ensures that the public is informed and has continued involvement in the development of the Transportation Improvement Program. Per MAG's Public Participation Plan, the MAG public participation process satisfies the grantee's public participation requirements for the POP. Please refer to Table 1 for the Draft Transit Programming Schedule (as of 5/10/2016).

Table 1: Draft Transit Programming Schedule

Date	Transit Committee Agenda/Discussion
May 17, 2016	MAG Transit Committee recommends approval of the FY2016-2021 Transit Listing of projects pending TLCP approval
June 9, 2016	MAG Management Committee recommends approval of the FY2016-2021 Transit Listing of projects pending TLCP approval
June 15, 2016	MAG Transportation Policy Committee recommends approval of the FY2016-2021 Transit Listing of projects pending TLCP approval
June 16, 2016	Valley Metro Board approves the TLCP
June 22, 2016	MAG Regional Council approves FY 2016 Program of Projects and FY2017-2021 TIP

At the March 15, 2016 Transit Committee meeting, member agencies provided input regarding the programming of federal funds with the funding projections available at the time. At the April 17, 2016 meeting updated financial information from the Transit Life Cycle Program and Federal funds projections was provided. For the May 17, 2016 meeting, the Committee requested that MAG staff prepare additional funding scenarios for discussion, including funding provisions for bus expansion, information and technology upgrades, and infrastructure that improve accessibility to transit. Three programming scenarios are presented for discussion. Please refer to the tables below for additional information.

For information, discussion and recommended approval of the Draft FY2016 Program of Projects, and amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate to the 2035 Regional Transportation Plan, and as appropriate, for inclusion in the Draft FY 2017-2021 Transportation Improvement Program.

Please contact Alice Chen achen@azmag.gov or 602-254-6300 with any questions.

Scenario 1:

At the March 15, 2016 Transit Committee meeting, member agencies provided input regarding the programming of federal funds with the funding projections available at the time. The committee requested that MAG staff moved forward with a scenario that included:

- Reducing JARC sub-allocation to $750,000
- Moving funds previously allocated to JARC (approximately $1,000,000) to ADA accessibility improvements to bus stops
- Funding approximately 40-45 expansion vehicles over 6 years

	2013-2015	2016	2017	2018	2019	2020	2021	Total
Priority 1: Federally Required	$0	$0	$0	$0	$0	$0	$0	$0
Priority 2: Grant Management	$0	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$240,000
Priority 3: PM/Operations/ADA	$107,202	$12,152,822	$13,025,698	$12,887,236	$13,139,888	$13,644,378	$13,883,155	$78,840,379
Priority 4: JARC		$750,000	$775,000	$800,000	$825,000	$850,000	$875,000	$4,875,000
Priority 5: TLCP Bus	$6,629,386	$36,525,923	$39,799,090	$44,583,768	$48,906,346	$50,474,301	$29,910,973	$256,829,788
Priority 6a: TLCP Bus Facility	$0	$3,331,598	$3,654,641	$1,247,604	$0	$0	$0	$8,233,843
Priority 6b: TLCP Rail Facility	$0	$13,931,127	$54,015,232	$53,378,878	$72,827,023	$71,943,455	$119,463,610	$385,559,325
Priority 8: Other TLCP	$0	$395,633	$401,567	$2,305,000	$4,610,000	$4,679,150	$4,749,337	$17,140,687
Priority 9: ADA	$0	$0	$1,762,425	$1,745,742	$1,752,128	$948,866	$4,985,150	$11,194,311
Priority 9: Bus	$6,120,791	$0	$7,041,825	$2,091,483	$0	$0	$10,852,800	$26,106,898
Priority 9: ITS	$0	$11,014,630	$0	$0	$0	$0	$6,491,194	$17,505,824
Total	**$12,857,379**	**$78,141,733**	**$120,515,478**	**$119,079,711**	**$142,100,385**	**$142,580,150**	**$191,251,219**	**$806,526,055**

Scenario 2:

At the April 19, 2016 Transit Committee meeting, staff provided a draft listing of projects utilizing the programming scenario recommended by the Transit committee at the March 15, 2016 discussion. The committee requested that MAG staff provide an additional programming scenarios for discussion at the May 17, 2016 transit Committee meeting. This scenario includes:

- Reducing JARC sub-allocation to $750,000
- Unfunding all provisions for ADA accessibility improvements to bus stops
- Programming the funds previously allocated to ADA improvements to bus stops to expansion buses thereby increasing the net expansion vehicle to approximately 65-70 vehicles over 6 years.

Programming Priority	2013-2015	2016	2017	2018	2019	2020	2021	Total
Priority 1: Federally Required	$0	$0	$0	$0	$0	$0	$0	$0
Priority 2: Grant Management	$0	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$240,000
Priority 3: PM/Operations/ADA	$107,202	$12,152,822	$12,757,303	$13,064,365	$13,276,324	$13,516,115	$13,883,155	$78,757,286
Priority 4: JARC		$750,000	$775,000	$800,000	$825,000	$850,000	$875,000	$4,875,000
Priority 5: TLCP Bus	$6,629,386	$36,525,923	$39,799,090	$44,583,768	$48,906,346	$50,474,301	$29,910,973	$256,829,788
Priority 6a: TLCP Bus Facility	$0	$3,331,598	$3,654,641	$1,247,604	$0	$0	$0	$8,233,843
Priority 6b: TLCP Rail Facility	$0	$13,931,127	$54,015,232	$53,378,878	$72,827,023	$71,943,455	$119,463,610	$385,559,325
Priority 8: Other TLCP	$0	$395,633	$401,567	$2,305,000	$4,610,000	$4,679,150	$4,749,337	$17,140,687
Priority 9: ADA	$0	$0	$0	$0	$0	$0	$0	$0
Priority 9: Bus	$6,120,791	$0	$9,072,645	$3,660,095	$1,615,693	$1,077,129	$16,014,324	$37,560,676
Priority 9: ITS	$0	$11,014,630	$0	$0	$0	$0	$6,314,819	$17,329,449
Total	**$12,857,379**	**$78,141,733**	**$120,515,478**	**$119,079,710**	**$142,100,386**	**$142,580,150**	**$191,251,218**	**$806,526,054**

Scenario 3:

At the April 19, 2016 Transit Committee meeting it was requested that staff presented additional programming scenarios for discussion at the May Transit Committee meeting. Scenario 3 includes:

- Eliminating the JARC sub-allocation
- Funding $2.5 million for ADA accessibility improvements to bus stops in Fiscal years 2016-2017
- Funding approximately 55-60 expansion vehicles over 6 years
- Leaving $1.5 million un-programmed from FY 2018-2021 to be discussed (options include JARC, ADA, expansion vehicles, ITS) in the next TIP development cycle

Programming Priority	2013-2015	2016	2017	2018	2019	2020	2021	Total
	$0	$0	$0	$0	$0	$0	$0	$0
Priority 2: Grant Management	$0	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$240,000
Priority 3: PM/Operations/ADA	$107,202	$11,902,822	$13,025,698	$12,887,236	$13,139,888	$13,943,244	$13,883,155	$78,889,245
Priority 4: JARC	$0	$0	$0	$0	$0	$0	$0	$0
Priority 5: TLCP Bus	$6,629,386	$36,525,923	$39,799,090	$44,583,768	$48,906,346	$50,474,301	$29,910,973	$256,829,788
Priority 6a: TLCP Bus Facility	$0	$3,331,598	$3,654,641	$1,247,604	$0	$0	$0	$8,233,843
Priority 6b: TLCP Rail Facility	$0	$13,931,127	$54,015,232	$53,378,878	$72,827,023	$71,943,455	$119,463,610	$385,559,325
Priority 8: Other TLCP	$0	$395,633	$401,567	$2,305,000	$4,610,000	$4,679,150	$4,749,337	$17,140,687
Priority 9: ADA	$0	$1,000,000	$1,500,000	$0	$0	$0	$0	$2,500,000
Priority 9: Bus	$6,120,791		$8,079,250	$3,137,224	$1,077,129	$0	$15,193,950	$33,608,343
Priority 9: ITS	$0	$11,014,630	$0	$0	$0	$0	$6,510,194	$17,524,824
Priority 9: Other/TBD	$0	$0	$0	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$6,000,000
Total	**$12,857,379**	**$78,141,733**	**$120,515,478**	**$119,079,710**	**$142,100,386**	**$142,580,150**	**$191,251,218**	**$806,526,055**

MAG Program of Projects (POP) FY 2016 Federal Transit Administraion

5/18/2016

Agency	Section	Work Year	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI/Fed Id	AQ Area	In Program	TRACS /Grant ID	MAG Mode	Funding	Apportionment Year	Federal	Regional	Local	Total
Glendale	Transit	2017	NEW		Regionwide	Preventive Maintenance	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	36,202	0	9,051	45,253
Peoria	Transit	2017	NEW		Regionwide	ADA Operating	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	3,125	0	781	3,906
Peoria	Transit	2017	NEW	5800	Regionwide	ADA Improvements	0	0	0	30.09.01	Maricopa	None	-----	Transit Bus	5307	2016	1,000,000	0	250,000	1,250,000
Phoenix	Transit	2017	PHX14-107T	39152	Laveen/59th Avenue	Pre-Design regional park-and-ride (Laveen/59th Avenue)	0	0	0	-----	Maricopa	TLCP	-----	Transit Bus	5307	2016	104,503	26,126	0	130,629
Phoenix	Transit	2017	PHX15-427T	8434	Regionwide	Purchase bus: Articulated - 24 replace	0	0	0	11.12.06	Maricopa	None	-----	Transit Bus	5307	2016	16,728,000	2,952,000	0	19,680,000
Phoenix	Transit	2017	PHX16-426T	8434	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	0	0	0	11.12.04	Maricopa	None	-----	Transit Bus	5307	2016	703,800	124,200	0	828,000
Phoenix	Transit	2017	PHX16-428T	8434	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	0	0	0	11.12.04	Maricopa	None	-----	Transit Bus	5307	2016	117,300	20,700	0	138,000
Phoenix	Transit	2017	PHX16-430T	8434	Regionwide	Purchase bus: < 30 foot - 7 replace (dial-a-ride)	0	0	0	11.12.04	Maricopa	None	-----	Transit Bus	5307	2016	410,550	72,450	0	483,000
Phoenix	Transit	2017	PHX16-431T	8434	Regionwide	Purchase bus: 30 foot - 2 replace (DASH)	0	0	0	11.12.03	Maricopa	None	-----	Transit Bus	5307	2016	875,500	154,500	0	1,030,000
Phoenix	Transit	2017	PHX16-433T	32671	Regionwide	Support Services for Grant Management	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	40,000	0	10,000	50,000
Phoenix	Transit	2017	PHX17-436T	8434	Regionwide	Purchase bus: Articulated - 3 replace	0	0	0	11.12.06	Maricopa	TLCP	-----	Transit Bus	5307	2016	2,251,650	397,350	0	2,649,000
Phoenix	Transit	2017	PHX17-702T	25579	Regionwide	Fare Collection System Upgrade	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	3,382,630	0	845,658	4,228,288
Phoenix	Transit	2017	PHX17-703T	32755	Regionwide	HASTUS scheduling software	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	800,000	0	200,000	1,000,000
Phoenix	Transit	2017	PHX17-704T	25579	Regionwide	On Board Digital Video Recorders	0	0	0	-----	Maricopa	TLCP	-----	Transit Bus	5307	2016	3,584,000	896,000	0	4,480,000
Phoenix	Transit	2017	PHX17-705T	25579	Regionwide	On Board Headsign	0	0	0	-----	Maricopa	TLCP	-----	Transit Bus	5307	2016	2,048,000	512,000	0	2,560,000
Phoenix	Transit	2017	NEW		Regionwide	Preventive Maintenance	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	5,550,655	0	1,387,664	6,938,319
Scottsdale	Transit	2017	NEW		Regionwide	Preventive Maintenance	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	173,385	0	43,346	216,731
Tempe	Transit	2017	TMP17-701T	12102	East Valley Bus Operations & Maintenance Facility	EVBOM Facility - CO2 sensors	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	1,200,000	0	300,000	1,500,000
Valley Metro Rail	Transit	2017	NEW		Regionwide	Preventive Maintenance	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	1,306,449	0	326,612	1,633,061
Valley Metro/RPTA	Transit	2017	PEO16-418T	246	Grand/Peoria	Design regional park-and-ride (Grand/Peoria)	0	0	0	-----	Maricopa	TLCP	-----	Transit Bus	5307	2016	301,125	75,282	0	376,407
Valley Metro/RPTA	Transit	2017	VMR16-389T	19422	Regionwide	Purchase bus: 30 foot - 7 expand (Tempe)	0	0	0	11.13.03	Maricopa	TLCP	-----	Transit Bus	5307	2016	2,885,750	509,250	0	3,395,000
Valley Metro/RPTA	Transit	2017	VMR16-401T	21692	Regionwide	Purchase bus: standard 40 foot - 4 replace	0	0	0	11.12.01	Maricopa	None	-----	Transit Bus	5307	2016	2,225,742	392,778	0	2,618,520
Valley Metro/RPTA	Transit	2017	NEW		Regionwide	Preventive Maintenance	0	0	0	-----	Maricopa	None	-----	Transit Bus	5307	2016	4,525,122	0	1,131,280	5,656,402
Phoenix	Transit	2017	PHX16-429T	8434	Regionwide	Purchase bus: Articulated - 5 replace	0	0	0	11.12.06	Maricopa	None	-----	Transit Bus	5339	2016	3,748,918	662,250	0	4,411,168
Phoenix	Transit	2017	PHX17-706T	8434	Regionwide	Purchase bus: < 30 foot - 4 replace (dial-a-ride)	0	0	0	-----	Maricopa	None	-----	Transit Bus	5339	2016	234,600	41,400	0	276,000
Valley Metro/RPTA	Transit	2017	PEO13-101T	6338	Peoria	Design regional transit center (4-bay) Peoria	0	0	0	11.31.02	Maricopa	TLCP	-----	Transit Bus	5339	2016	125,260	31,315	0	156,575
Valley Metro/RPTA	Transit	2017	VMT17-701T	1450	Regionwide	Purchase bus: < 30 foot - 4 replace (Rural)	0	0	0	-----	Maricopa	TLCP	-----	Transit Bus	5339	2016	550,800	97,200	0	648,000

MAG Program of Projects (POP) FY 2016 Federal Transit Administraion

5/18/2016

Agency	Section	Work Year	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI/Fed Id	AQ Area	In Program	TRACS /Grant ID	MAG Mode	Funding	Apportionment Year	Federal	Regional	Local	Total
Avondale	Transit	2017	BKY17-701T	10195	Regionwide	Transit Security	0	0	0	57.20.10	Maricopa	None	-----	Transit Bus	5307-AVN UZA	2016	28,807	0	7,202	36,009
Phoenix	Transit	2017	PHX17-707T	8434	Regionwide	Purchase bus: Articulated - 2 replace	0	0	0	11.12.01	Maricopa	None	-----	Transit Bus	5307-AVN UZA	2016	1,394,000	246,000	0	1,640,000
Valley Metro/RPTA	Transit	2017	VMT16-416T	4760	Regionwide	Operating:Operating Assistance	0	0	0	30.09.01	Maricopa	None	-----	Transit Bus	5307-AVN UZA	2016	538,551	538,551	0	1,077,102
Valley Metro/RPTA	Transit	2017	VMT17-702T	27060	Regionwide	Purchase bus: 30 foot - 8 expand (ZOOM)	0	0	0	11.12.01	Maricopa	None	-----	Transit Bus	5307-AVN UZA	2016	1,088,000	192,000	0	1,280,000
Valley Metro Rail	Transit	2017	VMR16-409T	23739	Regionwide	Overhaul gear units - phase 1	0	0	0	-----	Maricopa	TLCP	-----	Transit Rail	5337-FGM	2016	395,633	98,908	0	494,541
Phoenix	Transit	2017	MAG17-703T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	Maricopa	None	-----	Transit Bus	5337-HI	2016	307,884	0	76,971	384,855
Phoenix	Transit	2017	PHX16-432T	8434	Regionwide	Purchase bus: Articulated - 4 replace	0	0	0	11.12.06	Maricopa	None	-----	Transit Bus	5337-HI	2016	2,788,000	492,000	0	3,280,000
Valley Metro Rail	Transit	2016	VMR18-102PF	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2	4	2	-----	Maricopa	ALCP	-----	Transit Rail	CMAQ	2016	4,041,678	0	244,301	4,285,979
Valley Metro Rail	Transit	2016	VMR18-102SS	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2	4	2	-----	Maricopa	ALCP	-----	Transit Rail	CMAQ	2016	1,256,939	0	75,976	1,332,915
Valley Metro Rail	Transit	2016	VMR19-102GT	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Guideway and Track Elements	2	4	2	-----	Maricopa	ALCP	-----	Transit Rail	CMAQ	2016	7,485,345	0	452,455	7,937,800
Valley Metro Rail	Transit	2016	VMR19-102RW	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2	4	2	-----	Maricopa	ALCP	-----	Transit Rail	CMAQ	2016	200,000	0	12,090	212,090
Valley Metro Rail	Transit	2016	VMR21-102SS	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2	4	2	-----	Maricopa	ALCP	-----	Transit Rail	CMAQ	2016	516,038	0	31,192	547,230
Phoenix	Transit	2017	PHX15-101T	39152	Laveen/59th Avenue	Design and Construct regional park-and-ride (59th Ave/Laveen)	0	0	0	11.33.04	Maricopa	TLCP	-----	Transit Bus	CMAQ-Flex	2016	2,800,710	169,290	0	2,970,000
Valley Metro Rail	Transit	2017	VMR15-105T	49041	I-10 WEST Phoenix	Fixed guideway corridor - Capitol/I-10 West Phase I - Project Development	0	0	0	-----	Maricopa	TLCP	-----	Transit Rail	CMAQ-Flex	2016	971,130	242,783	0	1,213,913
Valley Metro Rail	Transit	2017	VMR15-401T2	11715	Regionwide	Purchase Light Rail Vehicles: 8 Expansion	0	0	0	12.13.20	Maricopa	TLCP	-----	Transit Rail	CMAQ-Flex	2016	12,024,775	2,216,982	0	14,241,757
Valley Metro Rail	Transit	2019	VMR15-108T	13425	Tempe Streetcar: Rio Salado Parkway to Apache Blvd/Dorsey Lane with Downtown Mill Ave/Ash Loop	Tempe Streetcar - Construct Transitway	3	0	0	-----	Maricopa	TLCP	-----	Transit Rail	CMAQ-Flex	2016	935,222	233,806	0	1,169,028
Valley Metro Rail	Transit	2017	VMR17-701T	2318	50th Street and Washington Street	New Light Rail Station - 50th Street - Project Development	0	0	0	-----	Maricopa	None	-----	Transit Rail	Local	2016	0	0	641,622	641,622
Valley Metro Rail	Transit	2017	VMR17-702T	2318	50th Street and Washington Street	New Light Rail Station - 50th Street - Right-of-way Acquisition	0	0	0	-----	Maricopa	None	-----	Transit Rail	Local	2016	0	0	151,250	151,250
Valley Metro Rail	Transit	2017	VMR16-701T	23739	Regionwide	Overhaul pantograph	0	0	0	-----	Maricopa	TLCP	-----	Transit Rail	PTF	2016	0	233,712	0	233,712

MAG Program of Projects (POP) FY 2016 Federal Transit Administraion

5/18/2016

Agency	Section	Work Year	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI/Fed Id	AQ Area	In Program	TRACS /Grant ID	MAG Mode	Funding	Apportionment Year	Federal	Regional	Local	Total
Phoenix	Transit	2017	MAG17-704T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	Maricopa	None	-----	Transit Bus	STP-AZ-Flex	2016	410,550	0	102,638	513,188
Valley Metro/RPTA	Transit	2017	VMR16-393T	29444	Regionwide	Purchase vanpools: 25 expand	0	0	0	11.13.15	Maricopa	None	-----	Transit Bus	STP-AZ-Flex	2016	964,763	13,237	0	978,000
Valley Metro/RPTA	Transit	2017	VMR16-394T	29444	Regionwide	Purchase vanpools: 45 replace	0	0	0	11.12.15	Maricopa	None	-----	Transit Bus	STP-AZ-Flex	2016	1,630,000	0	0	1,630,000

ATTACHMENT #4

Agenda Item #5D

Agenda Item #5D

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

DATE:
May 18, 2016

SUBJECT:
Updates to Regional Programming Guidelines for Federal Transit Formula Funds

SUMMARY:
The MAG Regional Programming Guidelines for Federal Transit Formula Funds guidelines was approved on March 27, 2013. It has been modified twice with the latest modification approved on May 27, 2015. The guidelines were developed under MAP-21 and as the region was recovering from an economic recession. Updated Federal Legislation and shifting transit needs under the current economic conditions have created the need to update the guideline to better utilize federal funds for the MAG region.

Please refer to attached document for recommended updates.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The recommended updates reflect the current transit needs of the region and create a more collaborative planning and programming process.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: The updated Regional Programming Guidelines for Federal Transit Formula Funds guidelines are being updated to meet the requirements of the Fixing America's Surface Transportation Act

ACTION NEEDED:
Recommend approval of the Amendment to the Regional Programming Guidelines for Federal Transit Formula Funds

PRIOR COMMITTEE ACTIONS:
On May 17, 2016, the MAG Transit Committee by unanimous voice vote recommended approval of the updates to the MAG Regional Programming Guidelines for Federal Transit Formula Funds

MEMBERS ATTENDING
ADOT: Jaclyn Birley for Mike Normand
Avondale: Kristen Taylor, Vice Chair
#Buckeye: Andrea Marquez
Chandler: Jason Crampton for RJ Zeder
#El Mirage: Jose Macias
*Gila River Indian Community, Vacant
#Gilbert: Kristin Myers
*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

Glendale: Kevin Link for Debbie Albert
#Goodyear: Christine McMurdy
#Maricopa: David Maestas
Maricopa County DOT: Reed Kempton
#Mesa: Jodi Sorrell
Surprise: Martín Lucero
Tempe: Robert Yabes
*Tolleson: Vacant
Valley Metro: Wulf Grote
#Youngtown: Grant Anderson

* Members neither present nor represented by proxy.

Participated (or attended) by teleconference
+ Participated (or attended) by videoconference

CONTACT PERSON:
Alice Chen, Transportation Planner III (602) 254-6300.

MAG Regional Programming Guidelines for Federal Transit Formula Funds Updated June 22, 2016 Draft

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MAG Regional Programming Guidelines for Federal Transit Formula Funds Updated June 22, 2016 Draft

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MAG Regional Programming Guidelines for Federal Transit Formula Funds Updated June 22, 2016 Draft

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100. GUIDING PRINCIPLES

1. The MAG Regional Programming Guidelines for Federal Transit Administration (FTA) formula funds shall comply with all federal laws. The Guidelines will be reviewed and updated for compliance as new state and federal laws are adopted, or as deemed necessary by Regional Council.

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The MAG Regional Programming Guidelines for FTA formula funds will incorporate policy direction, as appropriate, from Regional Council approved MAG Transportation Plans.

The MAG Regional Programming Guidelines for Federal Transit Formula Funds and changes to the Guidelines will be approved through the MAG Committee Process including the Transit Committee, the Transportation Review Committee, the Management Committee, the Transportation Policy Committee, and the Regional Council. Please see Appendix A: MAG Committee Structure Chart.

The MAG Regional Programming Guidelines for Federal Transit Formula Funds, including 5307, JARC, 5340, 5337-FGM, 5337-HI Bus, 5339(d)(2), CMAQ, STP-AZ, are applicable to federal formula funds received from the Federal Transit Administration, and flexed Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds from the Arizona Department of Transportation (ADOT).

The MAG Regional Programming Guidelines for FTA formula funds will abide by federal guidance regarding federal and local shares depending on funding and project type.

FTA formula funds will be used within the period of apportionment. Funds flexed from FHWA, have an extended period of availability, however due to the deficit at the federal level, it is the region's goal to follow the same guidelines as FTA formula apportionments and program them within the appropriate years.

Transit operators and recipients of federal funds are required to work with MAG and the City of Phoenix, the designated grant recipient, to submit information for the Transit Service Inventory Report/ Transit Asset Management Plan. The information is necessary to make informed programming decisions for a comprehensive, coordinated, transparent, data driven process.

It is recognized that the Regional Public Transportation Authority (RPTA) is the agency designated to manage the Transit Life Cycle Program (TLCP).

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200. PUBLIC TRANSPORTATION SUPPORTED BY THE REGION TRANSPORTATION PLAN

201. Regional Transportation Plan

The MAG Regional Transportation Plan (RTP) that was approved in 2003 established the Transit Life Cycle Program (TLCP) that is supported by the regional half-cent sales tax/public transportation fund (PTF), federal funds from transit formula accounts, farebox reciepts, transit discretionary awards, and 'flexed' highway funds from Congestion Mitigation Air Quality (CMAQ) and state Surface Transportation Program (STP-AZ). Since the initial approval, the RTP has been updated several times.

202. Transit Life Cycle Program

The TLCP is a 20 year (2006-2026) program that includes:

- Fleet replacement for all transit services – State of Good Repair Program: rural, local, regional, Express, RAPID, Bus Rapid Transit, vanpools, and dial-a-ride/paratransit). Buses funded under the Transit Life Cycle Program include any buses currently in the system as of January 1, 2016.
-
- Construction and acquisition of high capacity and light rail transit corridors, including associated park and rides, transit centers, maintenance facility upgrades and vehicles.
- Regional transit expansion program: Expansion of regional public transportation service including capital, procurement, and operations.
- Regional Park and Rides identified from the 2000 Regional Park and Ride Study. Please note, locations and scopes may have been modified since 2000; no additional regional park and rides have been added.
- Regional Transit Centers as identified in the 2003 RTP. Please note, locations and scopes may have been modified since 2003; no additional regional transit centers have been added.
- Regional operations and maintenance facilities to support an expanded regional transit system, including new and upgraded bus facilities, paratransit facilities, rural and vanpool facilities.
- Local routes that are identified to turn into supergrid routes in the TLCP. Refer to the latest version of the TLCP for route detail.
- ADA service, which is the service required by the Americans with Disabilities Act (ADA) for all areas within ¾ mile of a fixed route; and alternative transportation services for ADA certified passengers.
- Bus stop improvements Safety and Security

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- Intelligent Transportation System projects including fare collection and communication systems
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The TLCP does not include:

- Operations for local routes
- Operations for light rail or other high capacity fixed guideway modes
- Operations for vanpool services
- Operations for non-ADA paratransit or alternative transportation services
- Preventive maintenance
- Expansion of local public transportation since 2003, including fleet purchase, replacements, and operations
- Expansion of non-ADA paratransit/dial-a-ride service since 2003, including fleet purchase, replacements, and operations
- Bike/Ped connections

300. Programming Projects for a New MAG Transportation Improvement Program

Through the MAG Committee process starting at the MAG Transit Committee, MAG programs transit projects to be funded with federal funds via the MAG Transportation Improvement Program while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria. The MAG TIP and RTP are updated biennially.

Please see for Appendix B for a typical schedule.

1. The Transit Life Cycle Program (TLCP) is updated annually and the projects are programmed using federal and Public Transportation Funds (PTF). The program is updated as a coordinated effort between RPTA and METRO, working with the member agencies in the region. It reflects the principles and goals as stated in the Regional Transportation Plan (RTP) and plans for funding of regional routes, capital projects and bus replacements according to its stated guiding principles.

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When developing a new TIP and an RTP, MAG/City of Phoenix will work with member agencies and collect information that goes into the Transit Service Inventory Report/Transit Asset Management Plan. This information will be made available at the beginning of the fiscal year when programming a new TIP and RTP.

When developing a new TIP and an RTP, RPTA will submit a project list from the TLCP to MAG.

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MAG will take the information from the Transit Service Inventory Report/Transit Asset Management Plan, the project list from the TLCP. A draft listing of projects will be produced and reviewed with the MAG Transit Committee. Based on estimate funding levels of federal funds and the draft listings of projects, a calculation will be made to determine funding available for the Regional Competitive Evaluation Process, Section 700.

If funding is available for the Regional Competitive Evaluation Process (Section 700), that process will move forward.

Projects that are classified as TIP amendments that modify the work scope of a project, must be first approved by the modal technical committee (e.g. Street, Bicycle-Pedestrian, ITS, Safety, Transit) from which the project was first programmed and then proceed through an approval process that includes the Transportation Review Committee, the Management Committee, the Transportation Policy Committee and the Regional Council. All other TIP amendments and Administrative Modifications will begin the approval process at the Transportation Review Committee and include the policy committees as listed above Project changes that are classified as clerical corrections do not require additional approval actions.

400. TRANSIT PROGRAM OF PROJECTS

The Transit Program of Projects is a list of transit projects for a given fiscal year, that is reconciled with the actual Federal apportionments and allocations that are approved by Congress. The schedule for MAG to move forward with a Transit Program of Projects is dependent on Congressional action. **Please Appendix B.**

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500. TRANSPORTATION PROGRAMMING PRIORITIES

1. Provide services and improvements as required by law
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. ~~Currently, FY2012, this is $40,000.~~
3. Fund Preventive Maintenance/Operations/Complementary ADA Service.
   - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
   - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.

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4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the other TLCP projects as the program is updated.
8. Fund additional projects based through a collaborative process by assessing regional transit needs, implementing elements of adopted regional efforts, and meeting regional performance based criteria. For additional information see 800on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process or through a collaborative discussion at the Transit Committee..

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1. Provide services and improvements as required by law

- Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.

2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is $40,000.
3. Fund Preventive Maintenance/Operations/Complementary ADA Service.

- Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
- Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.

4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program

Support the TLCP regional transit supergrid service

8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

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~~400.~~600. PREVENTIVE MAINTENANCE DISTRIBUTION METHODOLOGY FOR 5307 FORMULA FUNDS

On May 25, 2011, the MAG Regional Council approved the current methodology for programming Preventive Maintenance (PM) for the MAG region. This methodology is applied for FY2012 and beyond, and is done so 'phasing out' of the old methodology between FY2012 and FY2014.

1. The preventive maintenance distribution methodology first distributes the amounts between the bus and rail program based on operating expense, then distributes funds for bus operators based on a combination of passenger and vehicle revenue miles. Passenger miles are weighted by 10 percent and vehicle revenue miles are weighted by 90 percent. The distribution methodology is updated annually using the most recent NTD published data.

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Federal funds for preventive maintenance for fiscal years 2012-2015 will be distributed based on a 'phase out' approach and use the May 25, 2011 approved preventive maintenance distribution methodology. Beginning in FY2012 the allocations, as identified in the adopted July 2010 FY2011-2015 MAG TIP for each operating agency, will be reduced by 25 percent each year, and an additional 25 percent for each subsequent year (50 percent reduction in 2013, 75 percent reduction in 2014), the remaining federal funds will be distributed using the new methodology. Beginning in FY2015, and continuing in the future, PM funds will be completely distributed under the new methodology.

Transit Operators Eligible for Operating Assistance in Large Urbanized Areas may choose utilize Operating Assistance in lieu of Preventive Maintenance.[1] This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

Transit Operator will need to exhaust all Preventive Maintenances has exhausted may choose to utilize Operating Assistance for Complementary ADA Service in lieu of Preventive Maintenance. This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

[1] Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area.

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~~500.100. Programming Projects for a New MAG Transportation Improvement Program~~

~~Through the MAG Committee process starting at the MAG Transit Committee, MAG programs transit projects to be funded with federal funds via the MAG Transportation Improvement Program while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria. The MAG TIP and RTP are updated biennially.~~

~~**Please see for Appendix B for a typical schedule.**~~

~~1. The Transit Life Cycle Program (TLCP) is updated annually and the projects are programmed using federal and Public Transportation Funds (PTF). The program is updated as a coordinated effort between RPTA and METRO, working with the member agencies in the region. It reflects the principles and goals as stated in the Regional Transportation Plan (RTP) and plans for funding of regional routes, capital projects and bus replacements according to its stated guiding principles.~~

~~When developing a new TIP and an RTP, MAG/City of Phoenix will work with member agencies and collect information that goes into the Transit Service Inventory Report/Transit Asset Management Plan. This information will be made available at the beginning of the fiscal year when programming a new TIP and RTP.~~

~~When developing a new TIP and an RTP, RPTA will submit a project list from the TLCP to MAG.~~

~~MAG will take the information from the Transit Service Inventory Report/Transit Asset Management Plan, the project list from the TLCP. A draft listing of projects will be produced and reviewed with the MAG Transit Committee. Based on estimate funding levels of federal funds and the draft listings of projects, a calculation will be made to determine funding available for the Regional Competitive Evaluation Process, Section 700.~~

~~If funding is available for the Regional Competitive Evaluation Process (Section 700), that process will move forward.~~

~~Projects that are classified as TIP amendments that modify the work scope of a project, must be first approved by the modal technical committee (e.g. Street, Bicycle Pedestrian, ITS, Safety, Transit) from which the project was first programmed and then proceed through an approval process that includes the Transportation Review Committee, the Management Committee, the Transportation Policy Committee and the Regional Council. All other TIP amendments and Administrative Modifications will begin the approval process at the Transportation Review Committee and include the policy committees as listed above Project changes that are classified as clerical corrections do not require additional approval actions.~~

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~~600.100. TRANSIT PROGRAM OF PROJECTS~~

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700. JOB ACCESS REVERSE COMMUTE (JARC)

Under SAFTEA-LU, the MAG region was allocated $1.8 million in FY 2012 specifically for JARC eligible projects. With the passage of MAP-21, JARC dedicated funding was repealed. However, JARC projects are eligible under 5307 formula funds. Under the FAST-Act, provisions and eligibility for JARC remain unchanged.

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JARC eligibility includes private and public agencies, operations and capital projects under MAP-21 do not have to be derived from the Human Service Coordination Plan. FTA encourages MPO's and recipients to continue the coordinated planning process in identifying and developing projects for funding. The plan is updated annually and can be found on the MAG website.

~~For Fiscal Year 2013, the amount will be held constant to FY 2012 level. For TIP programming Years 2014 - 2018, the amount will be adjusted in accordance with 5307 apportionment increases or decreases.~~

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MAG will lead the JARC evaluation process coordinating with the MAG Transit Committee and MAG Human Services Division. Applications would be a coordinated effort between MAG Transit Committee and MAG Human Services Division with final approval from MAG Regional Council.

The MAG Region will, through the Transportation Programming Guidebook, determine a sub-allocation toward JARC eligible activities in the MAG Planning region. Funding will emphasis non-profit organizations and other activities that fulfill the "spirit" of the program. Funding amounts and the future of the program will be reviewed annually/biannually or during TIP development cycles

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In the event there are unutilized JARC funds, the balance will be distributed as Preventive Maintenance utilizing the existing methodology.

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MAG Regional Programming Guidelines for Federal Transit Formula Funds Updated June 22, 2016 Draft

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800. "PRIORITY 8" PROJECTS (PHOENIX-MESA UZA)

Any project request that is not part of Priorities 1 - 7 are addressed through Priority 8. Also included as part of Priority 8 are: a) any bus expansion vehicle, b) advancement of replacement vehicles, and/or c) change in vehicle types for replacement vehicles (i.e. 40' standard to 60'), d) cost increases of replacement vehicles due to special requests related to specs and/or technology that is not part of the standard fleet.

801. REGIONAL COMPETITIVE EVALUATION PROCESS

~~700.~~

~~701. PHOENIX-MESA-GLENDALE UZA~~

The Phoenix-Mesa-Glendale UZA will conduct a Regional Competitive Evaluation Process to program remaining Federal Transit Funds. The process will be initiated every two year, consistent with the Regional Transportation Improvement Programming (TIP) cycle or as necessary, per the recommendation of the Transit Committee. ~~**Please refer to Appendix B and Appendix C for detailed guidance on the evaluation criteria and application.**~~ The application will be made available on the MAG website.

The Transit Committee may request a Competitive Evaluation Process during the non-TIP Programming years, however, it is recommended that the process is not conducted more than once a year. In the event it is necessary to program a balance of funds subject to FTA obligation and/or utilization deadlines, the Committee may recommend:

1. Funding additional projects submitted during the evaluation process but not initially chosen;
2. Increasing funding of awarded projects;
3. Allocating additional resources to regional Preventive Maintenance;
4. Other options subject to MAG Regional Council Approval.

802. REGIONAL TRANSIT SURVEY

In lieu of a Competitive Process, the Transit Committee may elect to request that MAG conduct a Regional Survey to access the needs of the region and fund projects under Priority 8 and through a collaborative discussion at the Transit Committee. The process will be initiated every two year, consistent with the Regional Transportation Improvement Programming (TIP) cycle or as necessary, per the recommendation of the Transit Committee.

The process will focus funding implementation of on-going and existing regional planning efforts at Valley Metro and MAG.

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803. NON-TLCP BUS CAPITAL

~~702.~~ Bus expansion purchased will be programmed for replacement so long as the route remains in service. Any discontinuation or significant change in service will require the agency work through the TSPM/SRTP and competitive process. These buses remain outside the Transit Life Cycle Program.

~~703.~~900. AVONDALE-GOODYEAR UZA

The utilization of Avondale-Goodyear (AVN-GDY) UZA Federal Transit Funds will be discussed during working group meetings comprising members of the AVN-GDY UZA. The interested members will conduct a sub-regional discussion with general guidelines and adhering to Arizona Open Meeting Laws under A.R.S. § 38-431. Recommendations from the working group would be reviewed by the Transit Committee and forwarded to MAG Regional Council for approval. Additional guidelines may be evaluated and established as the UZA's Transit planning and network becomes more established.

1000. Programming OF TRANSIT FEDERALLY FUNDED NON-TLCP PROJECTS:

Applies to Non-TLCP projects.

a. Before federal funds may be programmed within the next two fiscal years of the TIP, the lead agency must develop a project work schedule that demonstrates a reasonable expectation of project implementation. The timeline should be consistent with the standard development timeline of federally funded projects of similar complexity.

b. Submit a commitment letter signed by the Lead Agency (City/County/Town/Community/RPTA) manager or designee and copies of the current draft of the agency's CIP that demonstrate local funding for the project.

1001. PROJECT DEFERRALS

a. **Type of action.** Project deferrals are TIP amendments.

b. **First time deferrals.** Agencies may defer a project one time without justification. The year to be deferred to will be determined in coordination with MAG staff and will be based on the availability of federal funding in the year to be programmed, the status of the project and the minimum time needed to complete the project. Typically this will not exceed two years.

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c. If the project has already submitted a commitment letter and project schedule, an updated commitment letter and project schedule will be required in order to defer a project.

d. **Approval actions for first time deferrals**. The Approval of a fist time deferral will begin at the Transportation Review Committee and will include the Management Committee, the Transportation Policy Committee and the Regional Council.

e. **Additional deferrals**. Additional deferrals require the successful completion of the approval process identified in appeals process.

1002. PROJECT APPEALS PROCESS

a. **Purpose.** The purpose of the appeals process is to provide project sponsors with the opportunity to halt the deletion of projects or in cases where the project has previously been deferred, to request a second deferral for the project.

b. **Appeals request**. To request an appeal, the project sponsor must send an e-mail or provide other written notice to MAG staff.

c. **Appeals Schedule.** Beginning at the modal technical committee from which the project originated and proceeding through the Transportation Review Committee, the Management Committee and the Regional Council, the project sponsor will provide a presentation and written documentation supporting their appeals request. The hearing committees will then engage in a question and answer session with the project sponsor and take action on whether to approve or disapprove the request. A written record on the question and answer session, as well as the action of the committee, will be provided to all subsequent committees hearing the appeal.

d. **Presentation Requirements**. The presentation will be provided by the member agency staff and will accomplish the following:

i. Identification and explanation of specific problems or issues beyond the control of the agency other than financial issues that have caused the delay (e.g. the actions of outside actors), failure to achieve a required milestone or need to defer the project.

ii. Demonstration of financial commitment (e.g. staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.

iii. A revised schedule and plan that addresses the specific issues identified.

iv. If a project has been previously deferred, demonstration that the previous cause of delay has been addressed and/or explanation of why the revised approach will address the problem causing the delay.

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e. **"Beyond the control of the agency".** For the purpose of the hearing the phrase "beyond the control of the agency" refers to actions for which a project sponsor does not have decision making authority – e.g. the actions of third parties such as utility companies, railroads, property owners, the courts, other governmental agencies; and reviewing agencies who may fail to provide timely reviews and approvals. Actions also not under the control of a sponsor also include issues that could not have been reasonably anticipated when the project was initiated such as the discovery archaeological artifacts, hazardous materials, or impacts to endangered or threatened species in areas where none of these issues had been encountered or known to exist previously.

Actions within the control of a sponsoring agency may not be used to justify an appeal. These include the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency's boundaries such as developer or other agency projects.

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~~704.701. Job Access Reverse Commute (JARC)~~

~~Under SAFTEA-LU, the MAG region was allocated $1.8 million in FY 2012 specifically for JARC eligible projects. With the passage of MAP-21, JARC dedicated funding was repealed. However, JARC projects are eligible under 5307 formula funds.~~

~~JARC eligibility includes private and public agencies, operations and capital projects under MAP-21 do not have to be derived from the Human Service Coordination Plan. FTA encourages MPO's and recipients to continue the coordinated planning process in identifying and developing projects for funding. The plan is updated annually and can be found on the MAG website.~~

~~1. For Fiscal Year 2013, the amount will be held constant to FY 2012 level. For TIP programming Years 2014 – 2018, the amount will be adjusted in accordance with 5307 apportionment increases or decreases.~~

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~~MAG will lead the JARC evaluation process coordinating with the MAG Transit Committee and MAG Human Services Division. Applications would be a coordinated effort between MAG Transit Committee and MAG Human Services Division with final approval from MAG Regional Council.~~

~~In the event there are unutilized JARC funds, the balance will be distributed as Preventive Maintenance utilizing the existing methodology.~~

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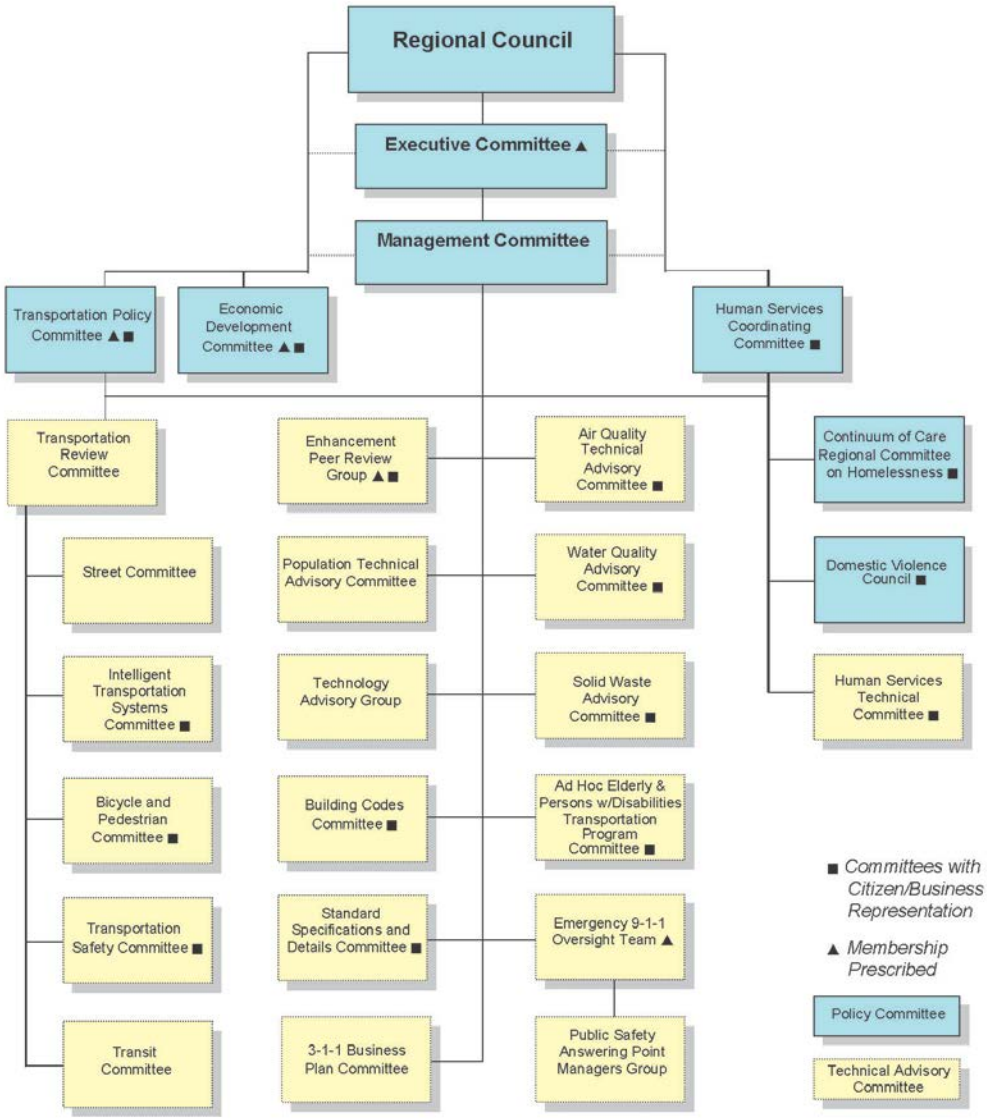
Appendix A: MAG COMMITTEE STRUCTURE CHART



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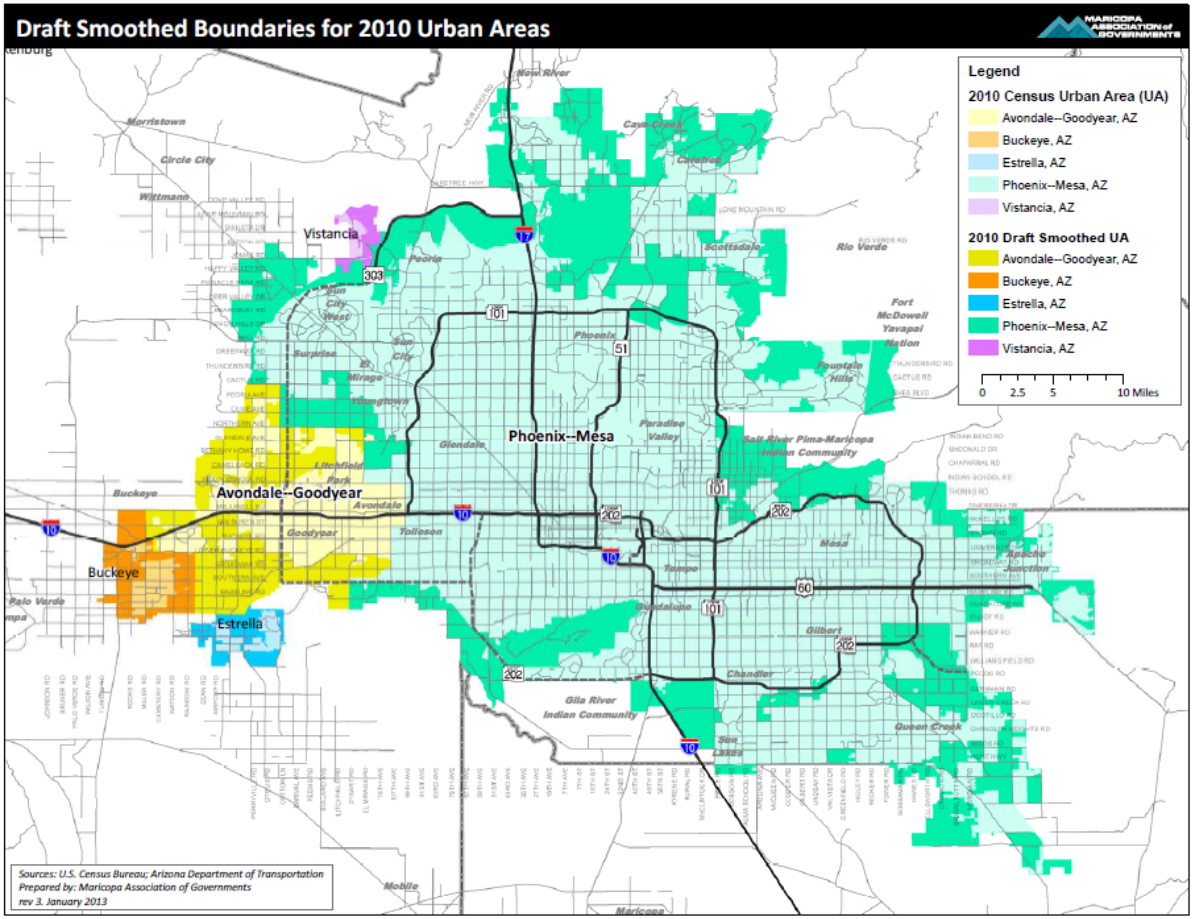
Appendix B: MAG Draft Smoothed Urbanized Area



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Appendix C: TRANSIT PROGRAMMING CYCLE

Transit Programming Process	
Typical Schedule	
2012	
June	Send Transit Service Inventory/Transit Asset Management Plan workbook to agencies and transit operators.
August	DUE DATE for Transit Service Inventory Workbook/Transit Asset Management Plan submittal
September	MAG Transit Committee
October	Transit Service Inventory Report Available
	TLCP project listing and funding are submitted to MAG.
November	MAG conducts analysis of TLCP funding requirements, baseline Preventive Maintenance funding and available funds for regionally competitive projects.
December	MAG Committees as need
2013	
January	MAG Committees as need
February	MAG Transit Committee – Regional competitive process initiated
March	Potential projects qualifying information and applications due
	MAG Transit Committee reviews initial submittals
	Applications sent to ~~ad-hoc~~ evaluation committee
April	~~Ad –hoc evaluation~~ Cc~~c~~ommittee provides initial ranking to MAG
	~~Ad –hoc evaluation~~ Cc~~c~~ommittee meets to evaluation project during interview process
May	Transit Committee to review and recommend projects
	MAG TRC, TPC, Management, RC for approval
June	MAG Committees as need, public input
July	MAG Committees as need, public input
August	MAG TIP and RTP Approved

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Appendix D: APPLICANT RESOURCES

Census 2010 – For data related to Census 2010: http://2010.census.gov/2010census/#

Human Services Coordination Plan – Federal legislation requires applicants who receive federal funding to comply with a locally derived plan. A prioritized list of strategies is developed to improve efficiencies in service delivery. It is the goal of every plan to coordinate and collaborate on resources to help the most vulnerable in our region move throughout the community. The plan may be found here: http://www.azmag.gov/Documents/EaPWD_2012-05-01_Final-FY2013-Human-Services-Coordination-Transportation-Plan.pdf

Job Access Reverse Commute (JARC) – The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. JARC circular may be found here: http://www.fta.dot.gov/13093_7172.html

MAG- 21 – Updates to MAP-21 as provided by the Federal Administration can be found here: http://www.fta.dot.gov/map21/

MAG Population Data – Data for project application must be from documented sources. Population data not available from Census 2010 may be requested from MAG Information services. Assistance may be provided to applicants without GIS capabilities. http://azmag.gov/Information_Services/default.asp

MAG Transit Committee – For upcoming agenda items and additional resources, view the MAG transit committee web site: http://www.azmag.gov/Committees/Committee.asp?CMSID=1162

MAG Transportation Improvement Program – http://www.azmag.gov/Projects/Project.asp?CMSID2=1140&MID=Transportation

MAG Urbanized Areas – To view the draft maps of the smoothed Urbanized Areas: http://www.azmag.gov/Documents/TIP_2012-12-04_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf

Transit Operators Eligible for Operating Assistance – Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999. The list may be found here: http://www.fta.dot.gov/documents/Table_3-A_Revised_12-7-12.xlsx

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Appendix E: GLOSSARY OF TERMS

A.R.S. § 38-431 – Arizona Revised Statute pertaining to Public Meetings and Proceedings.

Applicant/Designated Recipient (for this application only) – The organization or entity submitting a grant application to the FTA on behalf of the subrecipient. The City of Phoenix is the "Applicant" to the FTA and the designated recipient of the awarded funds.

Asset Management – A system that includes functionality for:

1. Storing a complete asset inventory;

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Recording condition and performance data for the inventory;

Identifying deficiencies in existing assets;

Providing decision support capability for predicting future conditions and needs;

Tracking data on work accomplishments, including maintenance actions and capital projects; and

Supporting monitoring and reporting.

Competitive Selection Process – A process to choose which projects will be funded. The process is conducted by the Maricopa Association of Governments, in coordination with member agencies in the Transit Committee and working with City of the Phoenix, the designate grant recipient.

Designated Recipient – Any local or state agency applying for and receiving grant funds directly from and authorized by FTA. City of Phoenix is the designated recipient for Section 5307, 5337, 5339, 5309, STP-AZ and CMAQ funds.

FAST Act - On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first ederal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

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Federal Share – amount of funds being requested as part of the grant application.

FTA – Federal Transit Administration, the implementing agency of the US Department of Transportation for all federal transit programs.

Local Share – the amount of funds the sponsoring local agencies will invest in the project.

MPO – Metropolitan Planning Organization – a regional planning agency representing a predominately urban area, encompassing all or part of a county. MAG is the regional MPO.

MAP-21 - Moving Ahead for Progress in the 21st Century Act (MAP-21). On July 6, 2012 President Obama signed into law a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). The new law authorizes $10.6 billion in FY 2013 and $10.7 billion in FY 2014 for public

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transportation. MAP-21 will take effect on October 1, 2012. Until then, FTA will continue to manage agency programs under existing law (SAFETEA-LU), which expires on September 30, 2012.

Subrecipient (For this application) – Any recipient of grants or grant funding from the designated recipient which originated with a federal agency (e.g., FTA). Generally, a subrecipient is the applicant selected by the designated recipient to receive funding for their project.

State of Good Repair – Projects that emphasizes one or more of the following concepts:

1. Maintaining rolling stock and infrastructure as needed;

Performing maintenance, repair, rehabilitation and renewal; and/or

Reducing or eliminating an agency's backlog of unmet capital needs.

Transit Accessibility – Projects that aim to improve accessibility to transit for bicyclists, pedestrians and other non-motorized users. Examples may include bus stop improvements, sidewalk, safety, lighting, shading, and information.

Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999.

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ATTACHMENT #5

Agenda Item #5E

Agenda Item #5E

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

DATE:
May 18, 2016

SUBJECT:
Arterial Life Cycle Program Status Report - December 2015 through April 2016

SUMMARY:
The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015. The ALCP Policies and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. The ALCP Status Report traditionally has been published on a semiannual basis.

The December 2015 through April 2016 Status Report is the second for FY 2016. The report provides information on the 46 projects scheduled for work and/or reimbursement this fiscal year. Of these 46 projects, 18 are in the design phase, nine are in the right-of-way-acquisition phase, 17 are in the construction phase, and two are scheduled for reimbursement only. It is anticipated that 17 of these projects are or will be completed and open to traffic by July 1, 2016.

Scheduled ALCP project reimbursements in FY 2016 total $71.7 million. Federal funds comprise $23.3 million of the total programmed reimbursements while the remaining balance of $48.4 million is programmed with a portion of the half-cent sales tax, known as the Regional Area Road Fund (RARF), allocated to arterial roads. Through April 2016, actual RARF revenue collections in FY 2016 have totaled $34.3 million, which is two percent lower than what had been projected in the November 2015 Arizona Department of Transportation revenue forecast.

A list of ALCP Project Requirements received to date can be found on pages 4 and 5 of the attached ALCP Status Report. The report also provides additional detail on the status of projects, revenues, and other relevant program information.

PUBLIC INPUT:
None has been received.

PROS & CONS:
PROS: The ALCP Status Report represents a valuable tool to monitor the ALCP and the arterial component of the MAG Regional Transportation Plan.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The information in the ALCP Status Report provides an update on all project requirements and financial information.

POLICY: The ALCP Status Report is required by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015.

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
On May 10, 2016 the Arterial Life Cycle Program Status Report - April 2015 through November 2015 was presented to the Street Committee for information and discussion.

MEMBERS ATTENDING

Chris Hauser, El Mirage,, Chair
Susan Anderson for Eric Boyles, ADOT
Emile Schmid, Apache Junction
David Janover, Avondale
* Jose Heredia, Buckeye
Kevin Lair, Chandler
Aryan Lirange, FHWA
Jess Knudson for Wayne Costa, Florence
Tim Oliver, Gila River Indian Community
Ken Morgan, Gilbert
Patrick Sage, Glendale
* Hugh Bigalk, Goodyear
* Bill Fay, City of Maricopa
# Maria Angelica Deeb, Mesa
Robert Woodring, Maricopa County
Mike Gillespie, Litchfield Park
* James Shano, Paradise Valley
Kini Knudson, Vice Chair, Phoenix
Angeline To for Scott Bender, Pinal County
Ben Wilson, Peoria
* Janet Martin, Queen Creek
# Jennifer Jack, Salt River Pima-Maricopa Indian Community
Andrew Merkley for Phil Kercher, Scottsdale
Dana Owsiany, Surprise
German Piedrahita, Tempe
Jamie McCracken, Tolleson
Grant Anderson, Youngtown

* Members neither present nor represented by Proxy
# Members attending by phone
@Ex-officio member, non voting member

CONTACT PERSON:
John Bullen, Transportation Planner III, (602) 254-6300.

Arterial Life Cycle Program

Status Report

December 2015 - April 2016

MARICOPA ASSOCIATION of GOVERNMENTS

CONTENTS

Page 1: ALCP Revenue and Finance

Page 2: ALCP Project Highlight: Black Mountain Boulevard

Page 3: FY2016 Arterial Life Cycle Program

Page 3: ALCP Project Status

Pages 4-10: ALCP Project Status Tables

REGIONAL TRANSPORTATION PLAN

ON THE MOVE

PARTNERS IN PROGRESS

ALCP Revenue and Finance

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The portion of the tax extension allocated to arterial streets is managed through the Arterial Life Cycle Program (ALCP). Table 1 provides a breakdown of Proposition 400 revenues collected in fiscal year (FY) 2016 by mode.

TABLE 1. FY 2016 PROPOSITION 400 COLLECTIONS (July 2015 - April 2016)

	Freeways	Arterial Streets	Transit	TOTAL
July	$17,850,999	$3,335,151	$10,577,193	$31,763,343
August	$17,877,560	$3,340,114	$10,592,932	$31,810,605
September	$17,670,151	$3,301,363	$10,470,036	$31,441,550
October	$16,598,611	$3,101,164	$9,835,120	$29,534,895
November	$18,045,128	$3,371,421	$10,692,220	$32,108,769
December	$18,068,513	$3,375,790	$10,706,076	$32,150,380
January	$21,009,351	$3,925,235	$12,448,601	$37,383,187
February	$17,705,289	$3,307,928	$10,490,856	$31,504,073
March	$18,652,434	$3,484,885	$11,052,065	$33,189,384
April	$20,239,409	$3,781,384	$11,992,390	$36,013,183
TOTAL	$183,717,446	$34,324,434	$108,857,490	$326,899,370

**Amount excludes debt service from Prop 300*

In addition to the half-cent sales tax, the Regional Transportation Plan (RTP) allocates federal Surface Transportation Program – MAG Funds (STP-MAG) and federal Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ) to fund projects in the ALCP.

Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis. As of April 2016, actual RARF revenue collections were 2.0% lower than the September 2015 Arizona Department of Transportation (ADOT) RARF revenue forecast. Table 2 provides a summary of estimated versus actual arterial RARF revenue collections over that period.

Fiscal Year 2016 started on July 1, 2015. Through April, $33.1 million of additional RARF revenues have been deposited into the arterial account. To date, approximately $361.1 million Regional Area Road Funds have been collected for arterial improvements in the region, $5.7 million has been earned through income from investments, and more than $338.3 million of project expenses have been reimbursed. As of the end of April 2016, the RARF project account balance was $32.1 million.

The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the ADOT RARF revenue forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, $13.1 million in RARF revenues have been deposited into the RARF Studies account.

TABLE 2. TOTAL ARTERIAL RARF COLLECTIONS Estimate v. Actual FY 2016 (July 2015 - April 2016)

	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	$3,558,345	$3,335,151	-6.3%
August	$3,341,310	$3,340,114	0.0%
September	$3,422,160	$3,301,363	-3.5%
October	$3,453,450	$3,101,164	-10.2%
November	$3,387,090	$3,371,421	-0.5%
December	$3,434,970	$3,375,790	-1.7%
January	$4,117,365	$3,925,235	-4.7%
February	$3,311,700	$3,307,928	-0.1%
March	$3,403,470	$3,484,885	2.4%
April	$3,775,590	$3,781,384	0.2%
TOTAL	$41,966,190	$41,130,505	-2.0%

**Amount excludes debt service from Prop 300*

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at: http://www.azmag.gov/ALCP

ALCP PROJECT HIGHLIGHT:

BLACK MOUNTAIN BOULEVARD

The Black Mountain Boulevard ramps opened to traffic on March 20, 2016. The ramps are part of the larger Arterial Life Cycle Program Project, which provided access on Black Mountain Boulevard from State Route 51 to Pinnacle Peak Road. Not only does the Black Mountain Boulevard project improve access from the north, but also helps to alleviate congestion along Loop 101.

For additional information about the Black Mountain Boulevard arterial capacity improvement, please contact the City of Phoenix Street Transportation Department at at (602) 262-6284.

MARICOPA ASSOCIATION of GOVERNMENTS
Transportation Division
ON THE MOVE
PARTNERS IN PROGRESS

FY 2016 ARTERIAL LIFE CYCLE PROGRAM

On March 23, 2016 the MAG Regional Council approved an update to the FY2016 Arterial Life Cycle Program, the MAG FY 2014-2018 Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan (RTP). An electronic copy of the updated FY 2016 ALCP may be downloaded from the MAG website at:
http://www.azmag.gov/ALCP

ALCP PROJECT STATUS

Detailed information about projects underway is provided in Tables 3 and 4. Table 3 lists whether projects are programmed for work and/or reimbursement in FY 2016, the amount programmed for reimbursement in FY 2016, and ALCP project requirements submitted to-date. Table 4 details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2016.

This is the 23rd Status Report for the Arterial Life Cycle. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at:
http://www.azmag.gov/ALCP.

TABLE 3. FY 2016 ARTERIAL LIFE CYCLE PROGRAM

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY16

RTP Project	Programmed in the FY16 ALCP	Programmed Reimb. in FY16	Reimb. in FY 2016	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY16
CHANDLER						
Chandler Blvd at Alma School Rd: Intersection Improvements	Work and Reimbursement	$ 545,676.28	$ 1,282.95	Completed 3/2008	Completed 7/2008	PRR
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Work and Reimbursement	Funds obligated in FFY2013	845,645.38	Completed 5/2012	Completed 1/2014	PRR
Chandler Heights Rd: Arizona Ave to McQueen Rd	Work and Reimbursement	1,287,825.00	-	Completed 9/2014	Completed 12/2014	PRR
McQueen Rd: Ocotillo Rd to Riggs Rd	Work and Reimbursement	493,306.91	112,858.83	Completed 4/2013	Completed 8/2013	PRR
Ocotillo Rd: Arizona Ave to McQueen Rd	Work and Reimbursement	4,126,379.14	-	Completed 4/2013	Completed 1/2014	PRR
Old Price Rd at Queen Creek Rd: Intersection Improvements	Work and Reimbursement	2,855,227.29	2,855,227.29	Completed 9/2014	Completed 12/2014	None
McQueen Rd: Ocotillo Rd to Chandler Heights	Work and Reimbursement	Funds obligated in FFY2013	3,895,652.00	Completed 4/2013	Completed 4/2014	None
McQueen Rd: Chandler Heights to Riggs Rd	Work and Reimbursement	Funds obligated in FFY2015	-	Completed 4/2013	Completed 4/2014	PRR
Ray Rd at Dobson Rd: Intersection Improvements Phase I	Work and Reimbursement	251,006.80	19,094.94	Completed 9/2014	Completed 12/2014	PRR
Cooper Rd: South of Queen Creek Rd to Chandler Heights	Work and Reimbursement	588,401.00	-	Completed 2/2015	Completed 3/2015	PRR
Cooper Rd: South of Queen Creek Rd to Riggs Rd	Work and Reimbursement	Funds obligated in FFY2015	-	Completed 2/2015	---	PA/PRR
CHANDLER & GILBERT						
Queen Creek Rd: McQueen Rd to Gilbert Rd	Work and Reimbursement	$ 1,500,000.00	$ 613,055.080	Completed 4/2014	Completed 7/2014	PRR
EL MIRAGE						
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	Work and Reimbursement	$ 64,821.66	$ 64,821.66	Completed 9/2013	Completed 11/2013	None
Thunderbird Rd: 127th Ave to Grand Avenue	Work and Reimbursement	1,176,506.31	1,170,854.41	Completed 9/2013	Completed 11/2013	None
El Mirage Rd: Peoria Ave to Cactus Rd	Work and Reimbursement	6,110,892.62	1,383,131.50	Completed 10/2013	Completed 1/2014	PRR
El Mirage Rd: Cactus to Grand Avenue	Work and Reimbursement	625,000.00	-	Completed 9/2013	Completed 11/2013	None
FOUNTAIN HILLS						
Shea Blvd: Technology Dr to Cereus Wash	Work and Reimbursement	$ 450,239.00	$ 277,567.77	Completed 8/2008	Completed 10/2008	PRR
GILBERT						
Elliot Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	$ 802,258.84	$ -	Completed 8/2014	Completed 5/2015	None
Germann Rd: Val Vista Dr to Higley Rd	Work and Reimbursement	2,766,251.03	1,966,251.03	Completed 4/2013	Completed 5/2013	None
Guadalupe Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	3,456,549.89	-	Completed 5/2012	Completed 10/2010	None
Guadalupe Rd at Gilbert Rd: Intersection Improvements	Reimbursement Only	2,736,823.23	2,736,823.23	Completed 5/2012	Completed 10/2010	None
MARICOPA COUNTY						
El Mirage Rd: Northern Ave to Peoria Ave	Work and Reimbursement	$ 2,283,429.19	$ 528,622.64	Completed 11/2012	Completed 1/2013	PRR
Gilbert Rd: Bridge over Salt River	Work and Reimbursement	Funds obligated in FFY2015	-	Completed 3/2016	---	PA/PRR
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	Work and Reimbursement	Funds obligated in FFY2013	213,576.44	---	Completed 12/2013	PRR

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY16

RTP Project	Programmed in the FY16 ALCP	Programmed Reimb. in FY16	Reimb. in FY 2016	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY16
MARICOPA COUNTY (Cont.)						
Northern Parkway (Phase I): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 10/11/12	-	Completed 4/2010	Completed 3/2011	PRR
Northern Parkway (Phase II): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 2011	-	Completed 11/2012	Completed 1/2013	PRR
Northern Parkway: Dysart to 111th Ave	Work and Reimbursement	$ 4,500,000.00	2,196,247.81	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway: Reems and Litchfield Overpasses	Work and Reimbursement	Funds Obligated in FFY 12/13	-	Completed 6/2012	Completed 11/2012	PRR
MESA						
Mesa Dr: US 60 to Southern Ave	Reimbursement Only	$ 900,000.00	$ 792,417.73	Completed 3/2007	Completed 1/2008	PRR
Mesa Dr: 8th Avenue to Main Street	Work and Reimbursement	2,376,097.48	55,546.64	Completed 6/2014	Completed 8/2014	PRR
Ray Road: Signal Butte to Meridian	Work Only	-	-	Completed 6/2015	Completed 8/2015	None
Signal Butte Road: Elliot Rd to Ray Rd	Work Only	-	-	Completed 8/2014	Completed 11/2014	None
Southern Avenue Area DCR	Work and Reimbursement	105,000.00	105,000.00	Completed 10/2015	Completed 11/2015	None
Val Vista Dr: Baseline Rd to Southern Ave	Work and Reimbursement	295,000.00	-	---	---	None
PEORIA						
Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Reimbursement Only	$ 2,250,000.00	$ 2,250,000.00	Completed 5/2006	Completed 10/2011	None
PHOENIX						
Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street	Work and Reimbursement	Funds Obligated in FFY 12-15	$ 6,593,445.72	Completed 1/2012	Completed 5/2012	PRR
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Pinnacle Peak Rd	Work and Reimbursement	Funds Obligated in FFY 11-15	14,406,076.24	Completed 10/2007	Completed 6/2012	PRR
SCOTTSDALE/CAREFREE						
Happy Valley Rd: Pima Rd to Alma School Rd	Work and Reimbursement	$ 945,000.00	$ -	---	---	PO/PA/PRR
Pima Rd: Pinnacle Peak to Happy Valley Rd	Work and Reimbursement	$ 1,345,498.56	$ -	Completed 04/2016	---	PA/PRR
SCOTTSDALE						
Miller Rd/SR-101L Underpass	Work and Reimbursement	$ 700,000.00	$ -	---	---	PO/PA/PRR
Pima Rd: Via Linda to Via De Ventura	Work and Reimbursement	1,330,066.08	56,204.16	Completed 9/2014	Completed 12/2014	PRR
Pima Rd: Krail St to Chaparral Rd	Work and Reimbursement	500,000.00	-	Completed 9/2014	---	PA/PRR
Redfield Rd: Raintree Dr to Hayden Rd	Work and Reimbursement	150,000.00	-	Completed 8/2014	Completed 12/2014	PRR
Raintree Drive: Scottsdale Rd to Hayden Rd	Work and Reimbursement	6,353,954.47	369,315.98	Completed 8/2014	Completed 12/2014	PRR
Southbound Loop 101 Frontage Road Connections	Work and Reimbursement	1,543,952.18	48,465.28	Completed 9/2014	Completed 12/2014	PRR

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016

Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
	FY 2016	Reimb through FY15 (YOE$)	FY 2016 Est. Reimb. (2015$)	Est. Reimb FY17-FY26 (2015$)	Total Reimb FY06-FY26 (2015$, YOE$)	Unfunded Due to Deficit (2015$)	Expend through FY15 (YOE$)	Estimated Future Expend FY16-FY26 (2015$)	Total Expend FY06-FY26 (2015$,YOE$)			
CHANDLER												
Chandler Blvd at Alma School Rd: Intersection Improvements	W/R	0.708	0.546	2.094	3.347	0.942	1.011	0.780	9.020	2017	0.25	
Chandler Heights Rd: Arizona Ave to McQueen Rd	W/R	1.037	0.251	6.037	7.325	0.000	1.482	9.774	11.256	2019	1.00	
McQueen Rd: Ocotillo Rd to Riggs Rd	W/R	1.503	0.493	0.000	1.996	0.000	2.147	0.705	2.852	2016	2.00	Design & ROW only
Ocotillo Rd: Arizona Ave to McQueen Rd	W/R	1.168	4.126	0.000	5.294	1.408	1.669	8.787	10.455	2016	1.00	
Old Price Rd at Queen Creek Rd: Intersection Improvements	W/R	0.167	2.855	1.219	4.241	0.000	0.239	4.185	4.424	2016	0.80	
Ray Rd at Dobson Rd: Intersection Improvements Phase I	W/R	0.015	0.251	0.000	0.266	0.000	0.021	0.359	0.380	2016	0.30	
Cooper Rd: South of Queen Creek Rd to Chandler Heights	W/R	0.000	0.588	4.202	4.790	0.000	0.000	5.656	5.656	2018	1.60	ROW & Const. only
EL MIRAGE												
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	W/R	1.047	0.741	0.000	1.788	0.000	1.047	1.557	2.604	2016	2.00	Design only
Thunderbird Rd: 127th Ave to Grand Avenue	W/R	1.528	0.500	1.965	3.993	0.000	2.183	9.556	11.739	2017	0.50	ROW & Const. only
El Mirage Rd: Peoria Ave to Cactus Rd	W/R	0.325	6.111	0.000	6.436	0.000	0.464	5.809	6.274	2017	1.00	ROW & Const. only
El Mirage Rd: Cactus to Grand Avenue	W/R	0.000	0.625	12.928	13.553	0.000	0.000	19.361	19.361	2017	1.50	ROW & Const. only
FOUNTAIN HILLS												
Shea Blvd: Technology Dr to Cereus Wash	W/R	2.675	0.450	0.000	3.125	0.000	3.821	0.595	4.417	2015	0.80	
GILBERT												
Elliot Rd at Cooper Rd: Intersection Improvements	W/R	0.000	1.052	3.088	4.140	0.000	0.000	7.615	7.615	2018	0.50	

Reimb. Reimbursement(s) YOE Year of Expenditure $ Dollars * Measured in centerline miles

FY Fiscal Year Expend Expended/Expenditures Est Estimated

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
	FY 2016	Reimb through FY15 (YOE$)	FY 2016 Est. Reimb. (2015$)	Est. Reimb FY17-FY26 (2015$)	Total Reimb FY06-FY26 (2015$, YOE$)	Unfunded Due to Deficit (2015$)	Expend through FY15 (YOE$)	Estimated Future Expend FY16-FY26 (2015$)	Total Expend FY06-FY26 (2015$,YOE$)			
GILBERT (Cont)												
Germann Rd: Val Vista Dr to Higley Rd	W/R	2.651	5.253	9.911	17.815	0.000	3.787	8.180	11.967	2016	2.00	
Guadalupe Rd at Cooper Rd: Intersection Improvements	W/R	1.731	3.457	0.000	5.188	0.000	2.473	8.971	11.444	2016	0.50	
MARICOPA COUNTY												
El Mirage Rd: Northern Ave to Peoria Ave	W/R	0.255	2.283	7.789	10.327	0.000	0.364	12.099	12.463	2017	2.00	
MESA												
Mesa Dr: US 60 to Southern Ave	R	15.126	0.900	0.000	16.026	0.000	23.635	0.000	23.635	2015	1.00	
Mesa Dr: 8th Avenue to Main Street	W/R	0.187	2.376	9.209	11.772	0.000	0.267	14.588	14.856	2017	1.00	
Ray Road: Signal Butte to Meridian	W	0.000	0.000	14.428	14.428	0.000	2.000	0.000	2.000	2015	1.00	
Signal Butte Road: Elliot Rd to Ray Rd	W	0.000	0.000	9.436	9.436	0.000	13.480	0.000	13.480	2015	2.00	
Southern Avenue Area DCR	W/R	0.000	1.050	0.000	1.050	0.000	0.000	1.500	1.500	2016	0.00	Design only
Val Vista Dr: Baseline Rd to Southern Ave	W/R	0.000	0.295	8.025	8.320	0.000	0.000	12.369	12.369	2018	1.00	
PEORIA												
Lake Pleasant Pkwy: West Wing Parkway to Loop 303	R	2.645	2.250	12.546	17.441	11.114	16.835	0.000	16.835	2015	2.50	
SCOTTSDALE/CAREFREE												
Happy Valley Rd: Pima Rd to Alma School Rd	W/R	0.000	0.945	6.002	6.947	0.000	0.000	11.350	11.350	2017	2.20	
Pima Rd: Pinnacle Peak to Happy Valley Rd	W/R	0.000	1.345	14.645	15.990	0.000	0.000	22.844	22.844	2018	2.50	

Reimb. Reimbursement(s) YOE Year of Expenditure $ Dollars * Measured in centerline miles
FY Fiscal Year Expend Expended/Expenditures Est Estimated

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016
Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
	FY 2016	Reimb through FY15 (YOE$)	FY 2016 Est. Reimb. (2015$)	Est. Reimb FY17-FY26 (2015$)	Total Reimb FY06-FY26 (2015$, YOE$)	Unfunded Due to Deficit (2015$)	Expend through FY15 (YOE$)	Estimated Future Expend FY16-FY26 (2015$)	Total Expend FY06-FY26 (2015$,YOE$)			
SCOTTSDALE												
Miller Rd/SR-101L Underpass	W/R	0.000	0.700	13.305	14.005	0.000	0.000	21.006	21.006	2022	1.30	
Pima Rd: Via Linda to Via De Ventura	W/R	0.009	1.330	0.000	1.339	0.000	0.012	2.342	2.354	2016	1.30	
Pima Rd: Krail St to Chaparral Rd	W/R	0.000	0.500	8.963	9.463	0.000	0.000	20.313	20.313	2019	1.80	
Redfield Rd: Raintree Dr to Hayden Rd	W/R	0.000	0.150	1.350	1.500	0.000	0.000	2.215	2.215	2017	1.00	
Raintree Drive: Scottsdale Rd to Hayden Rd	W/R	0.146	6.354	9.474	15.974	0.000	0.209	22.656	22.865	2017	1.00	
Southbound Loop 101 Frontage Road Connections	W/R	0.012	1.544	1.496	3.052	0.000	0.018	6.940	6.957	2017	0.75	

Reimb. Reimbursement(s) YOE Year of Expenditure $ Dollars * Measured in centerline miles
FY Fiscal Year Expend Expended/Expenditures Est Estimated

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM

STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016

Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	OBLIGATIONS (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
	FY 2016	Obligated through FFY15	Est. Obligations FFY16	Est. Obligations FFY17-FFY26	Total Federal Funding FFY2006 - FFY2026	Unfunded Due to Deficit (2015$)	Expend through FY15 (YOE$)	Estimated Future Expend FY16-FY26 (2015$)	Total Expend FY06-FY26 (2015$,YOE$)			
CHANDLER												
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	W/R	2.048	0.000	0.000	2.048	1.770	3.845	6.349	10.194	2016	1.00	Const. only
McQueen Rd: Ocotillo Rd to Chandler Heights	W/R	3.896	0.000	0.000	3.896	0.000	0.984	3.147	4.131	2016	1.00	Const. only
McQueen Rd: Chandler Heights to Riggs Rd	W/R	3.049	0.000	0.000	3.049	0.000	0.000	4.760	4.760	2017	1.00	Const. only
Cooper Rd: South of Queen Creek Rd to Chandler Heights	W/R	1.037	0.000	0.000	1.037	0.000	0.000	1.100	1.100	2019	2.60	Design only
CHANDLER & GILBERT												
Queen Creek Rd: McQueen Rd to Gilbert Rd	W/R	1.515	1.500	4.433	7.448	5.112	0.299	17.625	17.925	2019	2.00	
MARICOPA COUNTY												
Gilbert Rd: Bridge over Salt River	W/R	1.400	0.000	12.605	14.005	0.000	0.000	33.000	33.000	2021	1.60	
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	W/R	0.581	22.305	14.567	37.453	0.000	0.111	14.828	14.939	2023	2.00	
Northern Parkway (Phase I): Sarival to Dysart	W/R	60.713	0.000	0.000	60.713	0.000	88.637	0.536	89.173	2014	4.10	
Northern Parkway (Phase II): Sarival to Dysart	W/R	2.400	0.000	0.000	2.400	0.000	4.618	0.000	4.618	2014	4.10	
Northern Parkway (Phase II): Dysart to 111th	W/R	8.918	14.503	12.409	35.830	0.000	13.954	37.099	51.053	2016	2.50	
Northern Parkway (Phase II): Reems and Litchfield Overpasses	W/R	7.214	0.000	0.000	7.214	0.000	12.961	0.000	12.961	2015	0.20	
Northern Parkway (Phase II): Northern Ave at Loop 101	W/R	0.000	1.101	7.348	8.449	0.000	0.000	13.307	13.307	2018	0.50	
Northern Parkway (Phase II): Dysart Overpass	W/R	0.000	0.200	23.157	23.357	0.000	0.000	33.872	33.872	2018	0.10	

Reimb. Reimbursement(s) YOE Year of Expenditure $ Dollars * Measured in centerline miles

FY Fiscal Year Expend Expended/Expenditures Est Estimated

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM

STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2016

Consistent with the Fiscal Year 2016 ALCP approved on March 23, 2016

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	OBLIGATIONS (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
	FY 2016	Obligated through FFY15	Est. Obligations FFY16	Est. Obligations FFY17-FFY26	Total Federal Funding FFY2006 - FFY2026	Unfunded Due to Deficit (2015$)	Expend through FY15 (YOE$)	Estimated Future Expend FY16-FY26 (2015$)	Total Expend FY06-FY26 (2015$,YOE$)			
PHOENIX												
Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street	W/R	44.693	0.000	0.000	44.693	0.000	25.820	56.899	82.720	2016	5.00	
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Pinnacle Peak Rd	W/R	22.530	0.000	0.000	22.530	0.000	9.234	23.271	32.505	2016	2.00	

Reimb. Reimbursement(s) YOE Year of Expenditure $ Dollars * Measured in centerline miles

FY Fiscal Year Expend Expended/Expenditures Est Estimated

ATTACHMENT #6

Agenda Item #6

Agenda Item #6

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
May 18, 2016

SUBJECT:
Draft Fiscal Year 2017 Arterial Life Cycle Program

SUMMARY:
A.R.S. 28-6352 (B) requires MAG to develop a budgeting process that ensures the costs for the arterial program do not exceed available revenues from the regional sales tax extension and MAG federal funds. The Arterial Life Cycle Program (ALCP) provides a listing of 81 of the original 94 Regional Transportation Plan (RTP) arterial projects and maintains the fiscal constraint of the life cycle program over the remainder of the 20-year sales tax. The projects follow the priorities established in the RTP. In some cases, projects are advanced, deleted, deferred, exchanged, or substituted per the ALCP Policies and Procedures (Policies). Every year, the program is updated based on new revenue forecasts and changes to project schedules.

In early January, MAG distributed ALCP project workbooks to each lead agency to update and/or verify their project schedules and costs. The information that was returned by each lead agency was used to generate TIP listings included as part of the draft Fiscal Year 2017 - 2021 Transportation Improvement Program (TIP). The TIP listings also include proposed changes to five projects programmed in the ALCP. In accordance with the Policies, specific proposed changes must be recommended by the MAG Street Committee before the changes may be included in the draft ALCP. The MAG Street Committee heard proposed project changes to the draft FY 2017 ALCP on January 12, 2016 and February 9, 2016. These changes included:

- Replace the Val Vista Drive: Southern Avenue to University Drive project with Baseline Road: 24th Street to Consolidated Canal (January 12, 2016 Street Committee)
- Expansion in scope of the Southern Avenue at Higley Road intersection improvement project to a corridor improvement project on Southern Avenue from Greenfield Road to Higley Road (February 9, 2016 Street Committee)
- Expansion in scope of the Southern Avenue at Lindsay Road intersection improvement project to a corridor improvement project on Southern Avenue from Gilbert Road to Val Vista Drive (February 9, 2016 Street Committee)
- Expansion in scope of the University Drive: Higley Road to Haws Road project to University Drive: Higley Road to 88th Street (February 9, 2016 Street Committee)
- Expansion in scope of the Val Vista Drive: Baseline Road to Southern Avenue project to Val Vista Drive: Baseline Road to Pueblo Avenue

The above projects also underwent an analysis using the ALCP Project Change Tool. With the exception of the University Drive: Higley Road to 88th Street project, all proposed changes received a higher ALCP Project Change score than the original projects.

The information that was returned by each lead agency in the project workbook was also used as the basis for reimbursement advancements and deferrals. Programmed reimbursements were adjusted if the work was deferred beyond the programmed reimbursement year. Further, programmed reimbursements were deferred in accordance with the programming principles set forth in the draft Policies. As a result of the

deferrals, reimbursements were advanced consistent with the priorities identified in the draft Policies and project readiness.

The ALCP is funded from the half-cent sales tax, also known as the Regional Area Road Fund (RARF), and federal transportation revenues. The last RARF forecast, released by the Arizona Department of Transportation (ADOT) in the fall of 2015, indicated a 4.89 percent increase in program revenues over the previous year's forecast. The projection of federal revenue into the program also increased under the new federal transportation authorization act, the FAST Act. The total increase in projected federal revenue into the program increased 6.15 percent over last year's forecast.

The increase in forecasted RARF and federal revenues has resulted in a program surplus totaling $20.3 million. Due to the small surplus, the draft FY 2017 ALCP continues the temporary elimination of program inflation and bonding.

Please refer to the enclosed draft FY 2017 ALCP Workbook and copies of the proposed project change requests. TIP listings have been included as part of the draft FY 2017-2021 Transportation Improvement Program agenda item.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The Draft Fiscal Year (FY) 2017 ALCP meets the legal requirement of MAG for the arterial street component of the RTP. If the proposed Draft FY 2017 ALCP is approved, it will allow jurisdictions and MAG to complete Project Overviews, enter into Project Agreements and allow Lead Agencies to receive regional reimbursements for FY 2017 ALCP Projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will have a current Life Cycle budget for the arterial portion of Proposition 400, which totals about $1.616 billion. This information also will be reflected in the MAG draft FY 2017-2021 TIP and 2035 Regional Transportation Plan.

POLICY: A.R.S. 28-6352 (B) requires that MAG develop a budgeting process for the arterial street component of the RTP.

ACTION NEEDED:

Recommend approval of the Draft FY 2017 Arterial Life Cycle Program (ALCP).

PRIOR COMMITTEE ACTIONS:

On May 10, 2016, the MAG Street Committee reviewed the draft FY 2017 Arterial Life Cycle Program – Reimbursement Listings.

MEMBERS ATTENDING

Chris Hauser, El Mirage,, Chair
Susan Anderson for Eric Boyles, ADOT
Emile Schmid, Apache Junction
David Janover, Avondale
* Jose Heredia, Buckeye
Kevin Lair, Chandler
Robert Woodring, Maricopa County
Mike Gillespie, Litchfield Park
* James Shano, Paradise Valley
Kini Knudson, Vice Chair, Phoenix
Angeline To for Scott Bender, Pinal County
Ben Wilson, Peoria

Aryan Lirange, FHWA
Jess Knudson for Wayne Costa, Florence
Tim Oliver, Gila River Indian Community
Ken Morgan, Gilbert
Patrick Sage, Glendale
* Hugh Bigalk, Goodyear
* Bill Fay, City of Maricopa
# Maria Angelica Deeb, Mesa
* Janet Martin, Queen Creek
# Jennifer Jack, Salt River Pima-Maricopa Indian Community
Andrew Merkley for Phil Kercher, Scottsdale
Dana Owsiany, Surprise
German Piedrahita, Tempe
Jamie McCracken, Tolleson
Grant Anderson, Youngtown

* Members neither present nor represented by Proxy # Members attending by phone
@Ex-officio member, non voting member

On February 9, 2016, the MAG Street Committee recommended to include proposed project changes to the Southern Avenue at Higley Road, Southern Avenue at Lindsay Road, University Drive: Higley Road to Hawes Road, and Val Vista Drive: Baseline Road to Southern Avenue projects in the draft Fiscal Year 2017 ALCP.

MEMBERS ATTENDING

Chris Hauser, El Mirage, Chair
Eric Boyles for Susan Anderson, ADOT
Emile Schmid, Apache Junction
David Janover, Avondale
* Jose Heredia, Buckeye
Kevin Lair, Chandler
@Ed Stillings for Aryan Lirange, FHWA
* Wayne Costa, Florence
Gregory McDowell for Tim Oliver, Gila River Indian Community
Ken Morgan, Gilbert
Patrick Sage, Glendale
* Hugh Bigalk, Goodyear
* Bill Fay, City of Maricopa
Maria Angelica Deeb, Mesa
Robert Woodring, Maricopa County
Mike Gillespie, Litchfield Park
* James Shano, Paradise Valley
Jenny Grote, Phoenix
John Kraft for Scott Bender, Pinal County
Ben Wilson, Peoria
* Janet Martin, Queen Creek
Jennifer Jack, Salt River Pima-Maricopa Indian Community
Andrew Merkley for Phil Kercher, Scottsdale
Dana Owsiany, Surprise
German Piedrahita, Tempe
Jamie McCracken, Tolleson
Grant Anderson, Youngtown

* Members neither present nor represented by Proxy # Members attending by phone
@Ex-officio member, non voting member

On January 12, 2016, the MAG Street Committee recommended to include a proposed project change to the Val Vista Drive: Southern Avenue to University Drive project in the draft Fiscal Year 2017 ALCP.

MEMBERS ATTENDING

Chris Hauser, El Mirage, Chair
Eric Boyles for Susan Anderson, ADOT
Emile Schmid, Apache Junction
David Janover, Avondale
Jose Heredia, Buckeye
Kevin Lair, Chandler
@Tom Deitering for Aryan Lirange, FHWA
* Wayne Costa, Florence
Tim Oliver, Gila River Indian Community
Kristin Myers for Ken Morgan, Gilbert
Robert Woodring for Lee Jimenez, Maricopa County
* Mike Gillespie, Litchfield Park
* James Shano, Paradise Valley
Jenny Grote, Phoenix
Angeline To for Scott Bender, Pinal County
Ben Wilson, Peoria
Janet Martin, Queen Creek
Jennifer Jack, Salt River Pima-Maricopa Indian Community

Patrick Sage, Glendale
Hugh Bigalk, Goodyear
* Bill Fay, City of Maricopa
Maria Angelica Deeb, Mesa
Andrew Merkley for Phil Kercher, Scottsdale
Dana Owsiany, Surprise
German Piedrahita, Tempe
Jason Earp, Tolleson
Grant Anderson, Youngtown

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* Members neither present nor represented by Proxy
# Members attending by phone
@Ex-officio member, non voting member

CONTACT PERSON:
John Bullen, Transportation Planner III, (602) 254-6300

Draft FY 2017 Arterial Life Cycle Program

RTP Project	RTP Code	Remaining Regional Budget (FY17)	Unfunded Due to Deficit	Fund Type	Work Phase	FY for Work	Original RTP Phase	Status	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11 2010$	FY12 2011$	FY13 2012$*	FY14 2013$*	FY15 2014$*	FY16 2015$*	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Unfunded Due to Deficit
									PHASE I					PHASE II					PHASE III					PHASE IV						
CHANDLER																														
Arizona Ave at Chandler Blvd: Intersection Improvements	AII-ARZ-30-03	$ -	$ -																											
				RARF	DES	2004-2006	2	A/CO			0.189																			
				RARF	ROW	2004-2006	2	A/CO			1.013																			
				RARF	CONST	2006	2	A/CO			2.380																			
Arizona Ave at Elliot Rd: Intersection Improvements	AII-ARZ-10-03	$ -	$ -																											
				RARF	DES	2003	4	A/CO					0.215																	
				RARF	ROW	2006	4	A/CO					0.314																	
				RARF	CONST	2007	4	A/CO					2.682																	
Arizona Ave at Ray Rd: Intersection Improvements	AII-ARZ-20-03	$ -	$ -																											
				RARF	DES	2005	1	CO		0.162																				
				RARF	ROW	2006	1	CO		0.343																				
				RARF	CONST	2007	1	CO		2.959																				
Arizona Ave: Ocotillo Rd to Hunt Hwy	ACI-ARZ-10-03	$ 4,433,096	$ 3,017,765																											
				RARF	DES	2025	2	D																				1.214		
				RARF	ROW	2026	2	D																					0.994	
				RARF	CONST	2027	2	D																					2.225	3.018
Chandler Blvd at Alma School Rd: Intersection Improvements	AII-CHN-10-03	$ 2,637,938	$ 941,543																											
				RARF	DES	2008-2016	1	D				0.235	0.135	0.089		0.005	0.141	0.086	0.001	0.032										
				RARF	ROW	2009-2016	1	D				0.016								0.512										
				STP-MAG	CONST	2017	1	D												2.094										0.942
Chandler Blvd at Dobson Rd: Intersection Improvements	AII-CHN-20-03	$ -	$ -																											
				RARF	DES	2007-2009	1	CO		0.017	0.041	0.139																		
				RARF	ROW	2007-2010	1	CO			0.026	0.837	1.013																	
				RARF	CONST	2010-2012	1	D/CO						0.427																
Gilbert Rd: SR-202L to Hunt Hwy	**ACI-GIL-10-03**	$ -	$ 1,769,620																											
Gilbert Rd: SR-202L/Germann Rd to Queen Creek Rd	ACI-GIL-10-03-A			RARF	DES	2008/2009	4	A/CO					0.327																	
				RARF	ROW	2008/2009	4	A/CO					0.715																	
				RARF	CONST	2008-2010	4	A/CO					5.036		0.674															
Gilbert Rd: Queen Creek Rd to Hunt Hwy	ACI-GIL-10-03-B			RARF	DES	2010-2014	4	A/CO							1.774			0.661												
				RARF	ROW	2010-2014	4	A/CO							0.052	0.641	0.116													
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	ACI-GIL-10-03-C			RARF	CONST	2012-2015	4	A/CO								5.649	1.826	0.062												
Gilbert Rd: Ocotillo Rd to Chandler Heights	ACI-GIL-10-03-D			RARF	CONST	2013-2015	4	A/CO										6.160												
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	ACI-GIL-10-03-E			STP-MAG	CONST	2013-2016	4	A								2.048														1.770
Price Rd Extension Replacement Projects	**ACI-PRC-10-03**	$ 25,046,917	$ 1,407,736																											
Chandler Heights Rd: Arizona Ave to McQueen Rd	ACI-PRC-10-03-A			STP-MAG	DES	2015/2016	3											1.037												
				RARF	ROW	2016	3													0.251										
				RARF	CONST	2018	3														4.037	2.000								
Chandler Heights Rd: McQueen Rd to Gilbert Rd	ACI-PRC-10-03-B			STP-MAG	DES	2017	3													1.721										
				RARF	ROW	2020	3																0.884							
				RARF	CONST	2021	3	D																3.930						
McQueen Rd: Ocotillo Rd to Riggs Rd	ACI-PRC-10-03-C			RARF	DES	2008-2016	3	A										0.892	0.015											
				RARF	ROW	2010-2016	3	A										0.611	0.100											
				RARF	SAVE															0.379										
Ocotillo Rd: Arizona Ave to McQueen Rd	ACI-PRC-10-03-D			RARF	DES	2012/2013	3	A									0.587	0.007												
				RARF	ROW	2014-2016	3	A									0.401			2.697										
				RARF	CONST	2014-2016	3	A									0.173			1.429										1.408
Ocotillo Rd: Cooper Rd to Gilbert Rd	ACI-PRC-10-03-E			RARF	DES	2017	3													1.172										
				RARF	ROW	2018	3														1.106									
				RARF	CONST	2018	3														4.221									
Old Price Rd at Queen Creek Rd: Intersection Improvements	ACI-PRC-10-03-G			RARF	DES	2014-2016	3											0.167	0.010											
				RARF	CONST	2016/2017	3												2.845	0.089										
				RARF	SAVE	2017														1.130										
Price Rd: Santan Fwy to Germann Rd	ACI-PRC-10-03-H			RARF	DES	2005	3	A/CO							0.172															
				RARF	CONST	2008	3	A/CO							2.881															

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									PHASE I					PHASE II					PHASE III					PHASE IV					
McQueen Rd: Ocotillo Rd to Chandler Heights	ACI-PRC-10-03-I			STP-MAG	CONST	2013-2016	3	A								3.896														
McQueen Rd: Chandler Heights to Riggs Rd	ACI-PRC-10-03-J			STP-MAG	CONST	2016/2017	3	A										3.049												
Ray Rd at Alma School Rd: Intersection Improvements	AII-RAY-10-03	$ -	$ -																											
				RARF	DES	2008/2009	1	CO			0.137	0.217																		
				RARF	ROW	2009/2010	1	CO				1.863																		
				RARF	CONST	2011/2012	1	D/CO																						
Ray Rd at Dobson Rd: Intersection Improvements	**AII-RAY-20-03**	$ 6,683,456	$ -																											
Ray Rd at Dobson Rd: Intersection Improvements Phase I	AII-RAY-20-03-A			RARF	DES	2014-2016	2	D										0.015	0.019	0.022										
				RARF	CONST	2016/2017	2	D												0.210										
Ray Rd at Dobson Rd: Intersection Improvements Phase II	AII-RAY-20-03-B			STP-MAG	DES	2025	2	D																				0.660		
				STP-MAG	ROW	2026	2	D																					1.063	
				STP-MAG	CONST	2027	2	D																					4.728	
Ray Rd at McClintock Dr: Intersection Improvements	AII-RAY-40-03	$ 3,775,192																												
				STP-MAG	DES	2025	2	D																				0.191		
				STP-MAG	ROW	2026	2	D																					0.546	
				STP-MAG	CONST	2027	2	D																					3.039	
Ocotillo Rd: Gilbert Rd to 148th Street	ACI-OCT-10-03	$ 3,177,956	$ -																											
				RARF	DES	2017														0.820										
				STP-MAG	ROW	2025																						0.055		
				STP-MAG	CONST	2027																							2.303	
Cooper Rd: South of Queen Creek Rd to Riggs Rd	ACI-COP-10-03	$ 8,384,129	$ 3,775,521																											
Cooper Rd: South of Queen Creek Rd to Chandler Heights	ACI-COP-10-03-A																													
				RARF	ROW	2017														0.588										
				STP-MAG	CONST	2018															4.202									
Cooper Rd: Chandler Heights to Riggs Rd	ACI-COP-10-03-B																													
				RARF	ROW	2017														0.572										1.009
				RARF	CONST	2019																3.022								2.767
Cooper Rd: South of Queen Creek Rd to Riggs Rd	ACI-COP-10-03-C			STP-MAG	DES	2016												1.037												
CHANDLER/GILBERT																														
Queen Creek Rd: Arizona Ave to Higley Rd	**ACI-QNC-10-03**	$ 4,432,804	$ 5,112,093																											
Queen Creek Rd: Arizona Ave to McQueen Rd (CHN)	ACI-QNC-10-03-A			RARF	DES	2005-2008	2	CO				0.307																		
				RARF	ROW	2005-2008	2	CO				1.393																		
				RARF	CONST	2008/2009	2	CO				3.972																		
Queen Creek Rd: McQueen Rd to Gilbert Rd (CHN)	ACI-QNC-10-03-B			STP-MAG	DES	2013-2015	2									1.515														
				STP-MAG	ROW	2016	2	D											1.500											0.787
				STP-MAG	CONST	2018	2	D													4.433									4.325
Queen Creek Rd: Val Vista Dr to Higley Rd (GIL)	ACI-QNC-10-03-C			RARF	DES	2010/2011	2	CO							1.346															
				RARF	ROW	2010/2011	2	CO							1.072															
				RARF	CONST	2011/2012	2	CO							8.474															
EL MIRAGE/MARICOPA COUNTY																														
El Mirage Rd: Northern Ave to Bell Rd (Phase I)	ACI-ELM-20-03	$ 19,992,957	$ -																											
				RARF	DCR		2	A				1.105	0.342																	
El Mirage Rd: Bell Rd to Picerne Dr (MC)	ACI-ELM-20-03-A			RARF	DES	2011/2012	2																							
				RARF	ROW	2011-2013	2																							
				RARF	CONST	2013/2014	2													4.253										
El Mirage Rd: Northern to Cactus (MC)	ACI-ELM-20-03-B			RARF	DES	2012-2014	2									0.669														
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand (ELM)	ACI-ELM-20-03-C			RARF	DES	2012-2016	2										0.853	0.194	0.065											
El Mirage Rd: Northern Ave to Peoria Ave (MC)	ACI-ELM-20-03-D			RARF	DES	2014-2016	2										0.009	0.142	0.497											
				RARF	ROW	2014-2016	2										0.087	0.017	0.047	0.200										
				RARF	CONST	2017/2018	2	D												5.540	3.789									
Thunderbird Rd: 127th Ave to Grand Avenue (ELM)	ACI-ELM-20-03-E			RARF	ROW	2015/2016												1.528	1.373											
				RARF	CONST	2016/2017													0.284	1.965										
El Mirage Rd: Peoria Ave to Cactus Rd (ELM)	ACI-ELM-20-03-F			RARF	ROW	2015/2016	2											0.227	0.293											
				RARF	CONST	2016/2017	2	D										0.098	1.090	4.247										
El Mirage Rd: Northern Ave to Bell Rd (Phase II)	ACI-ELM-30-03	$ 13,526,562	$ -	RARF																										
El Mirage Rd: Cactus to Grand Avenue (ELM)	ACI-ELM-30-03-A			RARF	ROW	2015/2016	3																							
				RARF	CONST	2016/2017	3												0.026	7.380	3.800			2.346						

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									PHASE I					PHASE II					PHASE III					PHASE IV						
El Mirage Rd: Grand Avenue to Picerne Drive	ACI-ELM-30-03-B			RARF	DES	2031	3	D																						
				RARF	CONST	2031	3	D																						
FOUNTAIN HILLS																														
Shea Blvd: Palisades Blvd to Cereus Wash	**ACI-SHA-10-03**	$ 2,173,729	$ 691,851																											
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	ACI-SHA-10-03-A			RARF	DES	2009/2010	1	CO				0.248																		
Shea Blvd: Technology Dr to Cereus Wash	ACI-SHA-10-03-B			RARF	DES	2009-2012	1	D				0.064	0.056	0.033	0.067	0.028	0.036	0.046												
				RARF	ROW	2012-2014	1	D									0.004	0.003												
				RARF	CONST	2015/2016	1	D										2.339	0.407	0.043										
Shea Blvd: Palisades Blvd to Technology Dr	ACI-SHA-10-03-C			RARF	PRE-DES	2018	1	D													0.049									
				RARF	DES	2018-2020	1	D													0.505									
				RARF	ROW	2019/2020	1	D														0.135								
				RARF	CONST	2020/2021	1	D															0.721	0.721						0.692
GILBERT																														
Elliot Rd at Cooper Rd: Intersection Improvements	AII-ELT-30-03	$ 4,140,267	$ -																											
				RARF	DES	2018	1	D													0.492									
				RARF	ROW	2018	1	D														0.840								
				RARF	CONST	2018/2019	1	D															2.808							
Elliot Rd at Gilbert Rd: Intersection Improvements	AII-ELT-40-03	$ 3,775,172	$ 3,600,121																											
				RARF	DES	2018	3														0.739									
				RARF	ROW	2018	3															0.840								
				RARF	CONST	2018/2019	3																2.196							3.600
Elliot Rd at Greenfield Rd: Intersection Improvements	AII-ELT-10-03	$ 3,774,218	$ -																											
				RARF	DES	2021	4																	0.869						
				RARF	ROW	2022	4																		0.840					
				RARF	CONST	2022	4																		2.066					
Elliot Rd at Higley Rd: Intersection Improvements	AII-ELT-20-03	$ 3,775,192	$ 1,136,823																											
				RARF	DES	2022	4																		0.869					
				RARF	ROW	2023	4																			0.840				
				RARF	CONST	2023	4																			2.066				1.137
Elliot Rd at Val Vista Dr: Intersection Improvements	AII-ELT-50-03	$ 3,775,192	$ 699,021																											
				RARF	DES	2019	4	A														0.217								
				RARF	ROW	2020	4	A															0.760							
				RARF	CONST	2020	4																	2.797						0.699
Germann Rd: Gilbert Rd to Power Rd	**ACI-GER-20-03**	$ 15,746,330	$ 1,458,151																											
Germann Rd: Gilbert Rd to Val Vista Dr	ACI-GER-20-03-A			RARF	DES	2016/2017	1	D												0.819										
				RARF	ROW	2017	1	D													0.886									
				RARF	CONST	2017/2018	1	D													1.181	8.580	3.480							1.458
Germann Rd: Val Vista Dr to Higley Rd	ACI-GER-20-03-B			RARF	DES	2013-2015	1	D										0.622												
				RARF	ROW	2014-2016	1	D										0.605	0.024											
				RARF	CONST	2015/2016	1	D										1.424	1.942	0.800										
Greenfield Rd: Elliot Rd to Ray Rd	ACI-GRN-10-03	$ 3,775,173	$ -																											
				RARF	DES	2027	4																			0.419				
				RARF	ROW	2027	4																			0.801	0.801			
				RARF	CONST	2027	4																				0.877	0.877		
Guadalupe Rd at Cooper Rd: Intersection Improvements	AII-GUD-30-03	$ 2,598,066	$ -																											
				RARF	DES	2012-2016	1	D						0.357		0.188	0.261	0.123	0.123											
				RARF	ROW	2012-2016	1	D						0.020		0.003	0.035	0.625	0.625											
				RARF	CONST	2016/2017	1	D						0.008				0.111	0.111	2.598										
Guadalupe Rd at Gilbert Rd: Intersection Improvements	AII-GUD-40-03	$ -	$ -																											
				RARF	DES	2013-2015	1	D/CO								0.092	0.587													
				RARF	ROW	2013/2014	1	D/CO									0.640													
				RARF	CONST	2014-2016	1	D/CO										2.455	2.737											
Guadalupe Rd at Greenfield Rd: Intersection Improvements	AII-GUD-10-03	$ 2,992,255	$ 1,919,430																											
				RARF	DES	2022	4																			0.288				
				RARF	ROW	2022	4																			0.545				
				RARF	CONST	2023	4																				2.159			1.919

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									PHASE I					PHASE II					PHASE III					PHASE IV					
Guadalupe Rd at Power Rd: Intersection Improvements	AII-GUD-20-03	$ 2,378,665	$ 3,901,107																											
				RARF	DES	2024-2026	4																							
				RARF	ROW	2024-2026	4																							
				RARF	CONST	2025/2026	4																						2.379	3.901
Guadalupe Rd at Val Vista Dr: Intersection Improvements	AII-GUD-50-03	$ 3,775,192	$ -																											
				RARF	DES	2022	4																		0.239					
				RARF	ROW	2022	4																		0.840					
				RARF	CONST	2023	4																			2.696				
Ray Rd: Val Vista Dr to Power Rd	ACI-RAY-10-03	$ 16,683,077	$ -																											
				STP-MAG	DES	2020	4																	1.651						
				STP-MAG	ROW	2021	4																	2.100						
				STP-MAG	CONST	2022/2022	4																	6.880						
				STP-MAG	SAVE	2026	4																	1.369					4.683	
Ray Rd at Gilbert Rd: Intersection Improvements	AII-RAY-30-03	$ -	$ 3,774,710																											
				RARF	DES	2024-2026	3	D																						0.208
				RARF	ROW	2024/2025	3	D																						0.840
				RARF	CONST	2025/2026	3	D																						2.727
Val Vista Dr: Warner Rd to Pecos Rd	ACI-VAL-20-03	$ -	$ -																											
				RARF	DES	2004	2	A/CO		0.600																				
				RARF	ROW	2005	2	A/CO		1.248																				
				RARF	CONST	2005/2006	2	A/CO		1.616	6.934																			
Warner Rd at Cooper Rd: Intersection Improvements	AII-WNR-10-03	$ -	$ -																											
				RARF	DES	2008	1	CO				0.514	0.064																	
				RARF	ROW	2009/2010	1	CO				0.585	0.049																	
				RARF	CONST	2009/2010	1	CO				0.205	2.283																	
Warner Rd at Greenfield Rd: Intersection Improvements	AII-WRN-20-03	$ 3,774,768	$ -																											
				RARF	DES	2021	2	D																0.334						
				RARF	ROW	2021	2	D																0.840						
				RARF	CONST	2022	2	D																	2.601					
GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK																														
Power Rd: Santan Fwy to Chandler Heights	ACI-PWR-10-03	$ -	$ -																											
Power Rd at Pecos Rd: Intersection Improvements (GIL)	ACI-PWR-10-03-A			RARF	DES	2008	4	A/CO					0.064																	
				RARF	ROW	2008/2009	4	A/CO					0.048																	
				RARF	CONST	2008	4	A/CO					5.032																	
Power Rd: Santan Fwy to Pecos Rd (MES)	ACI-PWR-10-03-B			RARF	DES	2010-2012	4	A/CO								1.280														
				RARF	ROW	2010-2012	4	A/CO								2.210														
				RARF	CONST	2012-2014	4	A/CO									4.700	7.257												
Power Rd: Pecos Rd to Chandler Heights (GIL)	ACI-PWR-10-03-C			RARF	DES	2023/2024	4																							
				RARF	ROW	2023/2024	4																							
				RARF	CONST	2024/2025	4																							
Power Rd: Baseline Rd to Santan Fwy	ACI-PWR-20-03	$ 8,192,650	$ -																											
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202 (MES)	ACI-PWR-20-03-A			RARF	PRE DES/ DES	2008-2010, 2020	2	D														0.834								
				RARF	ROW	2021	2	D																1.534						
				RARF	CONST	2022	2	D																	5.824					
Power Rd: Baseline Rd to East Maricopa Floodway (MC)	ACI-PWR-20-03-B			RARF	DES	2007	2	A/CO				0.251																		
				RARF	ROW	2007	2	A/CO				2.627																		
				RARF	CONST	2008/2009	2	A/CO				4.882																		
MARICOPA COUNTY																														
Dobson Rd: Bridge over Salt River	ACI-DOB-10-03	$ 18,632,402	$ -																											
					DCR	2009	1																							
				STP-MAG	DES	2020	1	D														2.800								
				STP-MAG	ROW	2023	1	D																						
				STP-MAG	CONST	2023	1	D																	7.886	7.946				
El Mirage Rd: Bell Rd to Jomax Rd	**ACI-ELM-10-03**	$ 852,764	$ -																											
El Mirage Rd: Bell Rd to Deer Valley Drive	ACI-ELM-10-03-A			RARF	DES	2006-2009	3	A/CO						0.604																
				RARF	ROW	2003-2007	3	A/CO						1.036																
				RARF	CONST	2010/2011	3	A/CO						2.561				4.620												
				RARF	SAVE	2020																0.853								
El Mirage Rd: L303 to Jomax	ACI-ELM-10-03-C			RARF	DES	2024	3	D																						
				RARF	ROW	2025	3	D																						
				RARF	CONST	2026/2017	3	D																						

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RTP Project	RTP Code	Remaining Regional Budget (FY17)	Unfunded Due to Deficit	Fund Type	Work Phase	FY for Work	Original RTP Phase	Status	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11 2010$	FY12 2011$	FY13 2012$*	FY14 2013$*	FY15 2014$*	FY16 2015$*	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Unfunded Due to Deficit
									PHASE I					PHASE II					PHASE III					PHASE IV						
El Mirage Rd: Deer Valley Dr to L303	ACI-ELM-10-03-D			RARF	DES	2008	3	A/CO					0.577																	
				RARF	ROW	2009	3	A/CO					1.167																	
				RARF	CONST	2009	3	A/CO					3.790																	
Gilbert Rd: Bridge over Salt River	ACI-GIL-20-03	$ 12,604,747	$ -																											
				RARF	STUDY	2009	2	A																						
				RARF	EA	2009	2	A																						
				STP-MAG	DES	2016/2017	2											1.400												
				STP-MAG	CONST	2018-2020	2															12.605								
Jomax Rd: SR-303L to Sun Valley Parkway	ACI-JMX-10-03	$ 6,830,090	$ 17,761,177																											
				RARF	ROW	2026	3	D																					6.830	17.761
McKellips Rd: Bridge over Salt River	ACI-MCK-30-03	$ -	$ 14,004,748																											
				RARF	EA	2025/2026	2	D																						
				STP-MAG	ROW	2026/2027	2	D																						2.680
				STP-MAG	CONST	2027/2028	2	D																						11.325
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	ACI-MCK-40-03	$ 22,304,707	$ 14,567,434																											
				STP-MAG	PRE-DES	2013-2016	4	A								0.581														
				STP-MAG	DES	2017	4	A												0.750										
				STP-MAG	ROW	2019	4	A														0.840								
				STP-MAG	CONST	2019/2020	4	A														4.670	2.000							
				STP-MAG	SAVE		4																	2.215	11.830					14.567
Northern Pkwy: Sarival to Grand (Phase I)	**ACI-NOR-30-03**	$ -	$ -																											
Northern Parkway: Sarival to Dysart	ACI-NOR-30-03-A			STP-MAG	PRE-DES	2003-2011	1	D/CO																						
				STP-MAG	DES	2011/2012	1	D/CO					3.197																	
				STP-MAG	ROW	2010/2011	1	D/CO					7.000																	
				STP-MAG	CONST	2011-2013	1	D/CO					9.396	38.025	0.494															
Northern Parkway: ROW Protection	ACI-NOR-30-03-B			STP-MAG	ROW	2003-2011	1	D/CO						2.601																
Northern Pkwy: Sarival to Grand (Phase II)	**ACI-NOR-10-03**	$ 64,415,531	$ -																											
Northern Parkway: Sarival to Dysart	ACI-NOR-10-03-A			STP-MAG	CONST	2014	3	A								2.400														
Northern Parkway: Dysart to 111th	ACI-NOR-10-03-B			STP-MAG	DES	2012-2015	3	A							1.770	0.651				0.560										
				STP-MAG	ROW	2012-2015	3	A							0.687	1.995	3.346		4.500	0.500										
				STP-MAG	UTIL	2014-2015											0.469													
				STP-MAG	CONST	2018/2019	3														9.430	19.605								
Northern Parkway: Reems and Litchfield Overpasses	ACI-NOR-10-03-C			STP-MAG	DES	2012/2013	3	A							0.228															
				STP-MAG	CONST	2014/2015	3	A							0.120	6.866														
Northern Parkway: Northern Ave at Loop 101	ACI-NOR-10-03-D			STP-MAG	DES	2017/2018	3													0.339	0.339									
				STP-MAG	ROW	2018	3														0.047									
				STP-MAG	CONST	2018/2020	3														0.283	1.886	7.293							
Northern Parkway: Dysart Overpass	ACI-NOR-10-03-E			STP-MAG	DES	2017/2018	3													0.433	0.400									
				STP-MAG	CONST	2019	3															9.879								
Northern Parkway: 111th Ave to Grand	ACI-NOR-10-03-F			STP-MAG	ROW	2020/2021	3																6.710	6.710						
Northern Pkwy: Sarival to Grand (Phase III)	**ACI-NOR-20-03**	$ 88,565,731	$ -																											
Northern Parkway: El Mirage Alternative Access	ACI-NOR-20-03-A			STP-MAG	DES	2019	4															0.248								
				STP-MAG	CONST	2021	4																	2.667						
Northern Parkway: El Mirage Overpass	ACI-NOR-20-03-B			STP-MAG	DES	2019	4															1.594								
				STP-MAG	CONST	2020/2021	4																7.252	12.669						
Northern Parkway: Agua Fria to 111th	ACI-NOR-20-03-C			STP-MAG	DES	2022	4																		0.228					
				STP-MAG	CONST	2023	4																			2.589				
Northern Parkway: 111th to 107th	ACI-NOR-20-03-D			STP-MAG	DES	2022	4																		0.912					
				STP-MAG	ROW	2023	4																			3.112				
				STP-MAG	CONST	2023/2024	4																			9.299	2.100			
Northern Parkway: 107th to 99th	ACI-NOR-20-03-E			STP-MAG	DES	2022	4																			1.048				
				STP-MAG	ROW	2023/2024	4																			5.646	1.400			
				STP-MAG	CONST	2024/2025	4																				8.102	4.376		
Northern Parkway: Loop 101 to 91st	ACI-NOR-20-03-F			STP-MAG	DES	2024	4																					0.299		
				STP-MAG	ROW	2025	4																					0.436		
				STP-MAG	CONST	2026	4																					2.841		

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											PHASE I					PHASE II					PHASE III						PHASE IV		
Northern Pkwy: 91st to Grand Ave Intersection Improvements	ACI-NOR-20-03-G			STP-MAG	CONST	2025-2026	4																						5.907	
Northern Parkway: ROW Protection	ACI-NOR-20-03-H			STP-MAG	ROW	2022-2026	4																							
Northern Parkway: Ultimate Construction	ACI-NOR-20-03-I			STP-MAG	CONST	2025-2026	4																					3.500	12.340	
MESA																														
Broadway Rd: Dobson to Country Club Dr	ACI-BDW-10-03	$ 3,751,327	$ 4,741,440																											
				RARF	PRE-DES	2008, 2010, 2019	1	D			0.080		0.001									0.404								
				RARF	DES	2020	1	D															0.615							0.376
				RARF	ROW	2020/2021	1	D																					1.576	1.151
				RARF	CONST	2021/2022	1	D																					1.157	3.215
Country Club Dr at University Dr: Intersection Improvements	AII-CCB-10-03	$ 8,325,007	$ -																											
				RARF	PRE-DES	2019	3															0.067								
				RARF	DES	2020/2021	3																0.070	0.070						
				RARF	ROW	2020/2021	3	D																1.242	1.242					
				RARF	CONST	2022/2023	3	D																	2.614	3.019				
Crismon Rd: Broadway Rd to Germann Rd	**ACI-CRS-10-03**	$ 12,405,628	$ 9,918,681																											
Crismon Rd: Broadway Rd to Guadalupe Rd	ACI-CRS-10-03-A			RARF	DES	2025	4																							1.254
				RARF	ROW	2026	4																							3.762
				RARF	CONST	2026	4																							4.903
Crismon Rd: Guadalupe Rd to Ray Rd	ACI-CRS-10-03-B			STP-MAG	DES	2023	4																					1.216		
				STP-MAG	ROW	2024	4																					3.893		
				STP-MAG	CONST	2025	4																					3.300	3.997	
Dobson Rd at Guadalupe Rd: Intersection Improvements	AII-DOB-10-03	$ -	$ -																											
				RARF	PRE-DES	2008	1	CO			0.077																			
				RARF	DES	2008-2010	1	CO			0.029	0.077	0.125																	
				RARF	ROW	2009-2010	1	CO				0.013	0.344																	
				RARF	CONST	2010/2011	1	D/CO					0.042	1.416																
Dobson Rd at University Dr: Intersection Improvements	AII-DOB-20-03	$ -	$ 4,920,757																											
				RARF	DES	2026	3	D																						0.457
				RARF	ROW	2027	3	D																						1.440
				RARF	CONST	2027	3	D																						3.024
Elliot Rd: Power Rd to Meridian Rd	**ACI-ELT-10-03**	$ 22,326,286	$ 8,646,498																											
Elliot Rd: Power Rd to Ellsworth Rd	ACI-ELT-10-03-A			RARF	DES	2017	4	A												0.200	0.300	1.364								0.915
				RARF	ROW	2018	4	A															0.575							2.743
				RARF	CONST	2019	4	A																5.000				3.724		4.989
Elliot Rd: Ellsworth Rd to Meridian	ACI-ELT-10-03-B			RARF	DES	2017	4	A												0.200	0.300	0.214								
				RARF	ROW	2018	4	A															2.810							
				RARF	CONST	2019	4	A																5.000				2.440		
Elliot Rd: Power Rd to Meridian Rd	ACI-ELT-10-03-C			RARF	PRE-DES	2016														0.200										
Gilbert Rd at University Dr: Intersection Improvements	AII-GIL-10-03	$ -	$ -																											
				RARF	DES	2007	4	A/CO					0.188																	
				RARF	ROW	2007	4	A/CO					0.495																	
				RARF	CONST	2009/2010	4	A/CO					2.058																	
Greenfield Rd: University Rd to Baseline Rd	**ACI-GRN-20-03**	$ -	$ 6,584,626																											
Greenfield Rd: Baseline Rd to Southern Ave	ACI-GRN-20-03-A			RARF	DES	2008/2009	1	CO			0.454		0.079																	
				RARF	ROW	2008-2010	1	CO			0.001	0.016	0.198	0.006																
				RARF	CONST	2010	1	D/CO					1.619	3.404																
Greenfield Rd: Southern Ave to University Rd	ACI-GRN-20-03-B			RARF	PRE-DES	2021	1	D																						0.536
				RARF	DES	2022	1	D																						0.233
				RARF	ROW	2023	1	D																						2.596
				RARF	CONST	2023/2024	1	D																						3.219
Hawes Rd: Broadway Rd to Ray Rd	**ACI-HWS-10-03**	$ 11,522,832	$ -																											
Hawes Rd: Broadway Rd to US60	ACI-HWS-10-03-A			RARF	DES	2023	4																							
				RARF	ROW	2024	4																							
				RARF	CONST	2025	4																							
Hawes Rd: Baseline Rd to Elliot Rd	ACI-HWS-10-03-B			STP-MAG	DES	2025	4																					0.696		
				STP-MAG	ROW	2026	4																						2.088	
				STP-MAG	CONST	2026/2027	4	D																					4.323	

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									PHASE I					PHASE II					PHASE III					PHASE IV						
Hawes Rd: Elliot Rd to Santan Freeway	ACI-HWS-10-03-C			STP-MAG	DES	2025	4																						0.253	
				STP-MAG	ROW	2026	4																						0.350	
				STP-MAG	CONST	2026/2027	4																						2.116	
				STP-MAG	SAVE																								1.695	
Hawes Rd: Santan Freeway to Ray Rd	ACI-HWS-10-03-D			RARF	DES	2009/2010	4	A/CO							0.061															
				RARF	ROW	2009/2010	4	A/CO							0.002															
				RARF	CONST	2010/2011	4	A/CO							0.354															
Lindsay Rd at Brown Rd: Intersection Improvements	AII-LND-10-03	$ 3,918,744	$ -																											
				CMAQ	DES	2021	4																	0.344						
				CMAQ	ROW	2022	4																		0.439					
				CMAQ	CONST	2023	4																						3.137	
McKellips Rd: East of Sossaman to Meridian	**ACI-MCK-10-03**	$ 12,283,308	$ -																											
McKellips Rd: East of Sossaman to Crismon Rd	ACI-MCK-10-03-A			STP-MAG	DES	2022	4																			1.205				
				STP-MAG	ROW	2023	4																			3.855				
				STP-MAG	CONST	2024	4																				7.224			
McKellips Rd: Crismon Rd to Meridian Rd	ACI-MCK-10-03-B			RARF	DES	2024	4																							
				RARF	ROW	2025	4																							
				RARF	CONST	2026	4																							
McKellips Rd: Gilbert Rd to Power Rd	**ACI-MCK-20-03**	$ 18,470,649	$ -																											
McKellips Rd at Lindsay Rd: Intersection Improvements	ACI-MCK-20-03-A			RARF	PRE-DES	2008,2021	1	D			0.043													0.043						
				CMAQ	DES	2022	1	D																	0.166					
				CMAQ	ROW	2022	1	D																					0.796	
				CMAQ	CONST	2023	1	D																					5.132	
McKellips Rd at Greenfield Rd: Intersection Improvements	ACI-MCK-20-03-B			RARF	PRE-DES	2008	1				0.040																			
				CMAQ	DES	2024	1	D																			0.040	0.168		
				CMAQ	ROW	2024	1	D																					0.045	
				CMAQ	CONST	2025	1	D																					2.377	
McKellips Rd at Higley Rd: Intersection Improvements	ACI-MCK-20-03-C			RARF	PRE-DES	2008,2021	1	D			0.040													0.041						
				CMAQ	DES	2022	1	D																	0.530					
				CMAQ	ROW	2022	1	D																			0.763			
				CMAQ	CONST	2023/2024	1	D																				2.486	2.491	
McKellips Rd at Recker Rd: Intersection Improvements	ACI-MCK-20-03-E			CMAQ	DES	2024	1	D																				0.566		
				CMAQ	ROW	2025	1	D																					0.803	
				CMAQ	CONST	2026	1	D																					2.024	
McKellips Rd at Val Vista Dr: Intersection Improvements	ACI-MCK-20-03-F			RARF	PRE-DES	2008	1	D			0.040																			
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd	**ACI-MES-10-03**	$ 11,636,730	$ -																											
Mesa Dr: US 60 to Southern Ave	ACI-MES-10-03-A			RARF	PRE-DES	2008/2009	1				0.044	0.015																		
				RARF	DES	2010-2012	1	D					0.192	0.612	0.356															
				RARF	ROW	2009-2012	1	D				0.002	0.004	0.217	0.950	0.294	0.044													
				RARF	CONST	2012-2015	1	D							1.093	3.879	3.147	4.277	0.792	0.108										
Mesa Dr: 8th Avenue to Main Street	ACI-MES-10-03-B			RARF	PRE-DES	2010	1						0.056																	
				RARF	DES	2014-2016	1	D										0.132	0.056	0.466										
				RARF	ROW	2016/2017	1	D												1.854										
				RARF	CONST	2017	1	D													2.000	7.209								
Pecos Rd: Ellsworth Rd to Meridian Rd	ACI-PEC-10-03	$ 15,381,130	$ -																											
				RARF	PRE-DES	2020	1	D																						
				RARF	DES	2021	1	D																1.425						
				RARF	ROW	2021/2022	1	D																6.140						
				RARF	CONST	2021/2022	1	D																	7.816					
Ray Rd: Sossaman Rd to Meridian Rd	**ACI-RAY-20-03**	$ 600,777	$ -																											
Ray Rd: Sossaman Rd to Ellsworth Rd	ACI-RAY-20-03-A			RARF	DES	2009	4	A/CO							0.266															
				RARF	ROW	2009	4	A/CO							0.010															
				RARF	CONST	2010/ 2011	4	A/CO							2.748															
Ray Rd: Ellsworth Rd to Signal Butte	ACI-RAY-20-03-B			RARF	DES	2013	4	A/CO																						
				RARF	ROW	2013	4	A/CO																						
				RARF	CONST	2013-2015	4	A/CO																						
Ray Road: Signal Butte to Meridian	ACI-RAY-20-03-C			RARF	CONST	2015	4	A												0.601										
Signal Butte Rd: Broadway to Pecos Rd	**ACI-SGB-10-03**	$ 33,033,968	$ -																											
Signal Butte Rd: Broadway Rd to Elliot	ACI-SGB-10-03-A			STP-MAG	DES	2023	4																			1.689				
				STP-MAG	ROW	2024	4																				3.664			
				STP-MAG	CONST	2025	4																					6.340		

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									PHASE I					PHASE II					PHASE III					PHASE IV						
Signal Butte Road: Elliot Rd to Ray Rd	ACI-SGB-10-03-B			RARF	DES	2009-2012	4	A																				0.859		
				RARF	ROW	2014	4	A																				0.222		
				RARF	CONST	2012-2016	4	A																				7.596		
Signal Butte Rd: Ray Rd to Pecos Rd	ACI-SGB-10-03-C			STP-MAG	DES	2023	4																				1.688			
				STP-MAG	ROW	2024	4																				3.864	1.200		
				STP-MAG	CONST	2025/2026	4																						5.912	
Southern Ave: Country Club Dr to Recker Rd	**ACI-SOU-10-03**	$ 28,946,521	$ -																											
Southern Ave: Country Club Dr to Recker Rd				RARF	STUDY	2007	1																							
Southern at Country Club Dr: Intersection Improvements	ACI-SOU-10-03-A			RARF	DES	2007, 2012, 2019	1	D								0.342														
				RARF	DES	2019	1	D													0.350									
				RARF	ROW	2020	1	D														1.443								
				STP-MAG	CONST	2020-2021	1	D															4.676							
Southern Ave at Stapley Dr: Intersection Improvements	ACI-SOU-10-03-B			RARF	PRE-DES	2007	1				0.119																			
				RARF	DES	2009- 2013, 2019	1	D				0.049		0.051	0.058	0.317					0.365									
				RARF	ROW	2020	1	D														3.675								
				STP-MAG	CONST	2019-2021	1	D															7.488							
Southern Ave: Gilbert Rd to Val Vista Dr	ACI-SOU-10-03-C			RARF	DES	2017	1	D												0.100	0.148									
				RARF	ROW	2018	1	D														0.250								
				RARF	CONST	2019	1	D															1.132			2.570			0.516	
Southern Avenue: Greenfield Rd to Higley Rd	ACI-SOU-10-03-D			RARF	DES	2017	1	D												0.248										
				RARF	ROW	2019	1	D														0.132								
				RARF	CONST	2019/2020	1	D														0.418	0.500			1.964		2.973		
Southern Avenue Area DCR	ACI-SOU-10-03-E			RARF	PRE-DES	2015/2016													0.105											
Southern Ave: Sossaman to Meridian	**ACI-SOU-20-03**	$ -	$ 13,310,248																											
Southern Ave: Sossaman Rd to Crismon Rd	ACI-SOU-20-03-A			RARF	DES	2023/2024	4																							1.097
				RARF	ROW	2025	4																							3.291
				RARF	CONST	2026	4																							3.625
Southern Ave: Crismon Rd to Meridian Rd	ACI-SOU-20-03-B			RARF	DES	2023	4																							0.731
				RARF	ROW	2024	4																							2.194
				RARF	CONST	2025	4																							2.371
Stapley Dr at University Dr: Intersection Improvements	AII-STA-10-03	$ 7,784,970	$ -																											
				RARF	DES	2019/2020	4															0.498								
				RARF	ROW	2019/2020	4																1.653							
				RARF	CONST	2020-2022	4	A																5.633						
University Dr: Val Vista Dr to Hawes Rd	**ACI-UNV-10-03**	$ 20,222,335	$ -																											
University Dr: Val Vista Dr to Higley Rd	ACI-UNV-10-03-A			STP-MAG	DES	2023/2024	4																			0.550	0.550			
				STP-MAG	ROW	2024	4																				3.521			
				STP-MAG	CONST	2025	4																					6.584		
University Dr: Higley Rd to Sossaman Rd	ACI-UNV-10-03-B			RARF	DES	2022	4																		1.005					
				RARF	ROW	2023	4																					3.284		
				RARF	CONST	2023/2024	4																					4.729		
University Dr: Sossaman Rd to 88th St	ACI-UNV-10-03-C			RARF	DES	2016	4	A												0.092										
				RARF	ROW	2016	4	A												0.007										
				RARF	CONST	2016/2017	4	A												1.000			1.387							
Val Vista Dr: University Dr to Baseline Rd	**ACI-VAL-10-03**	$ 839,566	$ 4,722,381																											
Val Vista Dr: Baseline Rd to US-60	ACI-VAL-10-03-A			RARF	DES	2016	3													0.144										
				RARF	ROW	2017	3													0.089										
				RARF	CONST	2018	3														0.607									
Val Vista Dr: US-60 to Pueblo	ACI-VAL-10-03-C			RARF	DES	2018	3	D													0.594									
				RARF	ROW	2019	3	D														0.760								
				RARF	CONST	2020	3	D															5.026							
				RARF	SAVE	2023																				1.100				
Baseline Rd: 24th Sreet to Consolidated Canal	ACI-BSL-20-03			RARF	DES	2016														0.661										
				RARF	ROW	2017															0.037									
				RARF	CONST	2017																2.720								4.722
Mesa Main Street: Mesa Dr to Gilbert Rd Light Rail Extension	ACI-LRT-10-03	$ 84,779,476																												
				STP-MAG	FLEX	2013-2019													17.272	15.857	14.000		5.531		11.266					
				CMAQ	FLEX	2013-2019									8.749	13.494	15.572		13.500	23.457	7.434		2.302		4.933					

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RTP Project	RTP Code	Remaining Regional Budget (FY17)	Unfunded Due to Deficit	Fund Type	Work Phase	FY for Work	Original RTP Phase	Status	FY06 2005$	FY07 2006$	FY08 2007$	FY09 2008$	FY10 2009$	FY11 2010$	FY12 2011$	FY13 2012$*	FY14 2013$*	FY15 2014$*	FY16 2015$*	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Unfunded Due to Deficit
									PHASE I					PHASE II					PHASE III					PHASE IV					
PEORIA																														
Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	**ACI-BRD-10-03**	$ -	$ -																											
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	ACI-BRD-10-03-A			STP-MAG	DES	2007	1	CO																						
				STP-MAG	ROW	2007	1	CO																						
				STP-MAG	CONST	2009/2010	1	CO				6.125																		
Loop 101 at Beardsley Rd/Union Hills Dr	ACI-BRD-10-03-B			STP-MAG	DES	2007	1	CO																						
				STP-MAG	ROW	2007	1	CO																						
				STP-MAG	CONST	2009/2010	1	CO				10.851																		
83rd Ave: Butler Rd to Mountain View	ACI-BRD-10-03-C			RARF	DES	2011/2012	2	CO							0.584															
				RARF	CONST	2012/2013	2	CO								0.977		1.665												
75th Ave at Thunderbird Rd: Intersection Improvement	ACI-BRD-10-03-D			RARF	DES	2010-2012	2	CO						0.462																
				RARF	ROW	2011/2012	2	CO							0.270	0.061														
				RARF	CONST	2012/2013	2	CO							1.000	0.099														
Happy Valley Rd: L303 to 67th Ave	**ACI-HPV-10-03**	$ 1,895,430	$ -																											
Happy Valley Rd: Agua Fria to Loop 303	ACI-HPV-10-03-A			RARF	DES	2026	4																							
				RARF	CONST	2028	4																							
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	ACI-HPV-10-03-B			RARF	DES	2008/2009	4	A/CO						2.047																
				RARF	ROW	2008/2009	4	A/CO						4.842																
				RARF	CONST	2008-2010	4	A/CO						4.729	9.016															
Happy Valley Rd: Lake Pleasant Parkway to Agua Fria	ACI-HPV-10-03-C			RARF	DES	2016	4	A												1.895										
				RARF	ROW	2018	4																							
				RARF	CONST	2019	4																							11.114
Lake Pleasant Pkwy: Union Hills to SR74	**ACI-LKP-10-03**	$ -	$ -																											
Lake Pleasant Pkwy: West Wing Parkway to Loop 303	ACI-LKP-10-03-A			RARF	PRE-DES	2010	2	A							0.735															
				RARF	DES	2011-2013	2								1.258				0.842											
				RARF	ROW	2011/2012	2								0.652				1.035											
				RARF	CONST	2013-2015	2												11.023											
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	ACI-LKP-10-03-B			RARF	DES	2003	2	A/CO																						
				RARF	ROW	2011	2	CO																						
				RARF	CONST	2006/2008	2	A/CO	7.027	7.263	8.044	4.793																		
Lake Pleasant Pkwy: Loop 303 to SR-74/Carefree Hwy	ACI-LKP-10-03-C			RARF	DES	2027	2	D																						
				RARF	ROW	2012	2	D																						
				RARF	CONST	2028/2029	2	D																						
PHOENIX																														
Avenida Rio Salado: 51st Ave to 7th Street	**ACI-RIO-10-03**	$ -	$ -																											
Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street	ACI-RIO-10-03-A			STP-MAG	STUDY	2007	2	A																						
				STP-MAG	DES	2010/2011	2	A								1.000													
				STP-MAG	ROW	2012/2013	2								23.189															
				STP-MAG	CONST	2013-2016	2									6.168	13.097	1.240												
Avenida Rio Salado Phase II: 51st Ave to 35th Ave, 7th Ave, and 7th Street	ACI-RIO-10-03-B			STP-MAG	CONST	2017/2019	2	D																						
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Pinnacle Peak Rd	ACI-BMT-10-03	$ -	$ -																											
				STP-MAG	STUDY	2007	1																							
				STP-MAG	DES	2011-2015	1	D						1.300		0.579	2.060	0.311												
				STP-MAG	ROW	2013-2015	1	D									1.355													
				STP-MAG	CONST	2013-2016	1	D									6.496	10.429												
Happy Valley Rd:67th Ave to I-17	**ACI-HPV-20-03**	$ -	$ 13,291,635																											
Happy Valley Rd: I-17 to 35th Ave	ACI-HPV-20-03-A			RARF	DES	2003	4	A/CO										0.587												
				RARF	ROW	2004	4	A/CO										0.011												
				RARF	CONST	2005	4	A/CO										4.745												0.078
Happy Valley Rd: 35th Ave to 43rd Ave	ACI-HPV-20-03-B			RARF	PREDES	2008	4																							
				RARF	DES	2022	4																							0.401
				RARF	ROW	2023	4																							1.449
				RARF	CONST	2024	4																							3.383

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											PHASE I					PHASE II					PHASE III						PHASE IV			
Happy Valley Rd: 43rd Ave to 55th Ave	ACI-HPV-20-03-C			RARF	PREDES	2009	4																							
				RARF	DES	2025	v																							0.457
				RARF	ROW	2026	4																							0.214
				RARF	CONST	2028/2029	4																							3.999
Happy Valley Rd: 55th Ave to 67th Ave	ACI-HPV-20-03-D			RARF	DES	2025	4																							0.457
				RARF	ROW	2026	4																							
				RARF	CONST	2028/2029	4																							2.853
Sonoran Blvd: 15th Ave to Cave Creek	**ACI-SON-10-03**	$ -	$ -																											
				RARF	PRE-DES	2008	2	A/CO																						
				RARF	DES	2009, 2011	2	CO							4.235															
				RARF	ROW	2009, 2011	2	CO							7.590															
				RARF	CONST	2011-2013	2	Co							6.384	5.170	9.194													
SCOTTSDALE/CAREFREE																														
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek Rd	**ACI-PMA-10-03**	$ 65,763,138	$ 625,201																											
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak (SCT)	ACI-PMA-10-03-A			RARF	DES	2005-2012	2	CO				0.440	0.748	0.518	0.189															
				RARF	ROW	2009-2012	2	CO				0.008	0.025	0.532	0.061															
				RARF	CONST	2010-2012	2	CO					2.029	6.610	6.686															
Happy Valley Rd: Pima Rd to Alma School Rd	ACI-PMA-10-03-B			RARF	PRE-DES	2019	2	D																	0.035					
				RARF	DES	2019	2	D																	0.840					
				RARF	ROW	2019	2	D																	0.770					
				RARF	CONST	2020	2	D																	5.302					
Pima Rd: Pinnacle Peak to Happy Valley Rd (SCT)	ACI-PMA-10-03-C			RARF	DES	2017	2	D												1.345										
				RARF	ROW	2018	2	D													1.190									
				RARF	CONST	2019/2020	2	D														3.200	10.255							
Pima Rd: Dynamite Blvd to Stagecoach Rd (SCT)	ACI-PMA-10-03-D			RARF	DES	2022	2	D																	5.390					
				RARF	ROW	2023	2	D																		5.950				
				RARF	CONST	2024	2	D																			26.552			
Pima Rd: Stagecoach Rd to Cave Creek (CFR)	ACI-PMA-10-03-E			RARF	CONST	2023/2024	2	D																		1.387	3.546			0.625
Pima Rd: SR101L to Thompson Peak Pkwy (SCT)	ACI-PMA-10-03-F			RARF	DES	2004-2008	2	A/CO				1.061																		
				RARF	ROW	2006-2008	2	A/CO																						
				RARF	CONST	2006-2008	2	A/CO				12.578																		
SCOTTSDALE																														
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	ACI-CFR-10-03	$ 8,011,907	$ -																											
				RARF	DES	2022	3	D																						
				RARF	ROW	2023	3	D																			2.376			
				RARF	CONST	2024	3	D																				2.818	2.818	
Loop 101 North Frontage Rds: Pima/Princess Dr to Scottsdale Rd	**ACI-SFN-10-03**	$ -	$ 29,014,102																											
Loop 101 N Frontage Rd: Hayden Rd to Scottsdale Rd	ACI-SFN-10-03-A			RARF	DES	2007/2008	1	CO			0.611																			
				RARF	ROW	2008	1	CO			0.006																			
				RARF	CONST	2008/2009	1	CO			2.420	0.708																		
Loop 101 N Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	ACI-SFN-10-03-B			RARF	PRE-DES	2027	1	D																						0.257
				RARF	DES	2027	1	D																						
				RARF	ROW	2028	1	D																						
				RARF	CONST	2028	1	D																						28.757
Miller Rd/SR-101L Underpass	ACI-MLR-10-03	$ 14,004,748	$ -																											
				RARF	PRE-DES	2017	3													0.700										
				STP-MAG	DES	2022	3	D																	0.700					
				STP-MAG	ROW	2023	3	D																		3.435				
				STP-MAG	CONST	2023	3	D																		9.169				
Pima Rd: Happy Valley Rd to Dynamite Blvd	ACI-PMA-20-03	$ 23,747,179	$ -																											
				RARF	DES	2022	3	D																	2.145					
				RARF	ROW	2023	3	D																		2.367				
				RARF	CONST	2024	3	D																			19.235			
Pima Rd: McKellips Rd to Via Linda	**ACI-PMA-30-03**	$ 23,184,790	$ -																											
Pima Rd: Via Linda to Via De Ventura	ACI-PMA-30-03-A			RARF	DES	2015	1	D										0.009	0.063	0.281										
				RARF	CONST	2018	1	D													0.986									
Pima Rd: Via De Ventura to Krail St	ACI-PMA-30-03-B			RARF	DES	2010	1	D/CO							0.744															
				RARF	CONST	2010-2012	1	D/CO							6.719															

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											PHASE I					PHASE II					PHASE III						PHASE IV			
Pima Rd: Krail St to Chaparral Rd	ACI-PMA-30-03-C			RARF	DES	2016-2018	1	D												0.500	0.756									
				RARF	CONST	2018/2019	1	D													3.500	4.707								
Pima Rd: Chaparral Rd to Thomas Rd	ACI-PMA-30-03-D			RARF	DES	2022	1	D																	0.501					
				RARF	CONST	2023	1	D																		5.825				
Pima Rd: Thomas Rd to McDowell Rd	ACI-PMA-30-03-E			RARF	DES	2023	1	D																	0.539					
				RARF	CONST	2023	1	D																		5.590				
Scottsdale Airpark Area Capacity Improvements	**ACI-SAT-10-03**	$ 54,433,254	$ 564																											
Frank Lloyd Wright Blvd at Loop 101 Traffic Interchange	ACI-SAT-10-03-A			RARF	DES	2022	3	D																	1.408					
				RARF	ROW	2023	3	D																	0.350					
				RARF	CONST	2023	3	D																		4.225				
Raintree Dr at Loop 101 Traffic Interchange	ACI-SAT-10-03-B			RARF	PRE-DES/ DES	2022	3	D																	0.704					
				RARF	ROW	2023	3	D																		0.350				
				RARF	CONST	2023	3	D																		2.112				
Northsight Blvd: Hayden Rd to Frank Lloyd Wright Blvd	ACI-SAT-10-03-C			RARF	DES	2011-2013	3	A/CO							0.404	0.496	0.069	0.021												
				RARF	ROW	2012/2013	3	A/CO							0.014	0.424	3.133	0.007												
				RARF	CONST	2013-2015	3	A/CO								0.429	3.547	0.831												
Frank Lloyd Wright Frontage Rd: Northsight Blvd to Greenway-Hayden Loop	ACI-SAT-10-03-D			RARF	DES	2022	3	D																	0.704					
				RARF	ROW	2023	3	D																		1.408				
				RARF	CONST	2024	3	D																			5.633			
Redfield Rd: Raintree Dr to Hayden Rd	ACI-SAT-10-03-E			RARF	DES	2016	3													0.100										
				RARF	ROW	2016	3													0.050										
				RARF	CONST	2019	3														1.350									
Raintree Drive: Scottsdale Rd to Hayden Rd	ACI-SAT-10-03-F			RARF	DES	2015-2017	3											0.146	0.480	1.874										
				RARF	ROW	2018	3														4.000									
				RARF	CONST	2018/2019	3														6.000	3.474								
Raintree Dr: Hayden Rd to Loop 101	ACI-SAT-10-03-G			RARF	DES	2018	3														0.704									
				RARF	ROW	2019	3															1.050								
				RARF	CONST	2020	3																4.550							
Frank Lloyd Wright Blvd at 76th/78th/82nd St Intersection Improvements	ACI-SAT-10-03-H			RARF	DES	2012/2013	3	A									0.065													
				RARF	CONST	2014	3	A									0.333													
Southbound Loop 101 Frontage Road Connections	ACI-SAT-10-03-I			RARF	DES	2015	3											0.012	0.082	0.258										
				RARF	ROW	2017	3													1.204										
				RARF	CONST	2018	3														1.496									
Hayden Rd at Loop 101 Interchange Improvements	ACI-SAT-10-03-J			STP-MAG	DES	2023	3	D																		0.955				
				STP-MAG	ROW	2024	3	D																			0.775			
				STP-MAG	CONST	2025/2026	3	D																				4.826	4.871	0.001
Airpark DCR	ACI-SAT-10-03-K			RARF	DES	2013										0.229	0.461	0.050												
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd	**ACI-SCT-10-03**	$ 7,928,377	$ -																											
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase I	ACI-SCT-10-03-A			RARF	PRE DES	2009-2011	2	CO						0.694	0.063															
				RARF	DES	2011/2012	2	CO								0.610	0.006													
				RARF	ROW	2012/2013	2	CO								0.129	0.049	0.037												
				RARF	CONST	2013-2015	2	CO								3.007	3.654	0.871												
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase II	ACI-SCT-10-03-B			RARF	DES	2022	2	D																	1.000					
				RARF	ROW	2023	2	D																	1.000					
				RARF	CONST	2023	2	D																		4.128				
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	ACI-SCT-10-03-C			RARF	DES	2022	2	D																	1.800					
				RARF	ROW	2023	2	D																						
				RARF	CONST	2023	2	D																						
Scottsdale Rd: Jomax Rd to Carefree Hwy	**ACI-SCT-20-03**	$ 28,496,613	$ -																											
Scottsdale Rd: Jomax Rd to Dixileta Dr	ACI-SCT-20-03-A			RARF	DES	2022	3	D																	1.095					
				RARF	ROW	2023	3	D																		1.978				
				RARF	CONST	2024	3	D																			6.426			

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									PHASE I					PHASE II					PHASE III					PHASE IV						
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	ACI-SCT-20-03-B			RARF	DES	2022	3	D																	1.095					
				RARF	ROW	2023	3	D																		1.978				
				RARF	CONST	2024	3	D																			6.426			
Scottsdale Rd: Ashler Hills Dr to Carefree Hwy	ACI-SCT-20-03-C			RARF	DES	2022	3	D																	1.095					
				RARF	ROW	2023	3	D																		1.978				
				RARF	CONST	2024	3	D																			6.426			
Shea Blvd: SR-101L to SR-87	**ACI-SHA-20-03**	$ 17,197,554																												
Shea Blvd at 90th/92nd/96th: Intersection Improvements	ACI-SHA-20-03-A			RARF	DES	2005	4	A/CO				0.297																		
				RARF	ROW	2006	4	A/CO				0.038																		
				RARF	CONST	2007	4	A/CO				1.492	2.229																	
Shea Auxiliary Lane from 90th St to Loop 101	ACI-SHA-20-03-B			RARF	DES	2022	4	A																	0.646					
				RARF	ROW	2023	4	A																		1.662				
				RARF	CONST	2023	4	A																		4.082				
Shea Blvd at Via Linda (Phase1): Intersection Improvements	ACI-SHA-20-03-C			RARF	DES	2005	4	A/CO				0.027																		
				RARF	CONST	2006	4	A/CO				0.595																		
Shea Blvd at Via Linda (Phase 2): Intersection Improvements	ACI-SHA-20-03-D			RARF	DES	2024	4																					0.074		
				RARF	ROW	2025	4																					0.074		
				RARF	CONST	2025	4																					1.938		
Shea Blvd at 120/124th St: Intersection Improvements	ACI-SHA-20-03-E			RARF	DES	2010	4	A/CO							0.053															
				RARF	ROW	2010/2011	4	A/CO																						
				RARF	CONST	2011/2012	4	A/CO							0.130															
Shea Blvd at Mayo/134th St: Intersection Improvements	ACI-SHA-20-03-F			RARF	DES	2005	4	A/CO				0.019																		
				RARF	CONST	2006	4	A/CO				0.143																		
Shea Blvd: SR-101L to 96th St: ITS Improvements	ACI-SHA-20-03-G			RARF	DES	2009	4	A/CO							0.114															
				RARF	CONST	2009/2010	4	A/CO							0.230															
Shea Blvd: 96th St to 144th St: ITS Improvements	ACI-SHA-20-03-H			RARF	DES	2025	4																					0.443		
				RARF	ROW	2025	4																					0.443		
				RARF	CONST	2025	4																					1.475		
Shea Blvd at Loop 101: Intersection Improvements	ACI-SHA-20-03-I			RARF	DES	2025	4																					0.406		
				RARF	ROW	2025	4																					0.332		
				RARF	CONST	2025	4																					2.951		
Shea Blvd at 110th St: Intersection Improvements	ACI-SHA-20-03-J			RARF	DES	2025	4																					0.044		
				RARF	ROW	2025	4																					0.089		
				RARF	CONST	2025	4																					0.133		
Shea Blvd at 114th St: Intersection Improvements	ACI-SHA-20-03-K			RARF	DES	2022	4																		0.044					
				RARF	ROW	2023	4																			0.089				
				RARF	CONST	2023	4																			0.133				
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	ACI-SHA-20-03-L			RARF	DES	2022	4																		0.148					
				RARF	ROW	2023	4																			0.148				
				RARF	CONST	2023	4																			0.369				
Shea Blvd at 115th St: Intersection Improvements	ACI-SHA-20-03-M			RARF	DES	2025	4																					0.016		
				RARF	ROW	2025	4																					0.032		
				RARF	CONST	2025	4																					0.063		
Shea Blvd at 125th St: Intersection Improvements	ACI-SHA-20-03-N			RARF	DES	2025	4																					0.088		
				RARF	ROW	2025	4																					0.088		
				RARF	CONST	2025	4																					0.704		
Shea Blvd at 135th St: Intersection Improvements	ACI-SHA-20-03-O			RARF	DES	2025	4																					0.016		
				RARF	ROW	2025	4																					0.032		
				RARF	CONST	2025	4																					0.063		
Shea Blvd at 136th St: Intersection Improvements	ACI-SHA-20-03-P			RARF	DES	2025	4																					0.221		
				RARF	ROW	2025	4																					0.007		
				RARF	CONST	2025	4																					0.148		

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											PHASE I					PHASE II					PHASE III						PHASE IV			
Legacy Dr: Hayden Rd to 88th Street	ACI-UNH-10-03	$ 2,072,944	$ 10,021,458																											
				RARF	DES	2023	4																							
				RARF	ROW	2024	4																							
				RARF	CONST	2025	4																					2.073		10.021
MAG/MULTI-AGENCY																														
ITS Program	AOP-ITS-10-03		$ -	CMAQ		2006-2026					4.926	4.993	4.536	5.393	5.340	6.891	7.464	6.235	6.194	6.626	3.679	3.679								
Implementation Studies	AOP-APL-10-03		$ -	RARF		2006-2026			0.560	1.424	1.382	1.193	1.087	1.123	1.180	1.245	1.332	1.393	1.461	1.554	1.614	1.673	1.727	1.780	1.829	1.874	1.923	1.971	1.177	
						TOTAL			7.027	14.208	27.693	63.802	58.470	78.594	110.118	75.311	84.017	69.238	70.077	104.263	89.736	102.225	87.162	74.570	91.456	112.566	114.149	86.320	95.514	196.451

Project Change Request:

Val Vista Dr: Southern Ave to University Dr (ACI-VAL-10-03-B)

ALCP Project Change Request - General

1. General	Lead Agency (Requesting Agency)	City of Mesa
	Multi-Jurisdictional Project (Yes/No)	Yes
	Other Participating Agencies (if applicable)	Town of Gilbert
2. Contact Information	Primary Staff Contact Name	Maria Angelica Deeb
	Primary Staff Contact Title	Projects Coordinator
	Primary Staff Contact Email	Maria.Deeb@mesaaz.gov
	Primary Staff Contact Phone	(480) 644-2845
	Secondary Staff Contact Name	Al Zubi
	Secondary Staff Contact E-Mail	Al.Zubi@mesaaz.gov
3. Original Project	Original Project Name	Val Vista Drive: Southern Avenue to University Drive
	Original Project RTP ID	ACI-VAL-10-03-B
	Are you requesting to rescope/substitute more than one original project? (yes/no)	No
	List any additional original projects and RTP IDs you are requesting to rescope/substitute	No
4. Proposed Rescoped/ Substitute Project	Roadway Name	Baseline Road
	Starting Limit	24th Street
	Ending Limit	Consolidated Canal
	Length (to nearest 10th of a mile)	1 mile

Criteria	Baseline Road: 24th Street to Consolidated Canal (Proposed Project)	Val Vista Drive: Southern Ave to University Drive (Original Project)
Volume – AAWT	26,769	29,769
V/C Ratio	0.9	0.6
Peak PM Volume	2,448	2,213
Peak AM Volume	1,960	2,093
Crash Rates by VMT	3.450	4.970
Serious Crashes/Fatalities (Structural Causes Only)	0	7
Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance?	Yes	Yes
Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders?	Yes	No
Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities?	Yes	No
Total Quantitative Weighted Score	*0.6*	*0.6*
Total Qualitative Weighted Score	*0.7*	*0.4*
Total Score	***1.3***	***1.0***

Project Change Request:

Southern Ave at Higley Rd (ACI-SOU-10-03-D)

ALCP Project Change Request - General

1. General	Lead Agency (Requesting Agency)	City of Mesa
	Multi-Jurisdictional Project (Yes/No)	Yes
	Other Participating Agencies (if applicable)	N/A
2. Contact Information	Primary Staff Contact Name	Maria Angelica Deeb
	Primary Staff Contact Title	Projects Coordinator
	Primary Staff Contact Email	Maria.Deeb@mesaaz.gov
	Primary Staff Contact Phone	(480) 644-2845
	Secondary Staff Contact Name	Al Zubi
	Secondary Staff Contact E-Mail	Al.Zubi@mesaaz.gov
3. Original Project	Original Project Name	Southern Avenue to Higley
	Original Project RTP ID	ACI-SOU-10-03-D
	Are you requesting to rescope/substitute more than one original project? (yes/no)	No
	List any additional original projects and RTP IDs you are requesting to rescope/substitute	No
4. Proposed Rescoped/ Substitute Project	Roadway Name	Southern Avenue
	Starting Limit	Greenfield Road
	Ending Limit	Higley Rd
	Length (to nearest 10th of a mile)	1.3

Criteria	Southern Ave: Greenfield Rd to Higley Rd (Proposed Project)	Southern Ave at Higley Rd (Original Project)
Volume – AAWT	14,157	53,169
V/C Ratio	0.9	0.9
Peak PM Volume	1,257	5,219
Peak AM Volume	968	4,976
Crash Rates by VMT	8.070	1.490
Serious Crashes/Fatalities (Structural Causes Only)	4	0
Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance?	Yes	Yes
Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders?	Yes	No
Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities?	Yes	No
Total Quantitative Weighted Score	*0.6*	*0.4*
Total Qualitative Weighted Score	*0.7*	*0.4*
Total Score	***1.3***	***0.8***

Project Change Request:

Southern Ave at Lindsay Rd (ACI-SOU-10-03-C)

ALCP Project Change Request - General

1. General	Lead Agency (Requesting Agency)	City of Mesa
	Multi-Jurisdictional Project (Yes/No)	No
	Other Participating Agencies (if applicable)	N/A
2. Contact Information	Primary Staff Contact Name	Maria Angelica Deeb
	Primary Staff Contact Title	Projects Coordinator
	Primary Staff Contact Email	Maria.Deeb@mesaaz.gov
	Primary Staff Contact Phone	(480) 644-2845
	Secondary Staff Contact Name	Al Zubi
	Secondary Staff Contact E-Mail	Al.Zubi@mesaaz.gov
3. Original Project	Original Project Name	Southern Avenue and Lindsay Road
	Original Project RTP ID	ACI-SOU-10-03-C
	Are you requesting to rescope/substitute more than one original project? (yes/no)	No
	List any additional original projects and RTP IDs you are requesting to rescope/substitute	
4. Proposed Rescoped/ Substitute Project	Roadway Name	Southern Avenue
	Starting Limit	Gilbert Road
	Ending Limit	Val Vista Drive
	Length (to nearest 10th of a mile)	2

Criteria	Southern Ave: Gilbert Rd to Val Vista Dr (Proposed Project)	Southern Ave at Lindsay Rd (Original Project)
Volume – AAWT	20,505	40,072
V/C Ratio	0.9	0.9
Peak PM Volume	1,857	3,812
Peak AM Volume	1,707	3,110
Crash Rates by VMT	4.080	0.830
Serious Crashes/Fatalities (Structural Causes Only)	10	3
Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance?	Yes	Yes
Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders?	Yes	No
Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities?	Yes	No
Total Quantitative Weighted Score	*0.55*	*0.5*
Total Qualitative Weighted Score	*0.7*	*0.4*
Total Score	***1.25***	***0.9***

Project Change Request:

Val Vista Dr: Baseline Rd to Southern Ave (ACI-VAL-10-03-A)

ALCP Project Change Request - General

1. General	Lead Agency (Requesting Agency)	City of Mesa
	Multi-Jurisdictional Project (Yes/No)	Yes
	Other Participating Agencies (if applicable)	N/A
2. Contact Information	Primary Staff Contact Name	Maria Angelica Deeb
	Primary Staff Contact Title	Projects Coordinator
	Primary Staff Contact Email	Maria.Deeb@mesaaz.gov
	Primary Staff Contact Phone	(480) 644-2845
	Secondary Staff Contact Name	Al Zubi
	Secondary Staff Contact E-Mail	Al.Zubi@mesaaz.gov
3. Original Project	Original Project Name	Val Vista Drive: Baseline to Southern Avenue
	Original Project RTP ID	ACI-VAL-10-03-A
	Are you requesting to rescope/substitute more than one original project? (yes/no)	No
	List any additional original projects and RTP IDs you are requesting to rescope/substitute	No
4. Proposed Rescoped/ Substitute Project	Roadway Name	Val Vista Drive
	Starting Limit	Baseline Road
	Ending Limit	Pueblo
	Length (to nearest 10th of a mile)	1.5

Criteria	Val Vista Dr: Baseline to Pueblo (Proposed Project)	Val Vista Dr: Baseline to Southern (Original Project)
Volume – AAWT	36,971	40,578
V/C Ratio	0.9	0.9
Peak PM Volume	3,391	3,391
Peak AM Volume	2,703	2,703
Crash Rates by VMT	6.260	7.710
Serious Crashes/Fatalities (Structural Causes Only)	8	8
Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance?	Yes	Yes
Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders?	Yes	Yes
Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities?	Yes	Yes
Total Quantitative Weighted Score	*0.5*	*0.4*
Total Qualitative Weighted Score	*0.4*	*0.4*
Total Score	***0.9***	***0.8***

Project Change Request:

University Dr: Higley Rd to Hawes Rd (ACI-UNV-10-03-B)

ALCP Project Change Request - General

1. General	Lead Agency (Requesting Agency)	City of Mesa
	Multi-Jurisdictional Project (Yes/No)	Yes
	Other Participating Agencies (if applicable)	N/A
2. Contact Information	Primary Staff Contact Name	Maria Angelica Deeb
	Primary Staff Contact Title	Projects Coordinator
	Primary Staff Contact Email	Maria.Deeb@mesaaz.gov
	Primary Staff Contact Phone	(480) 644-2845
	Secondary Staff Contact Name	Al Zubi
	Secondary Staff Contact E-Mail	Al.Zubi@mesaaz.gov
3. Original Project	Original Project Name	University Drive: Higley Road to Hawes Road
	Original Project RTP ID	ACI-UNV-10-03-B
	Are you requesting to rescope/substitute more than one original project? (yes/no)	No
	List any additional original projects and RTP IDs you are requesting to rescope/substitute	No
4. Proposed Rescoped/ Substitute Project	Roadway Name	University Drive
	Starting Limit	Higley Road
	Ending Limit	88th Street
	Length (to nearest 10th of a mile)	4.5

Criteria	University Dr: Higley Rd to 88th St (Proposed Project)	University Dr: Higley Rd to Hawes Rd (Original Project)
Volume – AAWT	16,562	16,290
V/C Ratio	0.58	0.58
Peak PM Volume	1,425	1,425
Peak AM Volume	1,227	1,227
Crash Rates by VMT	2.460	2.820
Serious Crashes/Fatalities (Structural Causes Only)	9	8
Segment of Regional Importance – Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance?	Yes	Yes
Complete Streets – Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders?	Yes	Yes
Economic Development Access – Does the project provide access to existing and/or future business and job activity centers, shopping, educational, cultural, and recreational opportunities?	Yes	Yes
Total Quantitative Weighted Score	*0.4*	*0.5*
Total Qualitative Weighted Score	*0.4*	*0.4*
Total Score	***0.8***	***0.9***

ATTACHMENT #7

Agenda Item #7

MAG FY 2017 - 2018 HSIP List of Projects (Updated 4/27/2016)

Project #	Agency	Project Title	FY 2017 Funding Request	FY 2018 Funding Request	FY 2019 Funding Request	Total Project Cost	B/C Ratio
1	Glendale	Design Flashing Yellow Arrows with Geometric Modifications at Various Locations	$ 288,000			$ 322,514	5.3
2	Phoenix	Retroreflective Backplates - Indian School Road 47th Avenue to 79th Avenue	$ 220,000			$ 268,211	2.8
3	Gilbert	Traffic Signal at Ray Road and Key Biscayne Drive			$ 391,875	$ 481,875	11.4
		Total MAG HSIP Requested	$ 508,000.00	$ -			
		Total Amount Requested FY2017 & 2018		$ 508,000.00			
		Total MAG HSIP Available	$	508,000			

ATTACHMENT #8

Agenda Item #8

Agenda Item #8

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
May 19, 2016

SUBJECT:
Draft FY 2017-2021 MAG Transportation Improvement Program

SUMMARY:
The Draft fiscal year (FY) 2017-2021 MAG Transportation Improvement Program (TIP) has been under development since March 2015. All federally funded projects and regionally significant transportation projects (including local and privately funded projects) are required by federal law to be included in the draft TIP for the purpose of meeting the air quality conformity analysis requirements. In April 2016, the Draft FY 2017-2021 MAG TIP Listing of Projects was approved by the MAG Regional Council to undergo this analysis, which is now complete. A Mid-Phase public hearing on the interim TIP listings was conducted on April 27, 2016,and the final phase public hearing is scheduled for June 7, 2016. The Draft FY 2017-2021 TIP may be viewed on the MAG website at: www.azmag.gov/TIP.

Each chapter has a date of revision if updates have been made since the public posting of the Draft FY 2017-2021 TIP. If changes to the project listings are needed an errata sheet and tables will be provided.

PUBLIC INPUT:
The Mid-Phase Input Oportunity Report is attached for your reference. The results from the final phase public meeting input on the Draft FY 2017-2021 MAG TIP will be included in the Final Phase Opportunity Report at the Transportation Policy Committee meeting scheduled for June 15, 2016.

PROS & CONS:
PROS: Approval of the TIP will help ensure the timely construction and implementation of regionwide transportation projects.

CONS: Approval of the TIP indicates approval of local projects by local agencies.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The TIP is a listing of projects that are scheduled for construction and/or implementation within the next five years. The current TIP is the FY 2014-2018 MAG TIP, which is valid under Federal rules until January 2018. Approval of the Draft FY 2017-2021 MAG TIP is required to update and validate construction and implementation of new transportation projects in years 2017, 2018, 2019, 2021, and 2021. The FY 2017-2021 MAG TIP contains as a subset the MAG Federal Transit Administration Section 5307 program FY 2016 and FY 2017 Program of Projects for the MAG region.

POLICY: The TIP is developed with input from all MAG jurisdictions and member agencies, Arizona Department of Transportation, Federal Highway Administration, Federal Transit

Administration, Indian Communities, Tribal Governments, the general public, and incorporates controls to ensure fiscal constraint and compliance with air quality regulations.

ACTION NEEDED:
Recommend approval of the Draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and amendment to the 2035 Regional Transportation Plan (RTP) contingent on a finding of conformity of the Draft TIP with applicable air quality implementation plans.

PRIOR COMMITTEE ACTIONS:
None

CONTACT PERSON:
Teri Kennedy, (602) 254-6300.

MID-PHASE INPUT OPPORTUNITY REPORT
ADDENDUM

COMMENTS RECEIVED AT THE MAY 11, 2016 MANAGEMENT COMMITTEE AND CORRESPONDENCE RECEIVED FOLLOWING THE MID-PHASE INPUT OPPORTUNITY DEADLINE.

Comments received at the May 11, 2016 Management Committee meeting:

Comments from Dianne Barker, Valley Resident:
Ms. Barker stated that MAG did not provide a proper response to Mr. Rusinek or herself in the FY 2016 MAG Mid-Phase Public Input Opportunity (agenda item 5H), when the report said it was under the jurisdiction of the City of Phoenix. Ms. Barker stated that this region has particulate and ozone problems and 13 of 20 monitors are high. She stated that citizens and the public interest have brought forth lawsuits to force governments to comply and protect health. Ms. Barker stated that enforcement is under Ms. Joy Rich at Maricopa County through the Clean Air Act. She stated that everyone is supposed to work together.

Response: Our original response in the FY 2016 MAG Mid-Phase Input Opportunity Report is correct that the driveway improvements are under the jurisdiction of the City of Phoenix. Since the driveway is located in the incorporated area of the City of Phoenix the requirements in city code apply. According to the U.S. EPA, the MAG region has attained the PM-10 standard based on monitoring data for the years 2010-2012. For the eight-hour ozone standard, 13 of 20 monitors in the nonattainment area do not meet the 2015 ozone standard of .070 parts per million. Also, the Maricopa County Air Quality Department is the regulatory agency for the regional fugitive dust rules, Rule 310 - Fugitive Dust From Dust-Generating Operations and Rule 310.01 - Fugitive Dust from Non-Traditional Sources of Fugitive Dust.

Comments from John Rusinek, Valley Resident:
Mr. Rusinek commented on agenda item 5H. He said that the gravel company recommends that the gravel should be laid at 1.5 inches and it is now at three inches. Mr. Rusinek also noted that a binder was not used and he was told by a City of Phoenix employee that a particular binder was no longer used. He stated that the gravel in the driveway next door is starting to move. Mr. Rusinek stated that the gravel should be one-quarter to three-quarters inch gravel.

Response: These comments relating to the materials used for driveway improvements should be directed to the City of Phoenix.

ATTACHMENT

Letter received from the Arizona Game and Fish Department
05/06/2016

THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT
5000 W. CAREFREE HIGHWAY
PHOENIX, AZ 85086-5000
(602) 942-3000 • WWW.AZGFD.GOV
REGION VI, 7200 E. UNIVERSITY DRIVE, MESA, AZ 85207

GOVERNOR
DOUGLAS A. DUCEY
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JAMES S. ZIELER, ST. JOHNS
ERIC S. SPARKS, TUCSON
DIRECTOR
LARRY D. VOYLES
DEPUTY DIRECTOR
TY E. GRAY

May 5, 2016

Maricopa Association of Governments
302 North 1st Avenue
Phoenix, Arizona

RE: Mid-Phase Transportation Planning Public Hearing

To Whom It May Concern,

The Arizona Game and Fish Department (Department) recently attended the Mid Phase Transportation Planning Public Hearing, held at the Maricopa Association of Governments Office in central Phoenix. We understand the purpose of the meeting was to allow for the public to comment on draft 2017-2021 Transportation Improvement Program, amendment to the 2014-2018 Maricopa Association of Governments (MAG) Transportation Improvement Program and the amendment to the 2035 Regional Transportation Plan. While the Department does not have specific comments on any of the specific Programs and amendments presented, we have general comments for consideration and offer comments on the 2035 Regional Transportation Plan below.

The Department understands the need to continue to address the growing population demands within Maricopa County. The Department and the Arizona Department of Transportation work closely together on a local project scale. The Department also works closely with Maricopa County Department of Transportation on a more local project scale. We would like to extend our expertise to a more regional scale with MAG. In addition, we encourage communication and coordination regarding natural resources early and throughout the process (outside of the public process) as often planning occurs many years prior to implementation and landscapes potential change within that long time frame, requiring changes, new information considerations, etc. In addition, the Department should be consulted during any planning processes involving wildlife connectivity and linkages.

The Department requests when referring to "wildlife", to be clear it should read fish and wildlife resources as it included fish, habitat, etc. In addition, the maps throughout the document do not

recognize the projects and/or studies for the North/South Freeway, SR24 extension, Phoenix to Tucson Rail, I-11 or the Pinal County transportation plans.

Chapter Four - Public Input Process

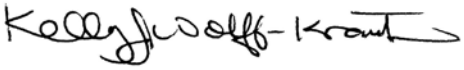
- It is not clear where the state agencies fit within the framework or outside the framework of the described public input process. This would ensure the ability to share information and data early in the process to assist in informing the projects and/or studies, as well as define any roles that need to be discussed such as participating agency, cooperating agency, etc.
- The Department appreciates the opportunity to be invited to the various workshops

Chapter Six - Consultation on Environmental Mitigation and Resource Conservation

- Recognize both fish and wildlife
- The last workshop was in 2013, when the 2035 plan was still being developed
- Recognizing consistency in addressing fish and wildlife resources, recreation, open spaces, fragmentation, linkages and connectivity for species should be included as the local scale projects have worked with the Department for inclusion and should also be expressed at a regional scale as having value
- The Department often becomes a cooperating agency on the local scale planning

In closing, the Department appreciates the opportunity to provide input on all transportation planning throughout the state of Arizona and would like to continue to increase the communication and coordination on these efforts. If you have questions regarding this letter, please feel free to contact me directly at 480-324-3550 or kwolff-krauter@azgfd.gov.

Sincerely,



Kelly Wolff-Krauter
Habitat, Evaluation and Lands Program Manager
Region VI, Mesa

M16-04193554

Cc: Laura Canaca, Project Evaluation Program Supervisor
Jay Cook, Regional Supervisor, Region VI, Mesa

Leila Gamiz

From: Leila Gamiz
Sent: Thursday, May 12, 2016 8:47 AM
To: 'Kelly Wolff-Krauter'
Cc: Jay Cook; Laura Canaca; Barbara Cook; Cheri Boucher
Subject: RE: Mid Phase Public Hearing/2035 RTP

Kelly,

Thank you for your comments in connection with the MAG Mid-phase Transportation Planning Public Hearing held on April 27, 2016. We appreciate the thoroughness of your input and it will be considered throughout the MAG transportation planning process.
We agree that input regarding natural resources early and throughout the planning process is essential, as indicated in Chapter Six of the MAG 2035 Regional Transportation Plan (RTP).

Regarding the North-South Freeway, SR-24 Extension, Phoenix to Tucson Passenger Rail, I-11, and Pinal County transportation plans, these corridors were not mapped since they are not a part of the approved MAG 2035 RTP. However, these projects are discussed in Chapter Sixteen of the Plan. The status of the these corridors will be updated as part of future updating of the MAG 2035 RTP. In addition, Pinal County staff is consulted with to ensure that County plans are reflected in MAG roadway networks.

We greatly appreciate your comments and look forward to the continued involvement of the Game and Fish Department in the regional transportation planning process.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov

From: Kelly Wolff-Krauter [mailto:KWolff-Krauter@azgfd.gov]
Sent: Friday, May 06, 2016 1:31 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Cc: Jay Cook <JCook@azgfd.gov>; Laura Canaca <LCanaca@azgfd.gov>; Barbara Cook <BCook@azgfd.gov>; Cheri Boucher <CBoucher@azgfd.gov>
Subject: Mid Phase Public Hearing/2035 RTP

Good Afternoon Leila,

Attached are the Department's comments relating to the public hearing and the RTP. Please let me know if you have any questions. Thanks so much and have a wonderful weekend.

Kelly Wolff-Krauter
Habitat, Evaluation and Lands Program Manager| Region VI, Mesa| 7200 E. University Dr. Mesa Arizona 85207

☎ 480-324-3550 Office | 480-201-7756 Cell | ✉ kwolff-krauter@azgfd.gov |

For information about where to hunt, please visit:
http://habimap.org/
http://azaccessmap.com/
http://gis.azgfd.gov/fishandboat/

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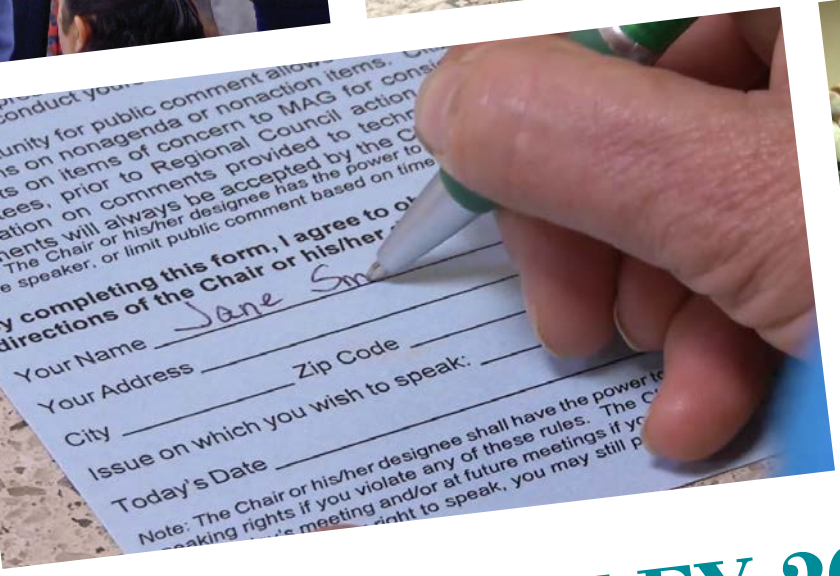
MARICOPA ASSOCIATION of GOVERNMENTS



DRAFT FY 2016 MID-PHASE INPUT OPPORTUNITY REPORT

May, 2016

REGIONAL TRANSPORTATION PLAN

Maricopa Association of Governments (MAG)
302 North First Avenue, Suite 200
Phoenix, Arizona 85003
Telephone: (602) 254-6300
Fax: (602) 254-6490
E-mail: lgamiz@azmag.gov
Contact Person: Leila C. Gamiz

Title VI Notice to the Public

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to ensure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related authorities and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state authorities for discrimination based on income status, limited English proficiency, religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of title 18, United States Code) or sexual orientation.

Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. For more information, or to file a complaint, please contact Amy St. Peter, the Title VI Coordinator, at (602) 254-6300.

Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. Where and when possible, MAG partners with the Arizona Department of Transportation (ADOT), Valley Metro (Regional Public Transportation Authority and METRO Rail) and the City of Phoenix Public Transit Department to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was signed into law on December 4, 2015. The new enabling legislation, Fixing America's Surface Transportation Act, or "FAST Act" continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

MAG has a four-phase public involvement process as outlined in the MAG Public Participation Plan. The Mid-Phase input opportunity provides for input on the draft listing of projects that make up the FY 2017-2021 Transportation Improvement Program (listing of projects) and input on projects included in the Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan. This input report will be presented to MAG policy committees for review and consideration prior to action.

All of these public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials, such as large print and Braille and FM/Infrared Listening Devices, were available upon request.

INPUT OPPORTUNITIES

During the Mid-Phase Input Opportunity, MAG obtained input via small and large group presentations, committee meetings, website and e-mail correspondence. A summary of the input received during this time is included in this report.

SUMMARY OF INPUT

A summary of input gathered during the Mid-Phase Input Opportunity is included below:

- Revise Chapter Six of the 2035 Regional Transportation Plan (RTP) to address the issue of lighting, as the construction of new roadways always requires new lighting.
- Let's make that the best lighting possible for dark sky enthusiasts.
- Requirements for vehicle and pedestrian safety can easily be met, fixture shielding requirements are already specified by ARS 49-7, but there is so much more that can be done.
- Perhaps invite International Dark Skies Association to serve as a Resource and Environmental Agency.
- I want the timeline of the northeast section of the rail moved up to 2020. All the existing sections are moving west and downtown. The northeast section to Paradise Valley would greatly improve that entire area.
- The Regional Plan doesn't have several small projects in its list. Need an I-10 Eastbound auxiliary lane from 91st to 83rd Avenues. It's the only auxiliary lane missing on I-10 in the county and it messes with drivers, including me.
- Need to widen 99th Ave under I-10 by adding 4 lanes (2 turning, 2 general purpose). Currently, this stretch is heavily congested on the best of days and gets worse when there are any major shopping days or holidays.
- The Avondale exit for I-10 westbound needs a second lane for exiting traffic. Almost daily exiting traffic will back up for 500 feet or more onto I-10 creating congestion headaches with a high accident potential.
- The Dysart exit for I-10 westbound needs a second lane for exiting traffic. It also has high daily exiting traffic loads and will back up traffic for 1000 feet or more and sometimes almost back to Avondale Boulevard.
- A problem was with the one-inch gravel driveway next door. The one-half inch gravel has now been installed on the driveway, and it looks nice, but is worried it will spread out.
- Cars are violating intersections and more needs to be done to protect the safety of people in the intersections.
- Standards for dust control are needed across the entire county; if alternatives are offered, a person will pay a fee and get off the hook for a violation.
- People need to be protected from pollution and particulates.
- Work needs to be done so that EPA restrictions do not cause the Tesla facility and Ford and Chrysler proving grounds in the Wickenburg area to close down.
- The Tempe Streetcar and the actions taken in March by the transit committee on the delay of the project. Just checking to see what this means, is this a delay that had already been known or something new that is the result of the Phoenix vote in January?
- I know that Pinal County is also a part of MAG, as well as Phoenix. We have a great need for public transportation out here.

- On behalf of Valley Partnership and its 380 Company Partners and almost 2,000 members, please accept this letter as an expression of our support of the Maricopa Association of Government Draft Fiscal Year 2017-2021 Transportation Improvement Program (TIP).
- We want to offer a special thank you for including the freeway design and right of way for SR-30 in this plan. The is Valley Partnership's top state route project for the next five years and will allow the movement of traffic and commerce in a more efficient manner and development in a responsible manner.
- The completion of the Loop 202 in 2019 will complete the Southeast Valley and Downtown Central Business District traffic balance and the timely completion of SR-30 will help relieve the congestion on 1-10 for the West Valley.
- There were things promised to us when the tax was voted in, in Prop 400. The I-10 west capital alignment, you're going to have a lot of people giving you static about it because it got delayed.
- If you live in Phoenix, you get 15-minute service and you can take buses up until ten, eleven o'clock. You live in Glendale or some of the other cities and don't catch your second bus by nine o'clock you get stranded.
- There are some parts in this town where there were routes in Avondale and Surprise and Northwest Valley that were taken away due to the recession. However, there are parts in this town that do need bus service. And it's not being properly accommodated.
- There are parts where the routes need to be improved. Litchfield Road and Camelback Road were part of the Regional Transportation Plan back in the day and they've been on hold forever.
- There's a real problem in Surprise, and I'm very frustrated, even before I got on the city council, we have populate of 130,000-plus, and all we really have is Dial-A-Ride.
- We have approximately 187,000 thousand people that live in Sun City, Sun City West, and Surprise with absolutely no services whatsoever.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was signed into law on December 4, 2015. The new enabling legislation, Fixing America's Surface Transportation Act, or "FAST Act," continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

> The MAG process for public involvement receives public opinion in accordance with federal requirements and provides opportunities for early and continuing involvement in the transportation planning and programming process.

In response to previous federal guidelines known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the MAG Regional Council, in December 2006, approved a Public Participation Plan to guide the MAG public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, page 6)*. The MAG Public Participation Plan sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2016 Mid-Phase Input Opportunity was conducted from March through May, 2016. The Mid-Phase process provides for input on initial plan analysis for the Draft TIP, Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan, and includes a public hearing/meeting on regional transportation issues. The purpose of this document, the *FY 2016 Mid Phase Input Opportunity Report,* is to provide information about the outreach conducted during this phase and to summarize the results of the input received.

The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis. The results of the Final Phase Input Opportunity will be included in the *FY 2016 Final Phase Input Opportunity Report*. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC). During this phase, all comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 hours.

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (SHIP) were on different schedules–which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined. (*See page 6*.)

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with SAFETEA-LU guidelines for metropolitan transportation planning. This plan also conforms to guidelines delineated in FAST Act.

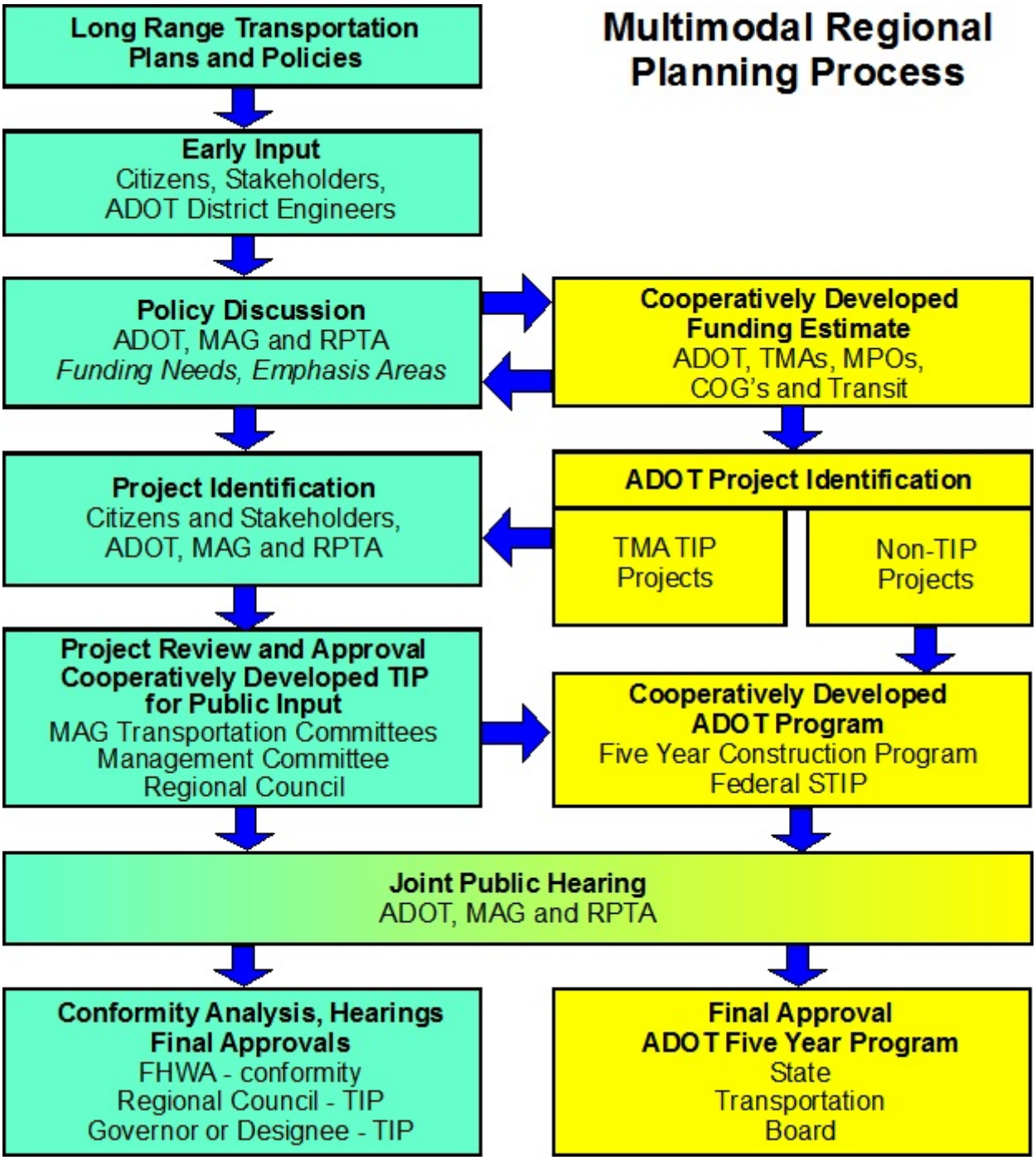

Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

*** TMA:** Transportation Management Area

*** FHWA:** Federal Highway Administration

*** RPTA:** Regional Public Transportation Authority

*** COG:** Council of Governments

*** MPO:** Metropolitan Planning Organization

Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves

- One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

The public was informed of Mid-Phase public involvement events through a variety of methods. The public meeting was announced with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic* and *La Voz* publications. A postcard notice was also sent to approximately 20 regional libraries throughout the Valley. Each library was sent 20 postcards. MAG was also part of several other events that were advertised in newspapers across the Valley.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of meetings/presentations/events. Activities included:

- Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations. During these interactions, all comments/suggestions/questions are responded to at the time of the interaction or within 48 hours.

- Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.

- Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.

- Continued involvement with the Citizens Transportation Oversight Committee (CTOC).

- Partnership in special events including MAG, ADOT, Valley Metro, and METRO, where and when possible. All comments/suggestions/questions received during these special events are responded to on-site or within 48 hours.

- Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site at www.azmag.gov The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to lgmaiz@azmag.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities that make up its membership.

II. COMMITTEE/PUBLIC MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section is organized by meeting/event location and includes written and oral comments received during the Mid-Phase input opportunity. In some cases, comments listed below are summarized and not taken verbatim.

COMMENTS RECEIVED DURING THE MAG REGIONAL COUNCIL MEETING ON WEDNESDAY, MARCH 23, 2016.

Comment by John Rusinek, Valley Resident

Comment: Mr. John Rusinek stated that his problem was with the one-inch gravel driveway next door. He noted that one-half inch gravel has now been installed on the driveway, and it looks nice, but he is worried it will spread out. Mr. Rusinek stated that City of Phoenix staff said it cannot be laid more than one-and-one-half inches or it will move. He said that the specifications should be standardized. Mr. Rusinek remarked that he was in limbo -- if the gravel moves it will not work.

Response: These citizen comments on the driveway improvements are under the jurisdiction of the City of Phoenix.

Comments by Dianne Barker, Valley resident

Comment: Ms. Dianne Barker stated that she sees cars violating intersections and more needs to be done to protect the safety of people in the intersections.

Response: The comment by Ms Barker on "cars violating intersections" appears to be highlighting her observation of pedestrian right-of-way at intersection crosswalks being violated by motorists, thus creating an unsafe condition for pedestrians at intersections. While this unsafe condition does occur at intersections, crash statistics for the MAG region indicate that the greater risk of injury or death to pedestrians occurs at mid-block locations. The unsafe condition observed by Ms Barker is addressable through local agency programs that involve increased enforcement and educational programs that target both drivers and pedestrians.

MAG conducts Road Safety Assessments (RSAs) at intersections with high crash risk for motorists as well as risk to pedestrians and bicyclists. The recommendations from RSAs are provided to local agencies for implementation.

MAG also has incorporated safety considerations during the programming of funds for new road projects, thus encouraging the addition of safety features to all road projects.

Comment: Ms. Dianne Barker stated that standards for dust control are needed across the entire county; if alternatives are offered, a person will pay a fee and get off the hook for a violation. Ms. Barker stated that people need to be protected from pollution and particulates. She stated that there is a large empty lot at the Public Market and the gravel where people park has separated.

Response: The Maricopa County Air Quality Department is responsible for enforcing Maricopa County Rule 310 (Fugitive Dust) and Rule 310.01 (Fugitive Dust from Open Areas, Vacant Lots, Unpaved Parking Lots and Unpaved Roadways). These rules apply across Maricopa County.

Comment by Marvin Rochelle, Valley resident

Comment: Mr. Marvin Rochelle stated that work needs to be done so that EPA restrictions do not cause the Tesla facility and Ford and Chrysler proving grounds in the Wickenburg area to close down. Mr. Rochelle stated that a variance is needed to keep those industries here.

Response: Under the Clean Air Act, new and modified major sources in an ozone nonattainment area are subject to reducing emissions through "offsets" to compensate for proposed emissions increases.

COMMENTS RECEIVED DURING THE MAG MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, APRIL 13, 2016.

Comments by John Rusinek, Valley Resident

Comment: Mr. John Rusinek stated that the driveway next to his house has been surfaced three times since 2012, all of them wrong. Mr. Rusinek said that according to the manufacturer the gravel will not settle properly if it is more than 1.5 inches thick and the gravel on the driveway next door is two inches thick. He asked if the City should get rid of people because they are not doing their job right. He also wondered if it was because the owner of the property owns 17 houses in the Valley and expects the City to go along.

Response: These citizen comments on the driveway improvements are under the jurisdiction of the City of Phoenix.

Comments by Dianne Barker, Valley resident

Comment: Ms. Dianne Barker stated that bicycles are supposed to be part of the multimodal plan. She stated that a rider can make good progress riding along the canal path. She rode her bicycle along the canal to the light rail station at 24th Street and she suggested that the station needs to be kept clean.

Response: MAG continues to look for opportunities to strengthen connectivity between modes, and utilization of our region's canal network is a valuable asset. Concerns regarding the condition of our transit facilities are appreciated, and the observations regarding the 24th Street facility will be forwarded onto Valley Metro.

COMMENTS RECEIVED DURING THE MID PHASE PUBLIC HEARING ON WEDNESDAY, APRIL 27, 2016.

Comments by Howard May, Valley resident

Comment: Mr. Howard May stated that there were things promised to us when the tax was voted in, in Prop 400. The I-10 west capital alignment, you're going to have a lot of people giving you static about it because it got delayed. There should be, until it's built, some short of short-term solution like a bidirectional RAPID or, kind of, like a LINK bus to subsidize that part of the city.

Response: In January 2016, the Phoenix City Council, based on the recommendation from the Citizens Transportation Commission, voted to support phasing the 11-mile Capitol/I-10 West Light Rail Transit extension project with the first phase terminating near the State Capitol in 2023. The second phase extending from the State Capitol to 79th Ave park-and-ride was recommended to be deferred to 2030. Valley Metro is reviewing these recommendations and will work with city of Phoenix and the West Valley community to explore options to accelerate the project to address the increasing mobility needs in the area. Recognizing that big projects like Capitol/I-10 West require extensive partnerships with federal, regional and local stakeholders, Valley Metro is currently pursuing the completion of the environmental assessment document for the entire 11-mile corridor to allow for future funding opportunities. Moreover, Valley Metro is partnering with City of Phoenix to advance other transit improvements in the West Valley area such as the Thomas Road bus rapid transit project, as well as enhanced local bus services to address transportation challenges.

Comment: Mr. Howard May stated that if you live in Phoenix, you get 15-minute service and you can take buses up until ten, eleven o'clock. You live in Glendale or some of the other cities and don't catch your second bus by nine o'clock you get stranded.

Response: The passage of the Proposition 104 (Transportation 2050), Phoenix voters approved a 35-year citywide transportation plan to expand transit service and address street improvements. As part of this initiative, improved frequency and service operation for local bus service was a key goal. While the city of Phoenix begins implementation of improved transit service, opportunities to enhance regional service and connectivity will continue to be sought.

Comment: Mr. Howard May stated that there are some parts in this town where there were routes in Avondale and Surprise and Northwest Valley that were taken away due to the recession. However, there are parts in this town that do need bus service. And it's not being properly accommodated. There are parts where the routes need to be improved. Litchfield Roads and Camelback Roads were part of RTP back in the day and they've been on hold forever.

Response: The Great Recession resulted in the deferral of many "Prop 400" projects across the region and projections maintain a long-term revenue shortfall in the Transit Life Cycle Program. Valley Metro continues to work collaboratively with city transit staff to identify service improvements that can be implemented within the next two years as well as to review potential future improvements that could be recommended for regional funding in the future.

Comments by Councilman Roland Winters, City of Surprise District 1 and Valley resident

Comment: Councilman Roland Winters stated that there's a real problem in Surprise, and I'm very frustrated, even before I got on the council, we have populate of 130,000-plus, and all we really have is Dial-A-Ride. Not that I'm unhappy with Dial-A-Ride, I think Dial-A-Ride is good and I'm glad we have it. But it's not enough. And I'd like to see a bus through our city that has fixed bus route stops at a fixed time. And it's not fair to our residents not to have some kind of transportation.

Response: As noted, the city of Surprise has provided additional dollars for Dial-a-Ride services. In regards to regional transit connectivity, Valley Metro has been working with city of Surprise staff in regards to route extensions to the city, including those identified in the MAG Northwest Valley Local Transit System Study. The aforementioned data sources and feedback from Surprise staff has helped us populate our five-year Short Range Transit Program, or SRTP. The Short Range Transit Program identifies a few local bus routes extension options, routes 170 and 138. While the Great Recession resulted in the deferral of many "Prop 400" projects across the region, MAG is preparing to rebalance the regional freeway and highway program this summer in response to a projected surplus for that program.

Comments by Sharon Heftick, Valley resident

Comment: We have approximately 187,000 thousand people that live in Sun City, Sun City West, and Surprise with absolutely no services whatsoever. So in dealing with these issues for us, it's very important for you to realize that I watch the bus stop at 83rd and 101 and make loops and go back. I watch the bus stop at Banner and Boswell, make a loop and go back. It's six miles to the Del Webb Hospital. It's six miles from either direction from either one Banner Boswell or from the Arrowhead shopping mall. It doesn't take anything to complete the route. And once we got that route in of any kind where we had it coming down either Bell or Grand, we would be able to completely continue to do these services inside Sun City West and Sun City, which now we're having to do both pieces.

Response: Valley Metro has been working with our partners to understand the extent of transit service gaps throughout the region, including in Sun City, Sun City West and Surprise. Recently, Valley Metro has been working with the city of Surprise to analyze and better understand the cost of extending routes further into the Northwest Valley. Additional efforts will also need to be coordinated with Maricopa County regarding service extensions through unincorporated areas.

III. PUBLIC HEARING TRANSCRIPT AND AGENDA

AGENDA

MID-PHASE PUBLIC HEARING

Wednesday, April 27, 2016
10:00 a.m.
302 N. 1st Avenue, Second Floor, Ironwood Room

I. INTRODUCTION

— MAG Transportation Director Eric Anderson

II. PRESENTATION OF PROGRAM

— Draft FY 2017-2021 MAG Transportation Improvement Program (listing of projects) and Draft FY 2016 Transit Program of Projects.

— Amendment to the 2035 Regional Transportation Plan.

— Overview of the operational aspects of the Draft FY 2017-2021 MAG Transportation Improvement Program (listing of projects) and Draft FY 2016 Transit Program of Projects.

III. PUBLIC COMMENT

— Public meeting attendees will be provided an opportunity to comment on the Mid-Phase Transportation Planning that includes the Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan.

IV. ADJOURN

MID-PHASE PUBLIC HEARING

Wednesday, April 27, 2016

10:00 a.m.

302 N. 1st Avenue, Second Floor, Ironwood Room

MR. CHAIRMAN: I'd like to call this meeting to order. Thank you all for being here. I'm Eric Anderson, Transportation Director for the Maricopa Association of Governments. I'll also be chairing this public hearing today.

I want to thank you for taking the time to attend this hearing. Those driving to the meeting, we'll validate your parking, if you parked in the garage downstairs. And those using transit we have transit tickets available, too, so just contact one of the MAG staff and they'll accommodate you.

This public hearing is just one of many opportunities throughout the planning and programming cycle to provide comments to MAG on our plans and programs. This is our opportunity to listen.

We're interested in hearing what you have to say regarding the Valley's transportation system. Those who wish to comment will have three minutes to express their concerns on any issues related to transportation in the Valley.

Any comments received here today will be recorded verbatim by the court reporter, and staff will provide written responses to comments. The

comments and responses will be included in the fiscal year 2016 MAG Mid-Phase Input Opportunity Report. This report will be distributed to all the MAG policy committees and ADOT for review prior to taking action -- final action on our plans and programs.

Next I'd like the other members of the panel to introduce themselves. Let's go from left to right.

MS. SPEAKER: Hi, my name is Amy St. Peter, and I work here at the Maricopa Association of Governments.

MR. SPEAKER: I'm Dennis Smith with MAG.

MR. SPEAKER: I'm Roger Herzog, Maricopa Association of Governments.

MR. SPEAKER: Robert Forrest with Valley Metro.

MR. SPEAKER: Kwisung Kang, ADOT, Multimodal Planning Division

MR. CHAIRMAN: And hopefully Mr. Ken Kessler from safety and transit will join us in a bit. Thank you.

I'd like to quickly go over the agenda for

today. First, we'll have some brief presentations to be given by MAG staff and an operational update from Valley Metro.

Following these presentations we will take public comment on the information presented today after which we will adjourn.

For those of you who are wanting to make comments on the material presented today, a speaker's request form is available from MAG staff at the registration table over there by the back door. Please complete this form so we are able to give everyone an opportunity to speak. As you come up to the podium, please state the following information for the formal record: your name and the city in which you live.

So we're going to go on to the presentations now. The first one is on the MAG Transportation Improvement Program. Ms. Teri Kennedy.

MS. KENNEDY: Thank you and good morning. My name is Teri Kennedy, I'm the Transportation Improvement Program Manager here at MAG.

And a little bit about MAG, we are made up of

regional towns, cities, counties, and tribal members in Maricopa County and portions of Pinal County. This is just an overview of our planning region. We specialize in regional aspects of regional transportation and air quality and other items.

So a little bit before we get started about what's in the TIP, I'm going to include what's not in the TIP. And what's not in the TIP are things like planning projects and especially local roadway projects. Again, we concentrate on areas of regional significance for projects.

And what is included in the plan are a five-year program, so it's all the listing of capital improvement projects that you'll see for transportation over a five-year period. And it does include all regionally significant projects.

And development and implementation of the plan is including FHWA, Federal Highway Administration, Federal Transit Administration, Arizona Department of Transportation, our member agencies, and also members of the public that develop transportation projects that are regionally significant. It also includes elements that

demonstrate a financial plan on how we can implement those projects in the Transportation Improvement Program.

The TIP that we're developing right now is developed building upon the Regional Transportation Plan that's in place, the TIP that's in place and many of the plans and policies and programs that are developed regionally and locally.

And this is very important because the information that we collect and include in the TIP is also supplied to us from our member agencies and those of the public.

So a bit about the data, it's really provided to us by members of the public and our local agencies who develop those projects to be included in the plan. So in our listings, again, I said regionally significant projects and those are federally funded or locally funded projects.

In the Maricopa County area of the MAG planning boundary, we do have half-cent sales tax that also helps us fund these projects, and it's allocated to transit, freeways, and our arterial roadway projects.

Included in the Transportation Improvement Plan are three life cycle programs, and they come up with a blended funding of federal funds and that half-cent sales tax and local funds. And each one of these programs is a twenty-year program and concludes in 2026.

Also included in the Transportation Improvement Program is the Federal Transit Administration 5307 program. And what that is, is our general public transit capital improvement program. And that currently is being reviewed at our Transit Committee and that's coming up on May 17th, so many of the projects will be recommended at that committee and move forward.

And at the conclusion of developing the program of projects, it will be applied to a grant administration process. 2016 and 2017 will also be included in the TIP listings for review.

How the program of projects is developed is 25 percent of the funds are immediately taken off the allocation to help fund preventative maintenance aspects of the capital program for transit. We also fund job access and reverse commute eligible

activities out of the program. And we fund the transit life cycle capital projects. So this would be the bus expansion and bus replacement projects.

And then with the funding that's left over, there is a competitive application process to fund those aspects of the transit system for unmet needs.

Also included in the Transportation Improvement Program are the modal types of specific projects such as bicycle and pedestrian projects, intelligent transportation system projects, and our air quality program that includes paving of unpaved dirt roads, PM-10 certified street sweepers and regional Rideshare and other elements.

Quantity of programs, we currently have just over 600 individual projects and work phases. And when programming completes for the full TIP, we expect to approach 1,500 to 2,000 work phases and projects to be included in the TIP.

For a little bit more about the TIP listing data, you'll see one to five work phases typically programmed for each project and more detail with included in the TIP listings that gives you an idea of when the project will be underway, the type of

funding, and if it belongs to an Arterial Life Cycle, Regional Freeway Life Cycle, or Transit Life Cycle program.

Total funding right now for the TIP is 5.3 billion in our draft TIP. And this gives you an idea of the percentage of funding by program, overview of the transit and bus program by source, and we have a large federal funding allocation for both bus and rail. Regional funds much of the program with local support on our capital transit program.

Highway funding gives you an idea of the percentages by regional, local and federal funds, and highway projects are categorized on the right-hand side. They include freeway interchanges, ITS, safety projects, street, and street intersection projects, air quality projects, bike/ped projects, bridge projects, and then some of the other projects that help support those systems and they're categorized as other. We also allocate a percentage of the highway funds over to transit and that goes into the rail program.

So some of the next steps for the development of the TIP is we will send a listing of projects to

undergo air quality conformity. We'll finish up our transit programming and some of the other program areas that are still underway. We'll have a full published listing of all the TIP listing projects. And we'll have a final phase public meeting on June 7th.

And the committees will review and recommend for approval the draft 2017 to '21 TIP. At the conclusion of that, it is submitted to Federal Highway, Federal Transit Administration, Arizona Department of Transportation for their final review.

And if you'd like a little bit more information, we do have Website information on the development of the TIP and everything else you'll see here today. Thank you again for attending.

MR. CHAIRMAN: Thank you, Teri. Next presentation, Marc Pearsall is a planner here at MAG. He is going to present the amendment to the 2035 Regional Transportation Plan.

MR. PEARSALL: Thank you, chair, and members of the public. As Eric mentioned, these are regarding changes to the regionally significant projects within the draft 2017 to 2021 TIP and an

amendment to the FY-2014 and 2018 MAG TIP and 2035 Regional Transportation Plan.

As per the presentation, this is specifically focusing on the revised opening dates for rail transit projects within that draft TIP and the 2035 Regional Transportation Plan.

Specifically, there are four rail transit corridors, light rail transit corridors, that our friends at Valley Metro and City of Phoenix have been working on for quite some time and an addition of a new light rail station at 50th Street.

As you can see on the map here, most of them include advancements or accelerations in opening dates. I'll go from top to left to bottom to the right, counterclockwise.

You'll see the Northwest extension going from 2026 to 2023. The capital I-10 west project has been split into two phases. The original opening date for phase one stands from downtown Phoenix to the State Capitol with -- 19th Avenue to State Capitol to 79th Avenue and I-10 deferred to 2030.

The South Mountain corridor light rail system line will be advanced to 2023 from its original date

of 2034. The Tempe streetcar project will have a deferment of one year till 2019. And then the 50th Street light rail station will open in 2019. This just gives you a little bit further information on each corridor.

These corridor project changes come from the City of Phoenix's successful Proposition 104 from August of 2015. I apologize. I should have had this on for our friends in the audience. Okay.

Northwest light rail extension Phase II. This was a result -- this advancement was a result of the January 26, 2016 Phoenix City Council vote to advance that acceleration to 2023 from 2026.

As you may have all heard, the Northwest extension one project opened earlier this month to break fanfare at 19th Avenue and Dunlap.

This would come on the heels of that. This 1.7-mile extension would go further to the northwest, expand Interstate 17 and tie in with Metrocenter Mall.

The South Central line, again it's a five-mile corridor that's been under study for some time. Due to that same City Council vote, the line will be accelerated from 2034 -- excuse me. The graph in the

lower left section is wrong. The dates are wrong. It was my mistake. It's being accelerated from 2034 to 2023, an eleven-year advancement. Your handout sheet also shows the correct dates.

Capital I-10 west light rail extension, this project is being split into two phases. Phase I, as I mentioned before, stands with a 2023 opening date from downtown to the State Capitol campus. And then from 19th Avenue to 75th Avenue and I-10 park-and-ride, that will be deferred -- that 9.5-mile section will be deferred till 2030.

Tempe streetcar, this project is being deferred by one year specifically to more closely align with the Federal Transit Administration's funding allocation schedule as well as project delivery and vehicle procurement.

So look for the opening of that project, that three-mile project in 2019. And the last one is the 50th Street light rail station at Washington and 50th Street. This is an important station because this actually helps serve the east Phoenix neighborhood, specifically the Ability360 facility. The businesses and restaurants have really, kind of, blossomed there

east of the 202, the post office. And, again, it provides access to an area that previously did not have a light rail station.

That concludes my presentation, and I appreciate your time. Thank you.

MR. CHAIRMAN: Thank you, Marc.

Our final presentation today is an overview of the operational aspects of the TIP from Valley Metro's perspective on the bus side. Jorge Luna is here from Valley Metro to do this presentation.

MR. LUNA: Good morning, everyone. My name is Jorge Luna. And I'll be giving you an overview of the program of bus and fixed route alternative mode programs that Valley Metro has to offer. And Marc covered the light rail component, and I'll be covering the other aspects of our program.

So with that, we'll go with overall -- the overview of presentation is we'll talk about partnerships, highlight our work on the short-range transit program, upcoming service changes, recently completed origin and destination survey and some travel-demand management or vanpool programs that also Valley Metro has to offer, and then an overview of the

ADA Dial-A-Ride service improvements that's scheduled for July of this year.

So with that, overall these are the different partners that work with Valley Metro. We cannot implement service without the partnership and support of our member agencies.

We cover a vast amount of area from the northwest Valley to the southwest Valley from the northeast to the southeast Valley.

And that area is covered by transit service, so we have fixed-route service, EXPRESS, commuter service. We have also neighborhood circulators crisscrossing the different parts of the Valley to provide service.

And that area or that network is supported by bus stops, transit centers, transit facilities, park-and-rides, maintenance facilities to support the overall network for the entire system.

Beyond that, of course, Valley Metro also does travel-demand management which is vanpool, share-the-ride, bike to work, and telecommute programs as well. And at the bottom you see some of the different snapshots of pictures of different facilities that are

out there, different modes, different services that are provided in the region.

We have examples of transit centers or park-and-rides, light rail, the Mobility Center, maintenance facilities, so that's what we use to support the network out in the region.

So with that, highlighting the short-range transit program, this is an effort that we've -- this is the second update for this -- this is the -- yeah, year for the second update that we've had so far. We've been working to identify regionally and locally funded service enhancements for the next five years in partnership with our member agencies.

And this effort builds on current and previous and ongoing Valley Metro efforts. It's in accordance with transit life cycle program adopted policies, and it's based on input from member agencies, Valley Metro staff, and the intent is to update the plan every two years, but we've been doing it, at least right now, now every year.

So what are the concepts or the proposed concepts in the short-range transit program? They cover different items such as cost allocation, route

extensions, service enhancements, span of service improvements, route modifications, new service, and optimization of the network, so that's just an overview of the work that we've been doing with our member agencies for the next five years.

Now that, of course, we have -- that's, sort of, like a five-year outlook that we've been working on, but at the same time we have biannual service changes and this occur in April and October of each year.

We continue working on expanding and improving the system, looking for efficiencies and optimization and effectiveness. And at the same time this is for your input on the regional coordination of public input to get services out where they are needed.

This is just a map in the next slide that I'm presenting here, a map of the proposed October 2016 service changes.

And some of the highlights, right now, of course, we are going through the public input process and please visit the Valley Metro Website to provide comment on the proposed changes, but these are just

some of the proposals out there where we've been working with Phoenix to expand service hours, improve frequency, adding trips to certain routes, modifying routes slightly to different catchment areas, consolidate routes to improve efficiency and at times scale back frequency to make sure that we're being effective in the resources that are being applied out in the region.

Beyond the biannual service changes, of course that was proposed for October, but beyond that were to continuing planning for the future in partnerships with, of course, the public and our member agencies working to implement Proposition 400, the remaining years of Prop 400, working to also -- with local cities in their individual initiatives such as the Phoenix T2050 plan and Tempe In Motion plan, and, of course, any locally funded improvements that may come from the general fund from individual members and member cities. So we continue to work and coordinate to provide and enhance service.

Also to highlight, we've recently completed an origin and destination survey. There was about 22,000 surveys that were completed. It's very rich

information. We got a lot of unique feedback and information from the public as to who is riding the system, who comprises the system.

And this information feeds not only our analysis purposes, but it also feeds the MAG regional travel demand model at the same time, so this something that we recently completed, and it was presented before our board earlier this year.

Next on the list is talking a little bit about vanpool. Vanpool is just an electable service for commuters going to and from work. It's a van for six to fifteen people. We have primary volunteer -- primary alternate drivers. It is a form of public transportation and the Rideshare and the cost. The payers fund the rides for the lease and fuel of the vehicle, and it's approximately a $25 fee per person per week to participate in this commuter service program.

Actively right now, we have 455 vans that range in different city capacities. They have AC, they have remote control windows, tinted windows, they're full size vans.

We recently got new ones from, I think,

they're called Ford Connect. And they are pretty neat, efficient, and they have bike racks, if requested at the same time, so this is a commuter service beyond the fixed -route system that's out there.

One very neat thing to highlight is the regional Dial-A-Ride. Beginning in July, Valley Metro will implement consistent policies and procedures and the elimination of transfers between the Dial-A-Ride service areas. And this recently got approved, and we're working hard for the implementation date of July of this year.

So that is a really neat effort in partnership and in coordination, of course, with the public and our member agencies for a seamless service throughout the region in Dial-A-Ride.

So lastly just to highlight some of the, you know, benefits of transit, all modes of transit and transportation. Of course, the economic development creates jobs, provides job access. It provides economic competitive for the region. It provides environmental benefits, reduces congestion and energy conservation, cleaner air, and at the same time

provides social benefits, mobility independence, and quality of life.

So with that this concludes my presentation of the overview of the bus program so far. And thank you for your time.

MR. CHAIRMAN: Thank you, Jorge, really appreciate that presentation. As Wendi Miller walks out the door, she was -- I failed to introduce her as the Representative of City of Phoenix Transit.

Now we have Ken Kessler here. So, Ken, thank you for joining us.

MR. KESSLER: Sure.

MR. CHAIRMAN: So that everyone can go, we are moving to the public comment portion of the hearing now. So that everyone has time to speak, we're requesting that you limit your comments to three minutes. A timer is on the podium to assist you in making your presentation. When two minutes have gone by, the yellow light will come on notifying the speaker that they have one minute remaining to sum up their comment. At the end of the three-minute time period, the red light will come up followed by a beeping sound.

So let's begin with our first member of the public. I have three speaker cards. The first one I have is Howard May. Howard.

MR. MAY: Good afternoon. Some of you know me, some of you do not. This is my first time at this particular meeting. People from Phoenix and Valley Metro, see me all the time, but I'm happy about the things coming from Phoenix including the 50th Street station for light rail.

However, there were things promised to us when the tax was voted in, in Prop 400. The I-10 west capital alignment, you're going to have a lot of people giving you static about it because it got delayed. There should be, until it's built, some short of short-term solution like a bidirectional RAPID or, kind of, like a LINK bus to subsidize that part of the city.

If you live in Phoenix, you get 15-minute service and you can take buses up until ten, eleven o'clock. You live in Glendale or some of the other cities and don't catch your second bus by nine o'clock you get stranded.

There are some parts in this town where there

were routes in Avondale and Surprise and Northwest Valley that were taken away due to the recession. However, there are parts in this town that do need bus service. And it's not being properly accommodated.

Some of the things I know one of the councilmembers from Phoenix he lost a bus route. It was a regular bus route. It used to be the blue line and now it's -- went to the 39, now it's nothing. And he has to wait for his portion of the light rail for northeast valley.

But there are parts where the routes need to be improved. Litchfield Roads and Camelback Roads were part of RTP back in the day and they've been on hold forever. Thank you.

MR. CHAIRMAN: Thank you, Mr. May, appreciate those comments. The next speaker card I have is Councilman Roland Winters.

MR. WINTERS: Morning. Thanks very much for the opportunity to speak before you folks. My name is Roland Winters. I'm a Councilman for the City of Surprise.

And I was disappointed when I got a map of MAG and look at the Valley Metro look real close to

the upper left toward the edge, we just barely made it on the map. The map's not there now.

But, anyway, we have a real problem in Surprise, and I'm very frustrated, even before I got on the council, we have populate of 130,000-plus, and all we really have is Dial-A-Ride.

Not that I'm unhappy with Dial-A-Ride, I think Dial-A-Ride is good and I'm glad we have it. But it's not enough. And I'd like to see a bus through our city that has fixed bus route stops at a fixed time.

Every fiscal year, I go to my colleagues on the council, and they know what I'm there for, I'm there for more money for Dial-A-Ride. And they're getting sick and tired of seeing me coming to talk to them.

However, this year we'll be able to get twenty more rides and that helps when my constituents call me when they can't get a ride. And I'm not just talking about people that are disabled or elderly. I'm talking about our general population.

I'm in District 1, which is the largest district in Surprise. And for that 15-year-old kid a

bike ride to the Digiplex theater, which is on the other side of the city, is a long bike ride for him. And it's not fair to our residents not to have some kind of transportation.

I was in Orange County, California, for 35 years before I came to Arizona, and I would always brag about a bus only coming once every half hour.

If I had that once every half hour now, I'd be in happy heaven somewhere, but we don't. And we have to work with what we've got.

Our folks in Surprise are wondering where our share of the 400 proposition money went. I believe in 2009 you guys reallocated the money. MAG reallocated the money, so we don't have anything.

Unfortunately, sometimes when people talk about transportation, they're talking about bridges and roads not transit. And I think transit is just as important as roads and bridges. So I hope before I meet my maker we'll have some kind of transportation in Surprise.

Like I said, our Dial-A-Ride seems good. I'm really happy with Valley Metro. They do a good service there providing it with our Discount Cab

company. But, like I said, sometimes you have to call fourteen days in advance to get a ride.

It's gotten a little better now since we're able to get a few more rides on our transit system. I'm very hopeful that we'll be able to see some kind of bus system in Surprise. I know we're, like people say, you're way out there. Some day will not be way out there. We'll be a lot closer. But hopefully, we hope to get some transportation out there soon. Thanks very much for your time. I appreciate it.

MR. CHAIRMAN: Thank you very much. The next speaker card I have is Sharon Heftick.

MS. HEFTICK: Good morning. I'm representing the Northwest Valley Connect. My name is Sharon Heftick and I live in Sun City West. And I'm going to, kind of, go on the same information that Roland also presented.

We have approximately 187,000 thousand people that live in Sun City, Sun City West, and Surprise with absolutely no services whatsoever.

We have a mobility manager, federal mobility manager now, that is with Northwest Valley Connect we support. And the Northwest Valley Connect is

connecting seniors with disabilities with existing transportation services and identifies and resolves the gas and services where they exist in our communities.

So we -- I brought you one of their -- our flyers, and in the back it shows the number of calls that we get to the call centers. We developed our own call center. This is 501(c)(3) that we've actually -- are now supporting.

This particular graph will show you that over 90 percent of the trips are either medical or shopping. We have them all the way from Mesa actually calling to the call center in Sun City West because there are that many people that don't know how to find services.

We have -- my daughter lives in New Jersey and mom can't drive, so how-do-I-get-her-to-the-doctor calls, those kind of things. We actually work with Sun Health Foundation.

So in dealing with these issues for us, it's very important for you to realize that I watch the bus stop at 83rd and 101 and make loops and go back. I watch the bus stop at Banner and Boswell, make a loop

and go back.

It's six miles to the Del Webb Hospital. It's six miles from either direction from either one Banner Boswell or from the Arrowhead shopping mall. It doesn't take anything to complete the route.

And once we got that route in of any kind where we had it coming down either Bell or Grand, we would be able to completely continue to do these services inside Sun City West and Sun City, which now we're having to do both pieces. Thank you for your time.

MR. CHAIRMAN: Thank you very much. I appreciate your comments.

MS. SPEAKER: Would you like a copy of this?

MR. CHAIRMAN: Yes please. Thank you. Okay. That's the last card I have. Anybody else care to speak? Thank you all very much for coming and providing us your input. Thank you to ADOT, City of Phoenix, Valley Metro for joining us here today, and for your presentations.

For those of you providing input today, your comments will be included in the official record and

made part of our decision making process.

So thank you again. We hope to see you at the next meeting. Thank you.

(Hearing adjourned at 10:38 a.m.)

STATE OF ARIZONA)
)
)
COUNTY OF MARICOPA)

I HEREBY CERTIFY that the foregoing transcript of the Public Hearing was taken before me; that I was then and there a Notary Public in and for the State of Arizona; and that the 28 foregoing pages contain a full, true, accurate transcript of the hearing held and transcribed to the best of my skill and ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 5th day of May 2016

/s/ Toni M. Gehm
Toni M. Gehm, Notary Public
State of Arizona, Maricopa County
My Commission Expires: February 11, 2019
Commission No. 184900

IV. APPENDIX A.
PUBLICITY MATERIAL

MID-PHASE TRANSPORTATION PLANNING PUBLIC HEARING

Wednesday, April 27, 2016
Open House: 9:30 a.m.
Public Hearing: 10:00 a.m.

MAG Offices, Ironwood Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan. The purpose of the meeting is to receive public comments regarding these documents and the future of transportation in the MAG area. An informational open house will begin at 9:30 a.m. where participants can review displays and discuss planning efforts with staff. Formal presentations will begin at 10:00 a.m. followed by an opportunity for public comment.

The draft documents are available for review at the MAG Offices, 302 N. 1st Avenue, Suite 300, Phoenix, AZ 85003, from 8:00 a.m. to 5:00 p.m., Monday through Friday. They are also available on the MAG website at http://azmag.gov/rtp. Public comments are welcomed at the hearing or may be submitted in writing via e-mail or direct mail by 5:00 p.m., May 5, 2016. Comments received will be submitted to MAG policy committees for review and consideration. For disability or special accommodations, or to submit comments, contact Leila Gamiz, (602) 254-6300, lgamiz@azmag.gov.

Postcard

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects,* and amendment to the *2035 Regional Transportation Plan*. The purpose of the hearing is to receive public comments. Draft documents are available on the MAG website at http://azmag.gov/RTP.

Public comments are welcomed at the hearing, or may be submitted in writing via e-mail or direct mail by 5:00 p.m., May 5, 2016. Comments received will be submitted to MAG policy committees for review and consideration. For disability or special accommodations, or to submit comments, contact Leila Gamiz, (602) 254-6300, lgamiz@azmag.gov.

ON THE MOVE

PARTNERS IN PROGRESS

Mid Phase Public Hearing

Wednesday, April 27, 2016
Open House: 9:30 a.m.
Public Hearing: 10:00 a.m.
MAG Offices, Suite 200
Ironwood Room - second floor
302 North 1st Avenue, Phoenix

Your participation is encouraged and appreciated.

MARICOPA ASSOCIATION of GOVERNMENTS

MARICOPA ASSOCIATION of GOVERNMENTS
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

You're invited!

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects*, and amendment to the *2035 Regional Transportation Plan*. The purpose of the hearing is to receive public comments. Draft documents are available on the MAG website at http://azmag.gov/RTP.

Public comments are welcomed at the hearing, or may be submitted in writing via e-mail or direct mail by 5:00 p.m., May 5, 2016. Comments received will be submitted to MAG policy committees for review and consideration. For disability or special accommodations, or to submit comments, contact Leila Gamiz, (602) 254-6300, lgamiz@azmag.gov.

ON THE MOVE

PARTNERS IN PROGRESS

Mid Phase Public Hearing

Wednesday, April 27, 2016
Open House: 9:30 a.m.
Public Hearing: 10:00 a.m.
MAG Offices, Suite 200
Ironwood Room - second floor
302 North 1st Avenue, Phoenix

Your participation is encouraged and appreciated.

MARICOPA ASSOCIATION of GOVERNMENTS

Display Ad

¡Por favor, acompáñenos!

La Asociación de Gobiernos de Maricopa (MAG) realizara una audiencia pública acerca de los siguientes programas: Anteproyecto del Programa de Mejoramiento de Transporte de MAG por los Años Fiscales 2017-2021 que incluirá una lista de proyectos, Anteproyecto de Programas y Proyectos de Transito del Año Fiscal 2016, y enmiendas al Plan de Transporte Regional 2035 de MAG. El propósito de la audiencia pública es para recibir comentarios del publico acerca a los cambios presentados en los documentos que están disponibles en el sitio web http://azmag.gov/RTP.

Audiencia Pública de la Fase Intermedia

Miércoles, 27 de abril 2016

Exposición: 9:30 a.m., Audiencia Publica: 10:00 a.m.

302 North 1st Avenue, Phoenix

Sala de Conferencias Ironwood – Segundo Piso

¡Animamos su participación y de antemano, le agradecemos!

Comentarios del público son bienvenidos en la audiencia o pueden ser sometidos por escrito por correo electrónico o directo antes de las 5:00 p.m. del día 5 de mayo 2016. Todos los comentarios recibidos serán presentados a los comités de política de MAG para reviso y consideración. Para más información o para hacer arreglos de acomodaciones especiales, por favor llame a Leila Gamiz, especialista de alcance público al 602-254-6300 o por correo electrónico a lgamiz@azmag.gov.

MARICOPA ASSOCIATION of GOVERNMENTS

V. APPENDIX B.
CORRESPONDENCE RECEIVED DURING THE MID-PHASE INPUT OPPORTUNITY

April 22, 2016 (which just happens to be Earth Day)

TO: MAG Policy Committee via email to Leila Gamiz (lgamiz@azmag.gov)
RE: requested input for mid-phase hearing on 2035 RTP

I attended a MAG hearing a few years ago, representing the amateur astronomy community, and provided input on lighting ordinances and information about light pollution. I remain committed to that cause, and see that the proposed RTP says little about that.

In Chapter Six (Consultation on Environmental Mitigation and Resource Conservation) I read:

Specific topics of interest include: land use management, wildlife, natural resources, environmental protection, conservation, historic preservation, and potential environmental mitigation activities.

And that brings me to my main concern. Our dark night sky is seldom considered to be a natural resource, at least by the general public. Astronomers (professional and amateur) feel differently, and there is, as you know, a lot of astronomy going on in Arizona. Recent estimates quantify that as an economic impact of $250 million annually, and the provision of 3,300 jobs.

In addition to astronomers many other groups share this interest in dark night skies: hikers and campers, outdoorsmen of all varieties, photographers, and casual backyard stargazers.

In Table 6-1 (Resource and Environmental Agencies) you list, among others, the National Park Service and the (AZ) State Parks Department. I <u>know</u> both are concerned about light pollution from my attendance at "astronomy night" events in both venues. Yet there is no language in the 2035 RTP that addresses the mitigation of light pollution.

The International Dark-Sky Association (IDA) is conspicuously absent from Table 6-1. They are the voice, both in Arizona and globally, for preserving the resource of dark night skies. If asked to become a Resource Agency, I know they'd be happy to participate.

Phoenix is embarking on a major upgrade program to their street and park luminaires. They've committed to switching from high-pressure sodium vapor (HPS) lamps (once the "approved solution" for municipal lighting) to the newer, more energy efficient, lower-maintenance LED lighting. I have provided feedback via online surveys recommending a lower color temperature for those luminaires. Fact: The bluer the light, the more atmospheric scattering, and the greater the light pollution. The IDA also recommends the use of lower color temperatures.

My specific input: Revise Chapter Six of the 2035 RTP to address the issue of lighting, as the construction of new roadways always requires new lighting. Let's make that the best lighting possible for dark sky enthusiasts. Requirements for vehicle and pedestrian safety can easily be met, fixture shielding requirements are already specified by ARS 49-7, but there is so much more that can be done. Perhaps invite IDA to serve as a Resource and Environmental Agency.

Thank you for considering my input. I appreciate the opportunity to be heard.

Dan Heim
President
Desert Foothills Astronomy Club (member society of the IDA)
www.dfacaz.org

48412 N. Black Canyon HWY, #299
New River, AZ 85087
623.465.7307
dan@heimhenge.com

From: Leila Gamiz
To: "dlewisphd@gmail.com"
Bcc: Audra Koester Thomas; Marc Pearsall
Subject: FW: Email From MAG Website
Date: Tuesday, May 03, 2016 3:51:00 PM
Attachments:

Ms. Lewis,

We appreciate the comment and your support for high capacity transit options to serve the Northeast Phoenix area. In coordination with the city of Phoenix, Valley Metro will begin a feasibility study this summer to assess opportunities and constraints in connecting the existing light rail system to the Paradise Valley mall area through two potential corridor options. The feasibility study will inform a future detailed study that will begin in 2024 followed by project design (2026-2029) and construction (2029-2034).

For your reference, your comment and this response will be included in the FY 2016 Mid-Phase Input Opportunity Report. Again, thank you for taking the time to comment.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov

From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Thursday, April 28, 2016 10:30 AM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Leila Gamiz

Name of Sender: Deborah Lewis
Email Address: dlewisphd@gmail.com
Organization:
City/State: Phoenix,AZ
Phone: 6027996281

Sent: 4/28/2016 10:30:27 AM

I want the timeline of the northeast section of the rail moved up to 2020. All the existing sections are moving west and downtown. The northeast section to Paradise Valley would greatly improve that entire area.

This email has been sent to you from the MAG Website.

From: Leila Gamiz
To: "itsericaz@gmail.com"
Bcc: Roger Herzog
Subject: FW: RTP missing projects
Date: Wednesday, March 30, 2016 3:44:00 PM
Attachments:

Mr. Johnson,

Thank you for your suggestions for improvements along I-10/West. We appreciate your constructive comments regarding traffic conditions along this stretch of freeway. They will be taken into consideration, as part of the MAG planning and programming process.

In addition to the MAG Public Hearing on April 27, 2016, there will be another opportunity for input at a MAG public hearing in June 2016 on the Air Quality Conformity Analysis of the Transportation Improvement Program and Regional Transportation Plan. The specific date and time for this meeting will be advertised on the MAG website in the coming weeks. Also, there is an opportunity for public comment at MAG committee meetings, all of which are open to the public. MAG committee meeting times, dates and agendas are posted on the MAG website.

Again, we appreciate your input and interest in transportation in the MAG region. Your comment and this response will be included in the FY 2016 Mid-Phase Opportunity Report.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov

From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Tuesday, March 29, 2016 5:34 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: RTP missing projects

Subject: RTP missing projects

To: Leila Gamiz

Name of Sender: Eric Johnson

Email Address: itsericaz@gmail.com
Organization:
City/State: Goodyear,Ar
Phone: 623-628-8543

Sent: 3/29/2016 5:34:10 PM

The Regional Plan doesn't have several small projects in it's list. 1. Need an I-10 EB aux lane from 91st to 83rd Avenues. It's the only aux lane missing on I-10 in the county and it messes with drivers, including me. 2. Need to widen 99th Ave under I-10 by adding 4 lanes (2 turning, 2 general purpose). Currently, this stretch is heavily congested on the best of days and gets worse when there are any major shopping days or holidays. 3. The Avondale exit for I-10 WB needs a second lane for exiting traffic. Almost daily exiting traffic will back up for 500 feet or more onto I-10 creating congestion headaches with a high accident potential. 4. The Dysart exit for I-10 WB needs a second lane for exiting traffic. It also has high daily exiting traffic loads and will back up traffic for 1000 feet or more and sometimes almost back to Avondale Blvd! More congestion headaches with a high accident potential as well. How do I push to get these added to the plan?

This email has been sent to you from the MAG Website.

Leila Gamiz

From: Kelly Taft
Sent: Monday, May 09, 2016 9:25 AM
To: Leila Gamiz
Subject: FW: Email From MAG Website

Response:
The reporter was contacted and referred to Valley Metro for further response.

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020
Don't Trash Arizona!

From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Wednesday, April 27, 2016 3:46 PM
To: Kelly Taft
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Kelly Taft

Name of Sender: Chris Coppola
Email Address: chris.coppola@arizonarepublic.com
Organization: Arizona Republic
City/State: ,
Phone: 4803054456

Sent: 4/27/2016 3:45:59 PM

Hi Kelly ---- I'm just following up on the inquiry I made last week re: the Tempe Streetcar and the actions taken in March by transit committee on delay of project. Just checking to see what this means, is this a delay that had already been known or something new that is the result of the Phoenix vote in January, which the minutes suggested? THanks --- Chris Coppola, Arizona Republic/azcentral.com.

This email has been sent to you from the MAG Website.

From: Leila Gamiz
To: "Cheryl Lombard"
Subject: RE: Comments by Valley Partnership
Date: Tuesday, May 03, 2016 1:25:00 PM
Attachments:

Ms. Lombard,

Thank you for your input regarding the Draft MAG Fiscal Year 2017-2021 Transportation Improvement Program. Your comments will be taken into consideration as part of the MAG planning and programming process. In addition, your comment and this response will be included in the FY 2016 Mid-Phase Input Opportunity Report. Again, thank you for taking the time to comment.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov

From: Cheryl Lombard [mailto:clombard@valleypartnership.org]
Sent: Tuesday, April 26, 2016 2:06 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Comments by Valley Partnership

Hi Leila:

Attached please find the formal comments by Valley Partnership on the Draft Fiscal Year 2017 TIP. I will also be in attendance at the hearing on Wednesday, but not speaking.

Thank you and please don't hesitate to contact me with any questions.

Cheryl L. Lombard, Esq.
President & CEO
Valley Partnership

(602) 541-6532 Cell
clombard@valleypartnership.org

www.valleypartnership.org

From: Leila Gamiz
To: "clombard@valleypartnership.org"
Cc: "webmaster@azmag.gov"
Subject: RE: Email From MAG Website
Date: Thursday, April 14, 2016 3:11:00 PM
Attachments:

Ms. Lombard,

Thank you for your email. You can address the comments to me, Leila Gamiz, Community Outreach Specialist, Maricopa Association of Governments, 302 N. 1st Ave., Ste. 200, Phoenix, AZ 85003 by regular mail or by email at lgamiz@azmag.gov.

Your comment should be submitted by 5:00 p.m., May 5, 2016. Comments received will be submitted to MAG policy committees for review and consideration. If you have any additional questions, please let me know.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov

From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Thursday, April 14, 2016 2:55 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Leila Gamiz

Name of Sender: Cheryl Lombard
Email Address: clombard@valleypartnership.org
Organization: Valley Partnership
City/State: Phoenix,AZ
Phone: 6025416532

Sent: 4/14/2016 2:54:30 PM

I want to submit written comments on the RTP. Who are they addressed to? Where can I email the final comments? Thanks! Cheryl

---

This email has been sent to you from the MAG Website.

From: Leila Gamiz
To: "Dan Heim"
Bcc: Roger Herzog
Subject: RE: input on 2035 RTP
Date: Monday, April 25, 2016 9:58:00 AM
Attachments:

Mr. Heim,

Thank you for your input regarding dark skies and the issue of roadway lighting. Your comments will be taken into consideration as part of the MAG planning and programming process.

As you indicated, MAG has been aware of this issue in the past. A draft outdoor lighting ordinance addressing dark skies has been developed by MAG and has been made available to its member agencies.

Again, we appreciate your input and interest in transportation in the MAG region. Your comment and this response will be included in the FY 2016 Mid-Phase Opportunity Report.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov

From: Dan Heim [mailto:dan@heimhenge.com]
Sent: Friday, April 22, 2016 12:19 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: input on 2035 RTP

Greetings Leila Gamiz,

As I cannot attend the Mid-Phase Hearing, I provide my input on the 2035 RTP in the attached document. Thank you.

Dan Heim
President
Desert Foothills Astronomy Club
www.dfacaz.org

From: Leila Gamiz
To: "Stacy Jones"
Subject: RE: On the Move-Pinal County
Date: Monday, April 25, 2016 8:37:00 AM
Attachments:

Ms. Jones,

Thank you for your phone call and email below. We certainly appreciate you taking the time to share your needs and concerns with us. In response to your comments, I requested guidance from Valley Metro regarding your transit needs. Following is their response:

Valley Metro provides fixed-route bus and light rail and paratransit services within Maricopa County. Unfortunately, the only services that we provide outside the County are the Vanpool program. I would encourage you to review our vanpool program that requires at least one end of the trip to be within Maricopa County. For more information about the program, please follow the link below: https://www.sharetheride.com/public/Home.aspx

Additionally, I would encourage you to work with the regional transit provider in Pinal County (Central Arizona Regional Transit) for additional mobility options that meets the need of your community.

If I can assist you with anything else, please let me know.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov

From: Stacy Jones [mailto:sjones@nazcare.org]
Sent: Friday, April 22, 2016 1:25 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: On the Move-Pinal County

Hello Leila. I left a voice message. I am inquiring about the hearing for MAG. I know that Pinal County is also apart of MAG, as well as Phoenix. We have a great need for public transportation out here. I am speaking for almost an entire town. Could you assist us in knowing if Pinal County is factored in "On the Move" or what we can do to get the ball rolling on transportation for Pinal County. Thank you and have a good weekend.

--

Stacy Jones
Rising Star Wellness Center Manager
NAZCARE, Inc.
Rising Star Wellness Center
879 N. Plaza Dr. #101E
Apache Junction, AZ 85120
(480) 982-1514
Cell-(928)263-8541

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The Valley of the Sun's Premier Advocacy Group for Responsible Development

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5110 NORTH 44th STREET
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PHOENIX
ARIZONA 85018

April 19, 2016

Leila Gamiz
Community Outreach Specialist
Maricopa Association of Governments
302 N. 1st Ave, Ste. 200
Phoenix, AZ 85003
Sent via email: lgamiz@azmag.gov

Dear Ms. Gamiz:

On behalf of Valley Partnership and its 380 Company Partners and almost 2,000 Members, please accept this letter as an expression of our support of the Maricopa Association of Government Draft Fiscal Year 2017-2021 Transportation Improvement Program (TIP).

Valley Partnership's mission includes advocating for responsible development and presenting a balanced, pro-development perspective throughout Maricopa County. An underpinning of responsible, balanced development is a multifaceted, connected transportation system. Valley Partnership recognizes the importance of public and private partnerships in creating world-class transportation infrastructure. We especially appreciate the important role that MAG plays in utilizing all of the various sources of resources that goes to connect people and communities with a diverse array of transportation options.

We thank you for the time and consideration of our comments. We want to offer a special thank you for including the freeway design and right of way for SR-30 in this plan. The is Valley Partnership's top state route project for the next 5 years and will allow the movement of traffic and commerce in a more efficient manner and development in a responsible manner. The completion of the Loop 202 in 2019 will complete the Southeast Valley and Downtown Central Business District traffic balance and the timely completion of SR-30 will help relieve the congestion on I-10 for the West Valley.

We look forward to work with you on SR-30 and other key projects and commerce corridors that emphasize public safety and efficiency. Please do not hesitate to contact me at (602) 541-6532 and/or clombard@valleypartnership.org for more information on Valley Partnership's commitment to assisting you as we work together for Arizona.

Thank you.

Sincerely,

Cheryl Lombard
President & CEO

NORTHWEST VALLEY CONNECT

Transportation made simple

CASE FOR SUPPORT

- The Northwest Valley is home to a rapidly expanding population of more than 100,000 seniors, each with their own unique needs, many with limiting disability
- Basic to this population is the **NEED for transportation**.
- Many of these aging citizens **cannot** or **should not** be driving, thereby restricting their mobility to get to medical/dental appointments essential shopping and social activities. They can become isolated, depressed and at risk.
- The role of Northwest Valley Connect (NVC) is to "connect" seniors and those with disabilities with existing transportation services and to **identify and resolve gaps** in services where they exist. The HUB of all this activity is the NVC CALL CENTER, the go-to resource, accessible to all seniors and staffed by volunteers and a **dispatcher**, thus eliminating the anxiety and uncertainty of being "stuck" at home.
- The NEED is glaring: in its first full year of operation 2015, the CALL CENTER received **1457 calls** from those needing to be "connected" to existing transportation providers. Of this number, **NVC handled almost a third of the calls (462)** with its own volunteer drivers and purchased van.
- The SOLUTION is achievable: NVC must **expand i**ts CALL CENTER, continue to find new innovative transportation solutions, recruit and train **more drivers** and purchase additional **vehicles** (some highly specialized to accommodate those with disabilities) in order to respond to this urgent need among our ever-growing senior population.
- The ultimate goal is to **preserve and protect** the independence and quality of life for the aging and vulnerable population of seniors and those with limiting disabilities who live among us in the northwest valley.
- **No person should be overlooked or neglected!**

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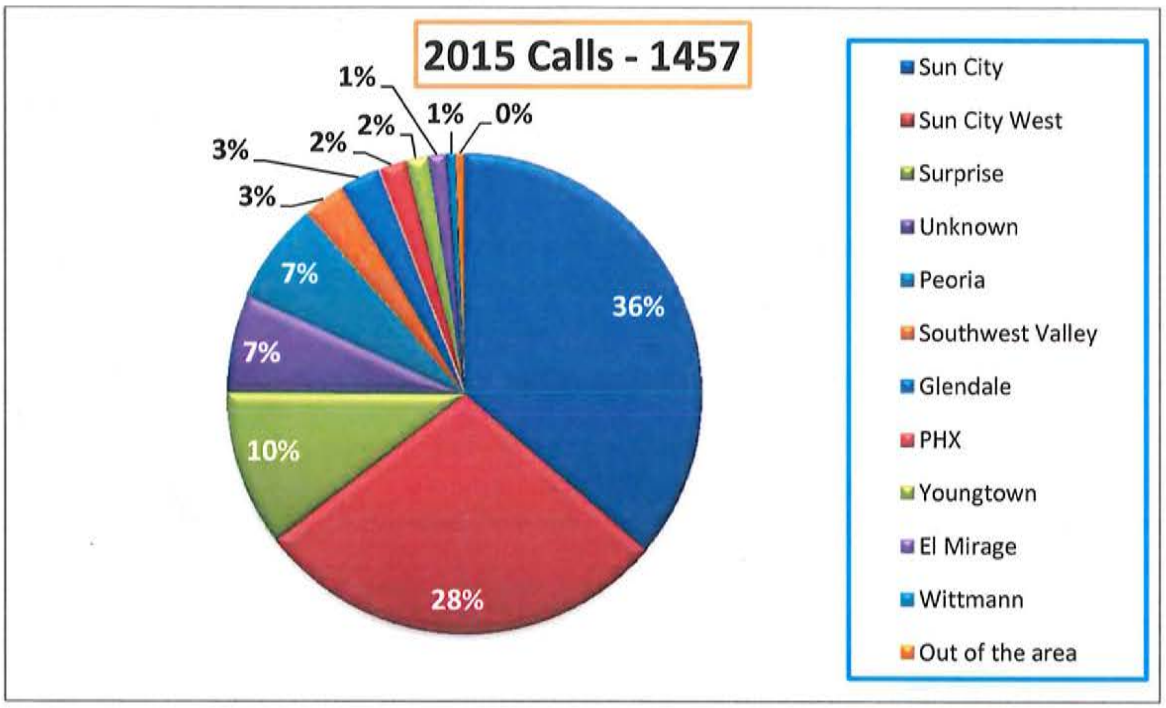
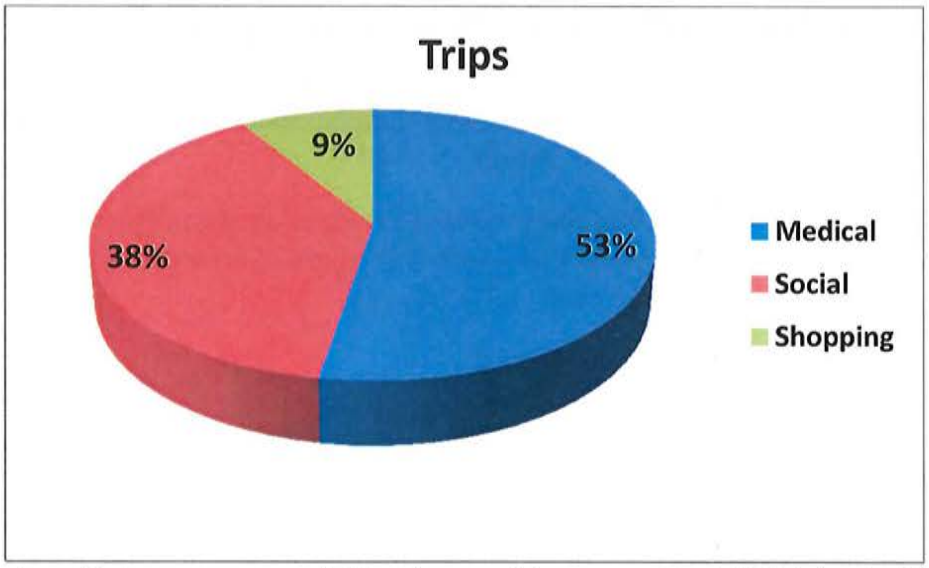


The Call Center is open 8am to 5pm Monday through Friday. We have received calls from as far away as Mesa and Anthem and help anyone who calls find a provider for their trip.



Our Volunteer Driver program 'Ride Connect' has provided 462 trips in 2015. The majority of the trips requested are for medical appointments. Our Group Connect program provided 178 more social trips in 2015.