

SPECIAL NOTICE REGARDING PUBLIC MEETINGS

Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Maricopa Association of Governments has determined that public meetings will be indefinitely held through technological means. Meetings will be open to the public through technological means. In reliance on, and compliance with, the March 13, 2020, Opinion issued by Attorney General Mark Brnovich, the Maricopa Association of Governments provides this special advance notice of the technological means through which public meetings may be accessed. While this special notice is in effect, public comment at meetings will only be accepted through written submissions, which may or may not be read aloud during meetings.

To attend the meeting noticed below by technological means, members of the public may follow the steps below:

1. To watch a live video stream of the meeting, click here https://www.youtube.com/channel/UCuxSzXEv5mM8ZxK_FzZx0vQ to go to MAG's YouTube channel.
2. Members of the public may submit written comments relating to this meeting to azmag.gov/comment. Comments may be sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting.

If any member of the public has difficulty connecting to the meeting, please contact MAG at (602) 254-6300 for support.

July 14, 2020

TO: Active Transportation Committee
FROM: Jose Macias, City of El Mirage, Chair
SUBJECT: NOTIFICATION OF THE MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

July 21, 2020 – 1 p.m.

VIRTUAL MEETING

The Active Transportation Committee has been scheduled at the time noted above. The meeting will be **held as a virtual meeting only**, with no in-person attendance options available at this time. Instructions on how to participate will be provided via email to members of the committee. Members of the public will be able to view and listen to the meeting via a live video stream. You can watch the meeting online by clicking here https://www.youtube.com/channel/UCuxSzXEv5mM8ZxK_FzZx0vQ to MAG's YouTube channel. Public comments can be provided in written format through the MAG website at azmag.gov/comment. If you have questions, please contact the MAG office at (602) 254-6300.

In 1996, the Regional Council approved a simple majority quorum for all MAG advisory committees. If the Active Transportation Committee does not meet the quorum requirement, members who have joined the meeting will be notified that a legal meeting cannot occur and the meeting will end. Your participation in the meeting is strongly encouraged.

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 the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions regarding the meeting, please contact MAG at (602) 254-6300.



MAG Active Transportation Committee

TENTATIVE AGENDA

July 21, 2020

1. **Call to Order**

For the July 21, 2020 meeting, the quorum requirement is 12 committee members.

2. **Approval of Meeting Minutes.**

Action Requested:

Approval of the January 21, 2020, Active Transportation Committee Meeting Minutes and June 16, 2020, Active Transportation Committee/Transit Committee Joint Meeting Minutes.

3. **Call to the Audience**

An opportunity will be provided to members of the public to address the Active Transportation Committee on items that are not on the agenda that are within 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 Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Action Requested:

Information.

4. Second Project Deferral Request: City of Tempe Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures (Guidelines), which were approved by the MAG Regional Council on June 24, 2015. The Guidelines permit the sponsor agency to defer the project one time without justification. If the sponsor agency wishes to defer a project a second time, an appeal process is required which includes a presentation of the request through the MAG committee process. City of Tempe staff will present a request for a second deferral of the Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street.

Action Requested:

Recommend approval of second deferral for the City of Tempe, Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street (TMP19-740).

5. Project Scope Modification Request: City of Scottsdale 68th Street – Indian School Road to Thomas Road

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures, which were approved by the MAG Regional Council on June 24, 2015. The Guidelines require that project modifications are reviewed and recommended for approval by the modal technical committee from which the project was first programmed. City of Scottsdale staff will present a request for a project scope modification to its 68th Street – Indian School to Thomas Road infrastructure project.

Action Requested:

Recommend approval of the project scope modification request for City of Scottsdale's 68th Street – Indian School Road to Thomas Road project (SCT21-802C), contingent on a finding of air quality conformity.

6. Project Scope Modification Request: City of Scottsdale Thomas Road – 56th Street to 73rd Street

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures, which were approved by the MAG Regional Council on June 24, 2015. The Guidelines require that project modifications are reviewed and recommended for approval by the modal technical committee from which the project was first programmed. City of Scottsdale staff will present a request for a project scope modification to its Thomas Road – 56th Street to 73rd Street infrastructure project.

Action Requested:

Recommend approval of the project scope modification request for City of Scottsdale’s Thomas Road – 56th Street to 73rd Street project (SCT22-804C), contingent on a finding of air quality conformity.

7. Request for Future Agenda Items

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

Action Requested:

Information.

Adjournment

Next meeting of the Active Transportation Committee will also be a virtual meeting and is tentatively scheduled for August 18, 2020.

Action Requested:

Motion to adjourn.

MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
JOINT MEETING OF ACTIVE TRANSPORTATION AND TRANSIT COMMITTEE
Tuesday, June 16, 2020 at 1 p.m.

Due to Covid-19, the meeting was conducted virtually via Zoom.

Links to a video recording of the meeting can be found at:

<https://azmag.gov/Committees/Technical-Committees/Active-Transportation-Committee>

<https://azmag.gov/Committees/Technical-Committees/Transit-Committee>

ACTIVE TRANSPORTATION COMMITTEE MEMBERS ATTENDING

Jose Macias: El Mirage, Chair	*Woodrow Scoutten: Litchfield Park
Susan Conklu: Scottsdale, Vice Chair	Steven Ester: Queen Creek
Larry Kirch: Apache Junction	Stephen Chang: Surprise
Sean Banda for Robert Wisener: Buckeye	Robert Yabes: Tempe
Stacy Bridge-Denzak: Carefree	*Grant Anderson: Youngtown
Jason Crampton: Chandler	Tiffany Halperin: Arizona Society of Landscape Architects
Nathan Williams: Gilbert	Ryan Wozniak: Maricopa
Ashley Knudsen: Glendale	*Ward Stanford: Avondale
Christine McMurdy: Goodyear	*Jeff King: FHWA
Kathy Borquez: Pinal County	*Donna Lewandowski: ADOT
*Bob Beane: Coalition of Arizona Bicyclists	Nathan Chadwick: Valley Metro
Jessica May: MCDOT	*Anh Harambasic: Fountain Hills
Randy Proch: Peoria	Garrett Topham: Mesa
Marielle Brown: Phoenix	
*Jason Harris: Paradise Valley	

TRANSIT COMMITTEE MEMBERS ATTENDING

Sarah Allred for Jill Dusenberry: ADOT	Jodi Sorrell: Mesa
Stephanie Small: Avondale	*Jeremy Knapp: Paradise Valley
Sean Banda: Buckeye	Cathy Colbath: Peoria
Jason Crampton: Chandler, Chair	Jesus Sapien: Phoenix, Vice Chair
Jose Macias: El Mirage	Kathy Borquez: Pinal County
*Benjamin Bitter: Florence	Heather Wilkey: Queen Creek
*Dawn Coomer: Gila River Indian Community	Ratna Korepella: Scottsdale
Ellen Kennedy for Nichole McCarty: Gilbert	Kristen Taylor: Surprise
Kevin Link: Glendale	Eric Iwersen: Tempe
Christine McMurdy: Goodyear	Gabe Elias: Tolleson
Judy Ramos: Maricopa	Carol Ketcherside: Valley Metro
Reed Kempton: Maricopa County DOT	*Grant Anderson: Youngtown

***Members neither participating in virtual meeting nor represented by proxy.**

Call to Order

Chair Crampton called the Transit Committee to order. Chair Macias called the Active Transportation Committee meeting to order. A roll call was taken by MAG staff for both committees to confirm attendance.

Call to the Public

An opportunity was provided to members of the public to provide written comments prior to the meeting. No comments were provided.

Transportation Planning Program Manager's Greeting

MAG Transportation Planning Program Manager Audra Koester Thomas stated that the deadline for Fiscal Year (FY) 2021 Design Assistance applications is Friday July 10, 2020. She also stated that Valley Metro has lots of materials for re-scheduled bike to work day events. She said there will be a July 21, 2020, meeting of the Active Transportation Committee and stated the July meeting of Transit Committee will be canceled.

Mobility Hubs Panel

Chair Crampton introduced Marisa Mangan of the San Diego Association of Governments (SANDAG) to present on how mobility hubs are playing an important role in the SANDAG regional plan. She said the plan is called "5 Big Moves". She said these 5 Big Moves include: Complete Corridors (backbone of a multimodal system); Next OS (enabling technology); Flexible Fleets (first and last mile options); Transit Leap (quality transit alternatives to automobiles); and Mobility Hubs (connections and transfer points). She said originally the hubs would be centered around transit services. She said the concept later changed to focus on a whole community. She said mobility hub features would include transit amenities, pedestrian amenities, bike amenities, motorized services amenities and support services and amenities.

Ms. Mangan said SANDAG hand-selected places throughout the region to develop profile sheets to apply the mobility hub concept for different communities: coastal, inland, urban and suburban. She displayed renderings of different concepts. She said SANDAG is carrying out a propensity analysis to determine where the mobility hub network should be placed using a data-driven approach and a wide variety of criteria. She said once the regional network is identified the plan will suggest land use changes and supporting policies. Kevin Burke of Peoria asked what the right of way width would be of mobility corridors. Ms. Mangan stated each corridor would have to be customized for different areas.

Chair Crampton then introduced Jasna Hadzic-Stanek of the City of Minneapolis to present their mobility hubs pilot program. She indicated the program for the city began with quick temporary treatments that set a vision for a long-term capital program. She said they worked with the Twin Cities Shared Mobility Collaborative to define mobility hubs. Ms. Hadzic-Stanek stated that

mobility hubs are deeply rooted as part of the vision for the 2040 plan for the city. She said mobility hubs are reflected in each one of the goals in the transportation action plan. In 2017, the region produced the Twin Cities Shared Mobility Action Plan which developed and called out mobility hubs as a regional strategy. She said the site selection process for the pilot projects combined 32 different layers of data. She said the city did partner engagement ahead of implementation, which played a key role in final site selection. The engagement approach included an on-site intercept survey, online/paper survey, community meetings and pop-up events.

She said pilot elements included furniture, signs and social gathering areas with planters, solar phone chargers, and an information box to actively seek feedback. She stated that 64-percent of users reported that the pilot improvements made them more likely to use the transportation options at the hub. Themes that emerged as most important for people to make their trip better were: more mode options; feeling safe; places to sit and gather; more buses; placemaking (how the place looks); and, signage and wayfinding. She said data showed transit ridership sites in the city have high uses of bicycles and scooters. She said this made the safety improvements suggested as part of the hubs all the more important.

Christine McMurdy of Goodyear asked what the financial mechanism is that supports transit in the areas of Minneapolis and SANDAG and how much federal aid they rely on to support it. Ms. Hadzic-Stanek said that since the pilot is temporary and quick build, the funding came from outside grants. Ms. Mangan said that for the mobility hubs they have been reliant on planning grants from Caltrans and FTA grants. She stated that finding implementation funding has presented some challenges. She said they have been talking with FHWA about these issues.

Judy Ramos of Maricopa asked how the data driven planning was performed and how long it took to obtain the information. Ms. Mangan stated that they spent about four years gathering data that helped inform the modeling team's travel demand model.

Ms. McMurdy asked if a central transit agency is responsible for maintenance of the transit stops in Minneapolis. Ms. Hadzic-Stanek stated that essentially the regional transit agency would take ownership of mobility hubs regionwide.

Ryan Wozniak of Maricopa asked if there is movement in the Phoenix region toward MaaS (Mobility-as-a-Service). Ms. Koester Thomas stated that that regional leadership and policy makers will be making decisions related to a variety of transportation issues leading up to the development of a new regional transportation plan and corresponding sales tax extension effort.

Valley Metro Safe and Accessible Connections to Transit

Chair Crampton introduced Omar Peters of Valley Metro to present on Valley Metro's Safe and Accessible Connections to Transit. Mr. Peters stated that 92 percent of Valley Metro riders begin their trip by walking or bicycling. He said part of the rider experience includes access, the bus trip itself and egress. He said 67 percent of people surveyed as part of the MAG Transportation Values

and Priorities in the MAG Region report stated that improving safety/reducing crashes was most important, followed by reducing traffic congestion. Mr. Peters said this aligns with the objective of the Valley Metro study. He said the goals of the effort is in two parts: partnership and plan. He said partnership includes partnering with member agencies to make the transit system more viable and safe, while further supporting the investments already made in transit. The plan will document potential projects to improve access to transit and prepare member agencies to implement projects when funding becomes available.

He said this will occur in two phases. In Phase I, Valley Metro will conduct an analysis to prioritize bus and rail stops across the region. In Phase II, it will partner with member agencies to conduct walk audits of areas identified in the analysis and identify projects that will help improve transit access. He said the walk audits would include member agency and MAG staff from the areas of safety, engineering and planning. He said there are 16 data measures in four categories to select priority bus stop and rail station areas. The four categories include: safety, access, ridership, and network.

He said potential next steps may include a July 2020, kick-off study, followed by scope development and a Phase I analysis. Phase II could begin in the spring of 2021 and include the walk audits and documentation of potential projects.

Tiffany Halperin asked that the sick and or elderly be considered when conducting the walk audits. Chair Crampton stated that Chandler has done some walk audits and it would be important to include people with disabilities. Marielle Brown of Phoenix stated that the walk audit should include members of the public as well. Ellen Kennedy of Gilbert stated that during the walk audits, she would encourage Valley Metro to look at innovative street treatments such as what SANDAG is looking at as part of its mobility hub effort. Ms. McMurdy asked if Valley Metro would pursue federal funding to construct potential facilities; Mr. Peters said everything is on the table when looking at pursuing funding for projects. Mr. Wozniak stated that he would like to offer support from his networks to be part of the walk audits. Chair Crampton asked if Phase I would include outreach to member agencies to get their thoughts on the analysis; Mr. Peters indicated it would.

Request for Future Agenda Items

There were no requests for future agenda items.

Adjournment/Next Meeting Date

Chair Crampton asked for a motion to adjourn the meeting of the Transit Committee. Sean Banda of Buckeye motioned to adjourn the meeting and Kristin Taylor seconded the motion; Chair Crampton adjourned the meeting of the Transit Committee.

Chair Macias asked for a motion to adjourn the meeting of the Active Transportation Committee. Randy Proch of Peoria motioned to adjourn the meeting and Robert Yabes of Tempe seconded the motion; Chair Macias adjourned the meeting of the Active Transportation Committee.

MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
ACTIVE TRANSPORTATION COMMITTEE
Monday, January 21, 2020 at 1 p.m.
MAG Office Building, Ironwood Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Jose Macias, El Mirage, Chair of Active Transportation Committee	*Woodrow Scoutten, Litchfield Park
Susan Conklu, Scottsdale, Vice Chair	Kyle Barichello, Queen Creek
*Larry Kirch, Apache Junction	Stephen Chang, Surprise
#Robert Wisener, Buckeye	#Robert Yabes, Tempe
#Stacy Bridge-Denzak, Carefree	*Grant Anderson, Youngtown
*Ian Cordwell, Cave Creek	Tiffany Halperin, Arizona Society of Landscape Architects
*Jason Crampton, Chandler	#John Nixon for Bryan Hughes, Florence
*Nathan Williams, Gilbert	*Ryan Wozniak, Maricopa
Patrick Sage, Glendale	Kenneth Steel, MCDPH
Christine McMurdy, Goodyear	*Ward Stanford, Avondale
Kathy Borquez, Pinal County	Jeff King, FHWA
*Bob Beane, Coalition of Arizona Bicyclists	*Donna Lewandowski, ADOT
Jessica May, MCDOT	Omar Peters for Nathan Chadwick, Valley Metro
Randy Proch, Peoria	Anh Harambasic, Fountain Hills
Marielle Brown, Phoenix	Garrett Topham, Mesa
*Jason Harris, Paradise Valley	

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

OTHERS PRESENT

Vivi Somphon, CivTech	Nancy Jackson, Chandler
Celina Braun, WSP	Susan Alernbach, DeziignLine
Yung Koprowski, Y2K	Jason Stephens, MAG
Phyllis Davis, Kittelson	Stephanie Stearns, MAG
Jorie Bresnahan, Phoenix	Justin Azevedo, Coffman Studio
Keith Wetzel, Phoenix	Mike James, CivTech
Chris Milner, TY Lin	Cara Nassar, MAG
Randy Dittberner, Lee Engineering	Allison Sadow, TY Lin
Andrew McIntyre, Kittelson	
Collette Forhlich, Greenlight	
Dean Chambers, J2	

Call to Order

Chair Jose Macias called the Active Transportation Committee meeting to order. A roll call was taken by Jason Stephens to confirm attendance.

Approval of Draft December 17, 2019, MAG Active Transportation Committee Meeting Minutes

Chair Macias asked the committee if there were any questions regarding the minutes. There were no questions or comments. Christine McMurdy moved to approve the minutes. Patrick Sage seconded the motion. The motion passed unanimously, including those on audioconference: Stacey Bridge-Denzak, Kyle Barichello, John Nixon, Robert Wisener and Robert Yabes.

Call to the Audience

An opportunity was provided to members of the public to address the MAG Active Transportation 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. Members of the public were requested not to exceed a three minute time period for their comments. A total of 15 minutes was provided for the Call to the Audience agenda item, unless the Active Transportation Committee requests an exception to this limit. Chris Milner stated that the Arizona Bicycling Summit will be taking place Friday, April 3, 2020.

MAG Active Transportation Plan

Jason Stephens of MAG presented an overview of the plan development process. Marielle Brown asked how the plan would be incorporated into future funding decisions. Mr. Stephens stated that the plan criteria and evaluation may be considered as part of future bicycle and pedestrian infrastructure calls for projects. Ms. Brown moved to recommend acceptance of the MAG Active Transportation Plan. Kenneth Steel seconded the motion. The motion passed unanimously, including those on audioconference: Stacey Bridge-Denzak, Kyle Barichello, John Nixon, Robert Wisener and Robert Yabes.

Active Transportation Demonstration Projects Program

Mr. Stephens stated that the bicycle and pedestrian master plans program has ended. He said the funds utilized for that program could be used for demonstration projects. He asked the committee for feedback on whether to investigate the development of a future demonstration projects program. Ms. McMurdy asked for a presentation on what has been done in other areas of the country. Susan Conklu stated she would like staff to investigate the possibility of a program, stating interest in learning what has been done elsewhere, in addition to MAG staff investigating the feasibility of a program. Ms. McMurdy moved for MAG staff to provide a presentation and investigate the feasibility of an active transportation demonstration projects program; Garret Topham seconded the motion. The motion passed unanimously, including those on

audioconference: Stacey Bridge-Denzak, Kyle Barichello, John Nixon, Robert Wisener and Robert Yabes.

Staff and Member Agency Reports

Mr. Stephens stated that the MAG RTP Call for Projects was open to member agencies until March 31, 2020. Cara Nassar of MAG stated that anyone who had questions could contact her.

Request for Future Agenda Items

There were no requests for future agenda items.

Adjournment/Next Meeting Date

Chair Macias stated that the next meeting is tentatively scheduled for Tuesday, January 21, 2020, at 1:00 p.m. in the Ironwood Room. Ms. Conklu moved to adjourn the meeting. Kathy Borquez seconded the motion. The motion passed unanimously, including those on audioconference: Stacey Bridge-Denzak, Kyle Barichello, John Nixon, Robert Wisener and Robert Yabes. Chair Macias then adjourned the meeting.

Active Transportation Committee

INFORMATION SUMMARY

AGENDA ITEM # 4

DATE

July 14, 2020

SUBJECT

Second Project Deferral Request: City of Tempe Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street

CONTACT

Jason Stephens, MAG Active Transportation Program Coordinator, 602-452-5004



SUMMARY

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures (Guidelines), which were approved by the MAG Regional Council on June 24, 2015. The Guidelines permit the sponsor agency to defer the project one time without justification. If the sponsor agency wishes to defer a project a second time, an appeal process is required which includes a presentation of the request through the MAG committee process. This agenda item reflects a second deferral request from the City of Tempe for the Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street.

The City of Tempe is requesting a second deferral of the Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street (TMP19-740) construction

phase from Fiscal Year (FY) 2020 to FY 2021. If the second deferral request is approved, the city anticipates that construction would begin in March of 2021 and be completed within 12 months. There is no scope or cost change associated with the deferral.

The project was originally programmed for construction in FY 2019 but had been deferred to FY 2020 on May 22, 2019. A second deferral is needed due to the required coordination with Union Pacific Railroad (UPRR) Alameda Drive Bike and Pedestrian Crossing improvement. UPRR agreed to provide design assistance and construct the improvements to make the Alameda Drive Bicycle and Pedestrian Crossing safer. The crossing improvements will replace buckled asphalt on the path, remove unused railroad tract, and remove any pedestrian or bicycle hazards on the tract.

Currently, the city is still coordinating with UPRR on the final design and construction schedule with the project. In addition, during the design process, old water lines around the project area are failing. During the design process, an old waterline was discovered between College and Mill avenues that will be damaged during the construction of the project. The water line needs to be replaced ahead of the Alameda project because of the potential failure during construction. The city moved the design and construction schedule of the water line replacement ahead of the Alameda Project to minimize construction disturbance along the street. The design and construction for relocating the water line is expected to be completed by February 2021.

Sections of the Guidelines that detail the process for a second deferral have been included as part of this agenda item. As part of the presentation, the Guidelines require the sponsor agency to:

- a) Identify and explain the specific problems or issues beyond their other than financial issues that have caused the need to defer the project.
- b) Demonstrate financial commitment (e.g., staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.
- c) Provide a revised schedule and plan that addresses the specific issues identified.
- d) If a project has been previously deferred, demonstrate that the previous cause of delay has been addressed and/or explanation of why the revised approach will address the problem causing the delay.

Please refer to the attached materials.

PUBLIC INPUT

None.

PROS & CONS

PROS: Approval of a second deferral will allow federal funding to construct the project to be reprogrammed and align with the current project schedule.

CONS: Project deferrals put funding at risk since all FHWA funding allocated to the MAG region must be obligated by the end of the fiscal year.

TECHNICAL & POLICY IMPLICATIONS

TECHNICAL: Federal funding to construct the project will be reprogrammed to FY 2021; authorization to construct the project must be submitted to the Arizona Department of Transportation by June 1, 2021.

POLICY: The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on June 24, 2015, permit sponsor agencies to defer projects one time. A second deferral requires an appeal through the MAG committee process.

ACTION NEEDED

Recommend approval of second deferral for the City of Tempe, Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street (TMP19-740).

PRIOR COMMITTEE ACTIONS

None.

Approved June 24, 2015

MAG Federal Fund Programming Guidelines & Procedures
Competitive Project Selection Process for MAG Federal Funds

600.6 Project Deletions

1. **Type of action.** Project deletions are TIP amendments.
2. **Initiation of action.** Actions to delete projects will be initiated by MAG staff pursuant to the requirements of the project reporting and project management sections of these policies guidelines and to remove unauthorized projects from previous federal fiscal years. These include requirements to provide commitment letters and project schedules, comply with required project milestones and authorize projects in the year programmed.
3. **Notice of anticipated action to delete projects.** Prior to initiating action at the Transportation Review Committee, MAG staff will provide notice to project sponsors that their projects will be requested for deletion.
4. **Agency actions to halt deletions.** Project sponsors may halt deletion actions by requesting as appropriate to defer the project to a later year, continue the project in the year it is programmed or reinstate the project in the year it was advanced in the closeout. If the project request is to reinstate or defer the project, the approval of the request is subject to the provisions of Section 600.4 and 600.3, respectively. If the request is to continue the project in the current year programmed, the project sponsor will need to avail themselves of the appeals process defined in section 600.7.
5. **Approval Actions.** The approval of project deletions will begin at the Transportation Review Committee and will include the Management Committee, Transportation Policy Committee and the Regional Council.

600.7 Project Appeals Process

1. **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.
2. **Appeals request.** To request an appeal, the project sponsor must send an e-mail or provide other written notice to MAG staff.
3. **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.
4. **Presentation Requirements.** The presentation will be provided by the member agency staff and will accomplish the following:

- a. 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.
- b. Demonstration of financial commitment (e.g. staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.
- c. A revised schedule and plan that addresses the specific issues identified.
- d. 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.

5. **“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.

Active Transportation Committee

INFORMATION SUMMARY

AGENDA ITEM # 5



DATE

July 14, 2020

SUBJECT

Project Scope Modification Request: City of Scottsdale 68th Street – Indian School Road to Thomas Road

CONTACT

Jason Stephens, MAG Active Transportation Program Coordinator, 602-452-5004

SUMMARY

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures, which were approved by the MAG Regional Council on June 24, 2015. These Guidelines require that project modifications are reviewed and recommended for approval by the modal technical committee from which the project was first programmed. This agenda item represents a project scope modification request from the City of Scottsdale for the 68th Street – Indian School Road to Thomas Road project.

The city of requesting a modification to the 68th Street – Indian School to Thomas Road project (SCT21-802C) to remove the roundabout at 68th Street and Osborn Road and add signal adjustments to the project scope. The city is also requesting to add a rectangular

rapid flashing beacon at 68th and 2nd streets as well as reduce the length of project 500-feet at the north end to Lafayette Boulevard.

This request would update the project cost as follows:

Original Scope

	Federal	Local	Total
Design		\$196,012	\$196,012
ADOT Fees		\$30,000	\$30,000
Construction	\$615,243	\$95,045	\$710,288
<i>Total</i>	<i>\$615,243</i>	<i>\$321,057</i>	<i>\$936,300</i>

Proposed Scope

	Federal	Local	Total
Design		\$110,930	\$110,930
ADOT Fees		\$30,000	\$30,000
Construction	\$615,243	\$180,119	\$795,362
<i>Total</i>	<i>\$615,243</i>	<i>\$321,049</i>	<i>\$936,292</i>

This project is scheduled for construction in Fiscal Year (FY) 2021. Relevant excerpts from the MAG Federal Fund Programming Guidelines and Procedures have also been attached.

PUBLIC INPUT

None.

PROS & CONS

PROS: Approval of the project scope modification request will allow the project to continue the development process and meet the FY 2021 Arizona Department of Transportation construction authorization deadline.

CONS: A modification to the project scope represents a change from what had originally been awarded federal funding through MAG’s competitive selection process.

TECHNICAL & POLICY IMPLICATIONS

TECHNICAL: Approval of this request would modify the project's scope and allow it to continue the development process.

POLICY: The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on June 24, 2015, detail permitted project modifications and the approval process.

ACTION NEEDED

Recommend approval of the project scope modification request for City of Scottsdale's 68th Street – Indian School Road to Thomas Road project, contingent on a finding of air quality conformity.

PRIOR COMMITTEE ACTIONS

None.

Active Transportation Committee

INFORMATION SUMMARY

AGENDA ITEM # 6

DATE

July 14, 2020

SUBJECT

Project Scope Modification Request: City of Scottsdale Thomas Road – 56th Street to 73rd Street

CONTACT

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SUMMARY

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures (Guidelines), which were approved by the MAG Regional Council on June 24, 2015. The Guidelines require that project modifications are reviewed and recommended for approval by the modal technical committee from which the project was first programmed. This agenda item represents a project scope modification request from the City of Scottsdale for the Thomas Road – 56th Street to 73rd Street project.

The city is requesting a modification to the Thomas Road – 56th Street to 73rd Street project (SCT22-804C) project to remove the roundabout from the original project scope at Thomas and 68th Street. The roundabout has been determined to be infeasible due to right of way constraints. The project will still include minor intersection improvements

and signal equipment upgrades. The project scope is also being modified to include similar minor improvements and signal upgrades at the other signalized intersections in the project area since the original project scope includes removal of the third eastbound travel lane to add the bike lanes. This will require most of the travel lanes to shift to the south to utilize the removed the eastbound third travel lane and add bike lanes in both directions.

This project scope is also being modified to include improvements that extend north on 68th Street from the intersection at Thomas Road to East Virginia Avenue, a distance of a quarter-mile. This is needed due to the removal of travel lanes and addition of a northbound right-turn lane at the intersection.

This request would update the project cost as follows:

Original Scope

	Federal	Local	Total
Design		\$681,702	\$681,702
ADOT Fees		30,000	30,000
Construction	\$3,681,972	\$494,230	\$4,176,202
<i>Total</i>	<i>\$3,681,972</i>	<i>\$1,205,932</i>	<i>\$4,887,904</i>

Proposed Scope

	Federal	Local	Total
Design		\$404,784	\$404,784
ADOT Fees		\$30,000	\$30,000
Construction	\$2,736,836	\$165,429	\$2,902,265
<i>Total</i>	<i>\$2,736,836</i>	<i>\$600,213</i>	<i>\$3,337,049</i>

This project is scheduled for construction in Fiscal Year (FY) 2022. Relevant excerpts from the MAG Federal Fund Programming Guidelines and Procedures have also been attached.

PUBLIC INPUT

None.

PROS & CONS

PROS: Approval of the project scope modification request will allow the project to continue the development process and meet the FY 2022 Arizona Department of Transportation construction authorization deadline.

CONS: A modification to the project scope represents a change from what had originally been awarded federal funding through MAG's competitive selection process.

TECHNICAL & POLICY IMPLICATIONS

TECHNICAL: Approval of this request would modify the project's scope and allow it to continue the development process.

POLICY: The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on June 24, 2015, detail permitted project modifications and the approval process.

ACTION NEEDED

Recommend approval of the project scope modification request for City of Scottsdale's Thomas Road – 56th Street to 73rd Street project.

PRIOR COMMITTEE ACTIONS

None.

Approved June 24, 2015

MAG Federal Fund Programming Guidelines & Procedures
Competitive Project Selection Process for MAG Federal Funds

Review Committee, the Management Committee, the Transportation Policy Committee and the Regional Council .

600.5 Project Modifications (Other than changes to year programmed)

1. **Type of action.** Project changes are TIP amendment, administrative modifications or clerical corrections.
2. **Permitted modifications.** The following types of changes are permitted under Section 600.5:
 - i. Segmenting or combining contiguous projects for ease of project development and implementation,
 - ii. Combining or splitting work phase. For example, dividing projects into design, right-of way and construction phases,
 - iii. Changes to the amount and type of local funding for a project consistent with federal matching requirements,
 - iv. Change in the sponsoring agency,
 - v. Minor changes to the work descriptions of projects that do not deviate from the original application. For example, removing lighting or parking from a bicycle lane construction project.
 - vi. Minor changes to the location of a project that do not deviate from the original location of a project.
 - vii. Increasing or decreasing the limits of a project by 0.25 miles or less.
 - viii. Clerical changes that correct the of spelling and grammar errors and changes to informational elements in TIP listings that do not affect the work scope, location, year programmed, identification of the agency sponsoring the project, funding types and amounts or project information in the TIP listing that would impact the air quality conformity analysis of the TIP or Regional Transportation Plan.
3. **Modifications not permitted.** The following types of changes not permitted in Section 600.5:
 - i. Increasing or adding federal funding to a project. These are addressed in the project selection and MAG closeout,
 - ii. Major changes to the work scope or location of a project beyond those identified above,
 - iii. Deferral (see 600.3), advancement (see 600.4) and abandonment of projects (see 600.2).
4. **Modification requests.** To request a project change, the project sponsor is required to send MAG staff an e-mail or other written notice of the intention of the agency to change the project description.
5. **Approval Actions.** 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) 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.