

May 7, 2014

TO: Members of the MAG Management Committee

FROM: Dr. Spencer Isom, City of El Mirage, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, May 14, 2014 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries also are being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those who purchased a transit ticket to attend the meeting, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
May 14, 2014**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee ON ITEMS THAT ARE NOT ON THE AGENDA THAT ARE WITHIN THE JURISDICTION OF MAG, or non-action agenda items that are on the agenda for discussion or information only. 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 Management Committee 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.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Management Committee on activities of general interest.

5. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

3. Information.

4. Information.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the April 9, 2014, Meeting Minutes

5A. Review and approval of the April 9, 2014, meeting minutes.

TRANSPORTATION ITEMS

*5B. Freeway Management System Expansion - Revised Budget and Schedule

The Regional Transportation Plan identifies the Freeway Management System (FMS) as a key regional strategy for managing operations on the freeway system, and includes funds for ADOT to implement its expansion. The previous implementation schedule developed by the Arizona Department of Transportation (ADOT) would have completed the FMS expansion by 2025. However, due to cost savings in recent years, ADOT has been able to expand FMS coverage faster than originally planned and has requested MAG approval of a revised budget and schedule. This is necessary for ADOT to move ahead with FMS projects in the Five-Year Highway Construction Program. On March 4, 2014, the ITS Committee recommended approval of the revised budget and schedule and also recommended that MAG perform a study, by 2017, on a comprehensive reevaluation of the life cycle of FMS-related technology infrastructure. On March 24, 2014, the Transportation Review Committee recommended approval of the schedule and revised budget for fiscal years 2015 through 2019 and the MAG study. Please refer to the enclosed material.

*5C. Acceptance of \$350,000 of Strategic Highway Research Program Implementation Assistance Program Funding in the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget and to Add the Funding to the Corresponding On-Call Consultant Project

Understanding freight flows and forecasting them are critical to determining the need for future transportation capacity on the regional highways or other modal infrastructure. MAG staff has identified a need for the future development of the regional freight forecasting models. On February 13, 2014, MAG, the Arizona Department of Transportation (ADOT) and the Pima Association of Governments (PAG) submitted a joint application for implementation and technical assistance funds

5B. Recommend approval of the proposed budget and schedule for the expansion of the Freeway Management System (FMS) for fiscal years 2015-2019 and of MAG conducting a study for a comprehensive reevaluation of the life cycle of current FMS-related technology infrastructure to be performed by the year 2017.

5C. Recommend acceptance of \$350,000 of Strategic Highway Research Program Implementation Assistance Program Funding in the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget and to add the funding to the corresponding on-call consultant project.

in Round 3 of the Federal Highway Administration (FHWA) Strategic Highway Research Program Implementation Assistance Program (SHRP2). MAG was the lead agency in the Freight Demand Modeling portion of the proposal submitted to FHWA. On March 28, 2014, FHWA and AASHTO announced that MAG was one of the organizations selected in Round 3 of SHRP2 implementation assistance for freight demand modeling. Up to \$350,000 for each applicant is available to be applied to the implementation of Behavior-Based Freight Modeling. The main purpose of the project is to develop a new generation regional freight model based on the principles identified in the SHRP2 C20 products and consistent with MAG freight flows forecasting needs. It is anticipated that the request for qualifications for on-call consultants to support the work will be issued upon approval of the FY 2015 Work Program. Please refer to the enclosed material.

*5D. FY 2015-2017 MAG Transportation Alternatives Non-Infrastructure Safe Routes to School Projects

The current federal transportation program authorization, Moving Ahead for Progress in the 21st Century (MAP-21) consolidated three previous programs (Transportation Enhancements, Safe Routes to School, and Recreational Trails) into a new federal funding category named Transportation Alternatives. The MAG region receives about \$4.4 million per year in Transportation Alternatives funds, which can be used to fund two categories of projects: Transportation Alternatives Infrastructure projects and Transportation Alternatives Non-Infrastructure Safe Routes to School projects. Through previous MAG action, \$400,000 per year out of the total Transportation Alternatives allocation has been set aside for Safe Routes to School projects. In response to a MAG call for Safe Routes to School projects for Fiscal Years (FY) 2015-2017, issued on January 9, 2014, three project applications were received. All three projects were recommended for approval on March 25, 2014, by the MAG Transportation Safety Committee and on April 24, 2014, by the MAG Transportation Review

5D. Recommend approval of the listed Transportation Alternatives Non-Infrastructure Safe Routes to School projects for Fiscal Years 2015-2017.

Committee. A second call for projects is planned to program the remaining Transportation Alternatives funds for FY 2015-2017. Please refer to the enclosed material.

*5E. FFY 2014 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program Recommendation for the Phoenix/Mesa Urbanized Area

The Federal Transit Administration (FTA) provides Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program funding for capital assistance awards. This award program is available to agencies and public bodies that provide transportation services for older adults and people who have a disability. MAG prepares the Section 5310 priority listing of applications for the Phoenix/Mesa Urbanized Area (UZA) which is approved through the MAG committee process, and forwarded to the City of Phoenix Public Transit Department for submission to the FTA. Approximately \$3 million is available for this year's Section 5310 Phoenix/Mesa Urban UZA projects. The available funding amount includes approximately \$2.9 million in FTA apportionment for the Phoenix/Mesa UZA, more than \$400,000 in carry over from the FY 2013 Section 5310 process, and minus the ten percent administration fee to the City of Phoenix as the Designated Recipient. On April 23, 2014, the MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee developed a priority listing of applicants with funding amounts to be forwarded for Section 5310 funding for the Phoenix/Mesa UZA. Please refer to the enclosed material.

*5F. Draft Title VI and Environmental Justice Program

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 sub-recipient of federal funding. In order to facilitate a thorough

5E. Recommend approval of the priority listing of applicants with funding amounts for the Federal Fiscal Year (FFY) 2014 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa Urbanized Area, of forwarding the listing to the City of Phoenix Public Transit Department, and of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate, to the 2035 Regional Transportation Plan.

5F. Recommend approval of the draft Title VI and Environmental Justice Program.

understanding of these activities, a Title VI Program has been developed. The Program reflects activities that fulfill the responsibilities assigned to Metropolitan Planning Organizations as set forth by the Federal Transit Administration circular FTA C 4702.1B under chapter six. The following committees recommended approval of the draft Title VI and Environmental Justice Program: the MAG Human Services Technical Committee (April 10, 2014), the MAG Human Services Coordinating Committee (April 23, 2014), and the MAG Transportation Review Committee (April 24, 2014). Please refer to the enclosed material.

*5G. Northern Arizona Council of Governments Loan Request and Proposed Project Advancements

The Northern Arizona Council of Governments (NACOG) has requested that MAG enter into a loan agreement to assist them with \$4,252,198 in Federal Fiscal Year (FFY) 2014 Surface Transportation Program (STP) funds from the Federal Highway Administration (FHWA) that they cannot utilize this year, with repayment across multiple years from FFY 2016-2019. The proposed loan would have no negative impacts to the MAG region and requires a minimal amount of accounting time to track. The FFY 2014 loan request from NACOG with the MAG region for STP funding will adhere to repayment terms as prescribed in the Arizona Department of Transportation loan program. The main benefit to the region includes early advance federal funding for projects that are currently underway and can meet federal and state rules and policies. Three projects in the Arterial Life Cycle Program have been identified that meet the requirements to accept advancement of the FHWA STP funding. On April 24, 2014, the Transportation Review Committee recommended entering into the loan agreement and advancing funding to the three projects. Please refer to the enclosed material.

5G. Recommend approval to enter into a loan with the Northern Arizona Council of Governments in the amount of \$4,252,198 in Federal Fiscal Year 2014 Surface Transportation Program funds and to advance federal funding on three Arterial Life Cycle Program projects: Northern Parkway Phase II, Avenida Rio Salado, and Gilbert Road Light Rail Extension.

AIR QUALITY ITEMS***5H. Conformity Consultation**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including several new Arizona Department of Transportation projects and other miscellaneous projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5H. Consultation.**GENERAL ITEMS*****5I. Approval of the Draft MAG Public Participation Plan**

The Maricopa Association of Governments (MAG) conducts a robust four-phase public involvement process dedicated to ensuring that all people in the region have an opportunity to provide input into transportation planning and programming process. To conduct this process, MAG utilizes a Public Participation Plan. This plan details the ways in which MAG incorporates public input into the decision making process. The plan has been updated to reflect the requirements of new federal guidelines known as Moving Ahead for Progress in the 21st Century (MAP-21). As with previous federal guidelines known as TEA-21 and SAFETEA-LU, MAP-21 requires the Public Participation Plan to "define a process for providing 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

5I. Recommend approval of the draft MAG Public Participation Plan.

disabled, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than Title 49, United States Code (U.S.C), Chapter 53, and other interested parties with reasonable opportunities to be involved in the transportation metropolitan planning process.” The draft MAG Public Participation Plan is on the agenda for a recommendation for approval. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

6. Regional Economic Development and Core Competencies Survey Results

A key means of promoting economic growth is developing an environment and infrastructure that encourage and support innovation. Tallwave is a venture development firm that helps startups and growth companies accelerate their momentum to become marketplace leaders. In October 2013, the MAG Economic Development Committee was provided a report on healthcare business competition by Tallwave. Tallwave also presented to the MAG Management Committee in November 2013. During this meeting, the Management Committee suggested collecting an inventory of core competencies of the region’s jurisdictions to assist Tallwave in its efforts and to include local governments. Donna Kent from Tallwave will provide a report on the survey results and next steps. Please refer to the enclosed material.

7. Emergency Management Programs at the Arizona State University School of Public Affairs

The Arizona State University (ASU) School of Public Affairs is proud to announce two new offerings for those with an interest in working in the emergency management sector. For those who have completed an Associate of Applied Science degree, ASU offers the Bachelor of Applied Science in Emergency Management. This degree-completion program gives those who have an associate’s degree (most likely in Police Science, Fire Science or Emergency Management) the

6. Information and discussion.

7. Information and discussion.

opportunity to add to their knowledge base and use their previous credits toward completion of a bachelor's degree at ASU. For those who have already completed a bachelor's degree in any area, ASU will also be launching a Master of Arts in Emergency Management in Fall 2014. This degree will consist of just 30 credit hours and will be completed entirely online, making it a great choice for busy working professionals. It will include course work geared to utilizing IT options currently available, as well as understanding Integrated Emergency Management and Homeland Security.

8. Introduction of a Near-Term Improvements Strategy for the Interstate 10/Interstate 17 Corridor

On October 31, 2012, representatives from the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), the Cities of Chandler, Phoenix, and Tempe, and Valley Metro/RPTA met in a workshop to identify the steps forward for improving the 35-mile north-south Interstate 10/Interstate 17 corridor between the Loop 202 Pecos Stack and the Loop 101 North Stack. As presented to the Transportation Policy Committee on November 14, 2012, a multi-phase process was identified for improving the corridor that included a Near-Term Improvements Strategy to address bottleneck locations, and a Corridor Master Plan to establish a long-term vision for a corridor that has been referred to as the transportation "Spine" of the Valley. Planning efforts for both phases have begun. This presentation will focus upon the Near-Term Improvements Strategy that recommends additional intelligent transportation system (ITS) improvements, new 'ramp weaves,' collector-distributor lanes, and additional lanes for meeting present travel demands in the corridor to untangle some existing bottlenecks. Additional information about the strategies that are under consideration is provided in the attached summary transmittal.

8. Information and discussion.

9. Revisions to the Arterial Life Cycle Program Policies and Procedures

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial component of the Regional Transportation Plan. The program is guided by the ALCP Policies and Procedures (Policies), which were last approved by the MAG Regional Council on December 9, 2009. In April 2013, the Managers Working Group held a meeting to address project commitment and the program's annual development. There was general consensus that additional project commitment requirements should be put in place and that any program rebalancing caused by a deficit or surplus should first go to the Managers Working Group for direction. The ALCP Working Group was tasked to develop specific policy revisions to accomplish these ends. The ALCP Working Group met a total of seven times from August 2013 through February 2014. In addition to new project commitment requirements and documentation of the annual program development process, proposed revisions to the Policies include institution of programming principles, establishment of advancement priorities, clarification of eligible match for federally funded projects, and simplification of administrative requirements. These revisions were presented to the Managers Working Group on March 25, 2014. On April 24, 2014, the Transportation Review Committee recommended approval of the proposed revisions to the Arterial Life Cycle Program Policies and Procedures. Please refer to the enclosed material.

10. Draft Transit Oriented Development Regional Strategy

In 2013, the Valley Metro Transit Oriented Development (TOD) Working Group agreed that as stewards of implementing the transit program in the region, Valley Metro and MAG should have a joint TOD strategy committing support to the improvement of connections between high demand transit, job centers, and housing. The proposed TOD strategy provides the opportunity

9. Recommend approval of the proposed revisions to the Arterial Life Cycle Program Policies and Procedures.

10. Recommend approval of the draft Regional Transit Oriented Development (TOD) Strategy and to move forward with developing a regional TOD plan.

to leverage these transportation investments and work collaboratively with communities to boost market opportunity to levels feasible for TOD and economic development. The purpose of this TOD strategy is to promote the integration of land use and transportation by leveraging the regional transit system. The focus will be on existing and future transit corridors as approved in the Regional Transportation Plan, as well as high transit demand corridors associated with activity centers within the region. The TOD strategy will establish a framework for implementation through collaborative partnerships with MAG, Valley Metro, and others, including the development community. On April 24, 2014, the Transportation Review Committee recommended approval of this item. Please refer to the enclosed material.

II. Amendment to the FY 2014 Unified Planning Work Program and Annual Budget and the Burgess & Niple, Inc., Contract for the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS)

The Fiscal Year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, amended by the MAG Regional Council in October 2011, provided \$850,000 in Regional Area Road Fund (RARF) study funds to provide for the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS). The study was at the direction of the Mayors of El Mirage, Glendale, Peoria, Phoenix, Surprise, and Youngtown, and a Maricopa County Supervisor to preserve US-60/Grand Avenue as an expressway facility that remains a state highway under the control of the Arizona Department of Transportation. In their direction, MAG would develop this COMPASS project to identify a long-term solution for accommodating travel demand and adjacent property access in the corridor. As the study effort is nearing conclusion, additional funding is needed to complete a high capacity transit component for the Grand Avenue corridor to ensure the roadway recommendations can

II. Recommend amending the FY 2014 Unified Planning Work Program and Annual Budget and increasing the Burgess & Niple, Inc. contract by \$56,500 of Regional Area Road Funds (RARF) to conduct the additional work for the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS).

adequately accommodate a future commuter rail/bus rapid transit facility. This detailed high capacity transit component is beyond the original COMPASS scope and will examine surface traffic operations near potential high capacity transit stops that have been identified through previous MAG commuter rail studies and the Glendale West effort that is presently being developed for Valley Metro. Please refer to the enclosed material.

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

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, and the second amendment to the TIP was approved on March 26, 2014. Since then, there is a need to modify projects in the programs. The project changes include modifications to the Highway and Transit programs and to projects in the Arterial Life Cycle Program. These modifications do not require a conformity determination. On April 24, 2014, the Transportation Review Committee recommended the changes as noted in the TRC columns of Tables A and B. Please refer to the enclosed material.

13. Approval of the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

Each year MAG develops a Unified Planning Work Program and Annual Budget. This year, draft budget presentations were held and incremental information on the budget was presented beginning in January 2014. As adjustments to the budget were made, the draft budget document was updated and presented to the Management Committee, Regional Council Executive Committee, and Regional Council. The Work Program and Annual Budget was reviewed and discussed by state and federal agencies at the

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

13. Recommend approval of the draft FY 2015 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments.

March 28, 2014, Intermodal Planning Group meeting. The draft FY 2015 MAG Unified Planning Work Program and Annual Budget is being presented for a recommendation for approval. Please refer to the enclosed material.

14. Legislative Update

An update will be provided on legislative issues of interest.

14. Information, discussion, and possible action.

15. Request for Future Agenda Items

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

15. Information.

16. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

16. Information.

Adjournment

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
April 9, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|--|
| Dr. Spencer Isom, El Mirage, Chair | Gregory Rose, City of Maricopa |
| Scott Butler for Christopher Brady, Mesa | * Jim Bacon, Paradise Valley |
| # Anna McCray for George Hoffman, | Jeff Tyne for Carl Swenson, Peoria |
| Apache Junction | Tom Remes for Ed Zuercher, Phoenix |
| # David Fitzhugh, Avondale | # Greg Stanley, Pinal County |
| # Stephen Cleveland, Buckeye | # Tracy Corman for John Kross, |
| * Gary Neiss, Carefree | Queen Creek |
| * Peter Jankowski, Cave Creek | * Bryan Meyers, Salt River Pima-Maricopa |
| Rich Dlugas, Chandler | Indian Community |
| * Charles Montoya, Florence | Brad Lundahl for Fritz Behring, Scottsdale |
| Alfonso Rodriguez for Phil Dorchester, Fort | * Chris Hillman, Surprise |
| McDowell Yavapai Nation | Andrew Ching, Tempe |
| Ken Buchanan, Fountain Hills | # Chris Hagen for Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Joshua Wright, Wickenburg |
| * David White, Gila River Indian Community | * Jeanne Blackman, Youngtown |
| Heather Wilkey for Patrick Banger, Gilbert | Trent Kelso for John Halikowski, ADOT |
| Brent Stoddard for Brenda S. Fischer, | John Hauskins for Tom Manos, |
| Glendale | Maricopa County |
| # Brian Dalke, Goodyear | Jyme Sue McLaren for Steve Banta, |
| # Rosemary Arellano, Guadalupe | Valley Metro/RPTA |
| Darryl Crossman, Litchfield Park | |

* Those members neither present nor represented by proxy.

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

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Dr. Spencer Isom, El Mirage, at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Ms. Rosemary Arellano, Mr. Stephen Cleveland, Mr. Brian Dahlke, Mr. David Fitzhugh, Ms. Tracy Corman, Ms. Chris Hagen, and Ms. Anna McCray joined the meeting via teleconference.

Chair Isom noted that a legislative summary was at each place for agenda item #8.

Chair Isom announced that public comment cards were available to members of the public who wish to comment. Parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those who purchased transit tickets to come to the meeting. Hearing assisted devices were available from MAG staff.

3. Call to the Audience

Chair Isom stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the committee requests an exception to this limit.

Chair Isom recognized public comment from Ms. Dianne Barker, who first spoke of the excitement over the possibility of life on Mars. She stated that while getting information on this, she pulled up a picture of astronauts, who were very fit. Ms. Barker stated that multimodalism keeps people fit. She stated that Complete Streets helps out in various modes. Ms. Barker stated that people discount or challenge her because she rides a bicycle. She stated that a sign at Alligator Alley in Florida reads, "When there is a car, all bikes to the right." Ms. Barker noted that the alligators are to the right. She quoted Rodney Dangerfield. Chair Isom thanked Ms. Barker for her comments.

Chair Isom recognized public comment from Mr. Pat Vint, who expressed his wish that he had settled in a city other than Phoenix when he arrived at Luke Air Force Base in 1952. Mr. Vint stated that the city of Chandler is in the black, unlike the city of Phoenix that is in the red. He referenced Chair Isom's request to comment on topics relevant to MAG. Mr. Vint stated that all of the cities need to help their big brother, the city of Phoenix, which is in danger of going down. Mr. Vint stated that if Phoenix goes down, everyone will go with it. He said that if cities were run by women, we would not be in this situation. Mr. Vint stated that something needs to be done. He recalled how he and Chair Isom now have a good and respectful relationship. He remarked that if Phoenix goes down, it will take the rest of the cities with it. Chair Isom thanked Mr. Vint for his comments.

Chair Isom recognized public comment from Mr. John Rusinek, who spoke on his ongoing dust problem. Mr. Rusinek stated that he attended a Phoenix budget meeting at the Devonshire Center with Ed Zuercher and Councilman Sal DiCiccio (who has never met with Mr. Rusinek). He said that he had asked them to look at the driveway relevant to his dust complaints (which is a 60-second drive) but they did not answer him. Mr. Rusinek stated that the driveway is 81 feet in length and is covered in the wrong gravel. He said that at this driveway is a 13-foot city right-of-

way with no dust prevention. Mr. Rusinek explained that they put in a No Parking sign, but people can still drive on it. He wondered how many other non-dustproofed driveways covered in gravel were in Phoenix and why no one was correcting dust problems. Mr. Rusinek suggested that inspectors should notice and report such problems when they are driving around during their regular daily job duties, rather than the citizens having to take care of them. Chair Isom thanked Mr. Rusinek for his comments.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, stated that MAG is in the process of updating its Title VI and Environmental Justice Plan and Public Participation Plan. In accordance with federal requirements, the documents are available for a 45-day public review and are scheduled for final approval during the May Regional Council meeting. The plans are available to view at the MAG office, or they can be accessed through the home page of the MAG website.

Mr. Smith stated that on March 21, 2014, the sign marking the future Interstate 11 was unveiled near Hoover Dam by Arizona Governor Brewer and Nevada Governor Sandoval. Mr. Smith noted that the idea for Interstate 11 was generated from MAG's Hassayampa Study and the vision of Mr. Bob Hazlett, MAG Engineer. Mr. Smith stated that the issue impacting the construction of Interstate 11 is funding; all of the funding coming to Arizona is already programmed. He added that they hope funding will be available in the new transportation legislation.

Mr. Smith reported that the MAG region received the Best Intergenerational Community Award, which was presented in Washington, D. C. He stated that two Arizona Congressional representatives were in attendance: Representatives Ann Kirkpatrick and Paul Gosar. Mr. Smith acknowledged the efforts by Amy St. Peter, MAG staff, and he noted that the award flag that MAG received has been installed near the trophy case on the second floor.

Mr. Smith stated that MAG sponsored a tour of undergraduate and graduate students from the Sonoran Institute of Technology (ITSON) with the Arizona Mexico Commission, and the Phoenix Consul General of Mexico. He said locations on the tour include the Phoenix Biomedical Campus, Greater Phoenix Economic Council, Arizona State University, Arizona Center for Algae Technology, United Dairymen of Arizona, Ponderovey Dairy, Central Arizona Project, Arizona Municipal Water Users Association and Valley incubators. Mr. Smith noted that Alana Chavez-Langdon, MAG staff, coordinated this project.

Mr. Smith stated that the All Ages, One Region Conference was held on March 27, 2014, at the Glendale Civic Center. He noted that approximately 200 people were in attendance.

Mr. Smith stated that MAG staff was in Tucson this past week and discussed streamlining the border process with the joint field command, and Customs and Border Protection. He noted that the Arizona Congressional Delegation worked together for Arizona to receive an additional 170 Customs and Border Patrol officers.

Mr. Smith stated that the second Binational Economic Forum will be held in Nogales, Sonora, on April 10-11, 2014. He said that 76 officials in Arizona and Sonora have signed up to attend the forum, where the agreement to establish a megaregion between Arizona and Sonora will be signed. Mr. Smith explained that the San Diego Association of Governments was a partner in a megaregion formed in 2008. He remarked that Mexico is very important to the economy of Arizona. A short video on this topic, produced by AZCentral, was shown.

Chair Isom thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Chair Isom stated that agenda items #5A, #5B, and #5C were on the Consent Agenda.

Chair Isom recognized public comment from Ms. Barker, who referenced public comment from Mr. Rusinek at the March Management Committee meeting regarding the Phoenix ordinance forbidding parking or maneuvering on non-dustproofed surfaces. Ms. Barker remarked that the minutes accurately reflect the public comments made by herself, Mr. Rusinek, and Mr. Vint. She read from the letter submitted by Arizona Center for Law in the Public Interest that said, "EPA's approval of the 2012 Five-Percent Plan without requiring meaningful and appropriate contingency provisions would be arbitrary and capricious and contrary to law." Ms. Barker commented on Mr. Rusinek's property and said there were 279 exceedances for dust in 2011 and 308 exceedances in 2012. She stated that the letter states there is a failure to require the state to demonstrate compliance with all Clean Air Act requirements and the plan does not include adequate control measures for agricultural emissions. Ms. Barker urged the cultivation of proper vegetation around the Eloy area to help prevent dust storms and accidents. Chair Isom thanked Ms. Barker for her comments.

Chair Isom recognized public comment from Mr. Vint, who filled out a comment card for Consent Agenda item 5B, On-Call Consulting Services Selection for Travel Survey - Data Application. He said that there is \$600 million – \$120 million for rural areas, \$35 million for planning grants, and \$445 million for urban areas. He said if you go southeast you will get into what we used to call dust storms but are now haboobs since we have gone to the Far East and all they are doing is spending time trying to find a new word to describe dust storms. Mr. Vint stated that this is a disgrace. He said that the Phoenix TIGER application is on the agenda and the city does not have a representative at the meeting. Mr. Vint stated that all Mr. Smith reports is wonderful. They are going to take a bus to Tucson, sign an agreement, take the bus across the border, and while it was parked, someone probably took off the hubcaps, filled them with dope, and they will get away with it. Mr. Vint asked how many cities had a deficit like the city of Phoenix and still give their city manager a raise. He said there are now three Phoenix city managers – two of them are retired and collecting a quarter of a million per year pension. Chair Isom requested that Mr. Vint stay on topic. Mr. Vint stated that he thought he was on topic because millions were being discussed. He said that three city managers cost Phoenix about \$815,000 per year. Mr. Vint stated that they had to hire a review committee. He said that he thought when people were elected or appointed to do a job they should be qualified to do the job, not pay millions of dollars to bring in outsiders to tell

them what they do not know and will not pay attention to anyway. Chair Isom thanked Mr. Vint for his comments.

Chair Isom recognized public comment from Mr. Rusinek, who filled out a comment card for agenda item 5C, Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement. He said that years ago, street sweepers used more water to control dust than they do now. Mr. Rusinek remarked that today, sweepers leave hardly any water and he wondered if anyone was monitoring the sweepers to ensure they are effective in keeping down dust. Mr. Rusinek commented that his neighbor with the driveway has landscapers who use dust blowers, which send dust into the air. Chair Isom thanked Mr. Rusinek for his comments.

Chair Isom asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted. He asked if there were any requests to remove an item from the Consent Agenda. None were noted. Chair Isom called for a motion.

Mr. Josh Wright moved to recommend approval of the Consent Agenda. Mr. Darryl Crossman seconded, and the motion passed unanimously.

5A. Approval of the March 12, 2014, Meeting Minutes

The MAG Management Committee, by consent, approved the March 12, 2014, meeting minutes.

5B. On-Call Consulting Services Selection for Travel Survey - Data Application

The MAG Management Committee, by consent, recommended approval of the list of on-call consultants for Area of Expertise A (Regional Travel Surveys): Cambridge Systematics, Inc., Parsons Brinckerhoff, Inc., Texas A&M Transportation Institute, Westat Inc. For Area of Expertise B (Data Application, Data Analysis and Model Development): Arcadis U.S., Inc., Caliper Corporation, Cambridge Systematics, Inc., Parsons Brinckerhoff, Inc., Westat Inc. . For Area of Expertise C (Traffic and Infrastructure Data Collection and Data Management): American Transportation Research Institute, Cambridge Systematics, Inc., Midwestern Software Solutions, LLC, Traffic Research & Analysis, Inc., for a total amount not to exceed \$4,500,000. The fiscal year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$4,500,000 for a three-year project, On-call Consulting Services for Travel Survey - Data Application. The main purpose of the project is to collect regional travel survey data from residential households and non-residential establishments within the same time frame for the purpose of re-calibrating and improving regional travel forecasting models, updating regional travel forecast, and providing information required for a variety of planning applications at MAG and MAG member agencies. A request for qualifications was advertised on January 30, 2014, for technical assistance in three areas of expertise: (A) Regional Travel Surveys, (B) Data Application, Data Analysis and Model Development and (C) Traffic and Infrastructure Data Collection and Data Management. Ten proposals were received by the February 28, 2014, deadline. On March 18, 2014, the multi-agency evaluation team met and recommended consultants to MAG to perform the technical assistance.

5C. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

Currently, all of the PM-10 certified street sweeper projects that have received authorization to proceed, have submitted a request for reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG has requested that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

6. USDOT TIGER Grant Round 6 - FY 2014

Eileen Yazzie, MAG staff, reported that on March 3, 2014, the federal government issued a notice of funding availability (NOFA) for the sixth round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. She said that the TIGER grants began during the era of the American Recovery and Reinvestment Act in 2009.

Ms. Yazzie stated that in the past, the total of TIGER funding available varied from \$400 million to \$600 million, and this year, \$600 million is available through a multimodal, merit-based, competitive grant program. She explained that there is a set aside of \$120 million for rural areas and \$35 million for planning grants, which leaves \$445 million dedicated for capital projects in urban areas, such as the MAG region.

Ms. Yazzie stated that projects submitted to compete for TIGER funding are evaluated on how well they meet the six primary selection criteria: state of good repair, safety, economic competitiveness, livability, environmental sustainability, and project readiness; and the two secondary selection criteria: innovation and partnership.

Ms. Yazzie state that the TIGER Round 6 application process has fast approaching deadlines. The grant submission is due on April 28, 2014, and requires that all projects have a completed benefit-cost analysis. Ms. Yazzie stated that there are changes in this round in comparison to previous rounds. First, there is priority consideration for projects that ‘better connect communities to centers of employment, education, and services (including for non-drivers) and that hold promise to stimulate long-term job growth, especially in economically distressed areas.’ Secondly, previous TIGER grant application cycles had a priority emphasis on project readiness/federal obligation. Round 6 projects have until September 30, 2016, to obligate, which means projects have to be complete with federal design, environmental, and right-of-way process by June 2016.

Ms. Yazzie stated that projects submitted must have a minimum 20 percent local match, and the U. S. Department of Transportation ‘will not consider funds to be matching funds if the source of those funds is ultimately a federal program.’

Ms. Yazzie stated that three capital projects were submitted to MAG: (1) City of Buckeye project – Traffic interchange improvements to include ramp extensions signalization and marking. Miller

Road arterial widening to include additional traffic lanes, stormwater, sewer and dry utility improvements. Yuma/Durango widening to include sewer and additional lanes. She noted that this project was more of a traditional roadway project. (2) City of Chandler project – The project includes the widening of a segment of Queen Creek Road and Cooper Road south of Queen Creek. Both segments will also include asphalt paving, curb, gutter, raised median for access control, sidewalk, bike lanes, street lighting, landscaping, access to adjacent commercial parcels, utility relocations, drainage improvements, and traffic signals. Ms. Yazzie noted that this project was more of a traditional arterial street project. (3) City of Phoenix project – A Complete Streets project in the Central Avenue corridor from Jefferson Street to Baseline Road that includes an expansion of parking at the Ed Pastor Transit Center, corridor wide bicycle and pedestrian improvements, sidewalks, lighting, and bicycle infrastructure improvements along Central Avenue and the major intersecting arterials, corridor-wide bus stop enhancements, and south transit facility refurbishments.

Ms. Yazzie stated that two planning projects were submitted to MAG. (1) Town of Gila Bend planning project – Downtown Revitalization Study. (2) City of Phoenix planning project – Environmental/corridor planning efforts for the high capacity transit corridor on Central Avenue between downtown Phoenix and Baseline Road.

Ms. Yazzie stated that on March 27, 2014, the MAG Transportation Review Committee recommended approval to support the Phoenix capital project on Central Avenue between Jefferson Street and Baseline Road and the Phoenix planning project in the same area, either as a joint project or a separate project, based on the feedback between the City of Phoenix and the U. S. Department of Transportation.

Chair Isom thanked Ms. Yazzie for her report and asked members if they had questions.

Mr. John Hauskins moved to recommend approval of the TRC recommendation: to support the Phoenix capital project on Central Avenue between Jefferson Street and Baseline Road and the Phoenix planning project in the same area, either as a joint project or a separate project, based on the feedback between the City of Phoenix and the U. S. Department of Transportation. Mr. Rich Dlugas seconded.

Before a vote was taken, Chair Isom recognized public comment from Mr. Vint, who expressed that Ms. Yazzie had good ideas, but the project on Central Avenue to Baseline Road will be a disaster because it is light rail. Mr. Vint stated that the rail should have been elevated, which would be better and cost less than light rail. He said that assembling the system elements elsewhere, and delivering them at night will decrease the inconvenience to business owners and drivers. Mr. Vint suggested that if anyone ever did anything worthwhile in their lives they should try to cross 19th Avenue where light rail is being built. He said that it is congested at all hours. Mr. Vint stated that you should feel guilty and someone needs to be held accountable. Mr. Vint expressed the possibility that the young lady could sign the front of the checks after she makes the money instead of talking about \$600 million like it was pocket change. He stated that it is not her money or your money, but our money. Mr. Vint stated that he hated to get nasty, but the detectives were not at the meeting today, so he could get away with anything. He said that he will have

respect and will not do what he should do. Mr. Vint stated that citizens and city staff need to be accountable. He guaranteed that if Phoenix goes down, everyone will go down. Mr. Vint stated that light rail is a disaster and Mr. Zuercher is given credit for the success of the system because he was able to talk people out of their property. Chair Isom thanked Mr. Vint for his comments.

With no further discussion, the vote on the motion passed unanimously.

7. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

Lindy Bauer reported that on February 6, 2014, the Environmental Protection Agency (EPA) published a notice proposing to approve the MAG 2012 Five Percent Plan for PM-10. She noted that comments were due on the plan by March 10, 2014.

Ms. Bauer stated that the Arizona Center for Law in the Public Interest submitted comments urging EPA to reconsider its proposed approval of the plan. She noted that the Arizona Center for Law in the Public Interest also submitted an independent analysis of the July 18, 2011, exceptional event. Ms. Bauer stated that the Arizona Center for Law in the Public Interest feels that the Plan failed to include best available control measures and most stringent measures.

Ms. Bauer stated that the Arizona Center for Law in the Public Interest went through the comments included in the notice published by EPA in September 2010 when EPA was proposing partial approval and partial disapproval.

Ms. Bauer stated that the Arizona Center for Law in the Public Interest also feels that the Plan does not adequately address control measures for agricultural emissions. In addition, the Arizona Center for Law in the Public Interest questioned the effectiveness of the dust action general permit held by the Arizona Department of Environmental Quality.

Ms. Bauer stated that the Arizona Center for Law in the Public Interest questioned EPA's approval of 131 exceedances of the PM-10 standard due to exceptional events.

Ms. Bauer stated that the Arizona Center for Law in the Public Interest questioned the EPA's finding that the region had met the standard because EPA has not taken action on 2013 exceptional events. She stated that the Arizona Center for Law in the Public Interest questioned the contingency measures in the plan that were implemented early rather than later. Ms. Bauer stated that EPA will be addressing comments.

Ms. Bauer stated that several letters in support of the EPA proposed approval of the MAG 2012 Five Percent Plan were also submitted – from Senator Jeff Flake, MAG, the Arizona Department of Environmental Quality, Maricopa County Air Quality Department, the City of Phoenix, businesses and industries.

Ms. Bauer spoke of the six exceptional events that occurred in 2013. She said that MAG prepared five of the demonstration packages and all of them have been put out for public review and

submitted to EPA. Ms. Bauer noted that there have been no exceedances of the PM-10 standard and no exceptional events in 2014.

Chair Isom thanked Ms. Bauer for her report. No questions from the Committee were noted.

8. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He reported that MAP-21, the federal transportation legislation, is set to expire at the end of September 2014. Mr. Pryor stated that MAG has been working with two national associations – the National Association of Regional Councils and the Coalition for America's Gateways and Trade Corridors – to address legislative provisions in the next surface transportation authorization. He noted that these associations have recently been meeting with House Transportation and Infrastructure staff in preparation for new and/or revised legislation. MAG continues to push for streamlining of processes, and greater decision-making and more direct funding for large MPOs.

Mr. Pryor reported that the House Budget Committee chair, Congressman Ryan, has released a proposed budget for federal fiscal year (FFY) 2015. The proposed House budget would constrain transportation spending significantly. At this time, it is uncertain if the Senate will entertain an FFY 2015 budget or continuing resolutions.

Mr. Pryor stated that the Highway Trust Fund is expected to be insolvent by late summer. He explained that in past years, Congress and the Administration have transferred general fund revenues to fill shortfalls. It is uncertain if that will occur this year. Mr. Pryor remarked that this could mean potential delays in reimbursing program spending to states, regions and local governments.

Mr. Pryor then addressed State legislation. He said that the House and Senate have passed an FY 2015 budget which has been sent to the Governor's office for consideration. Mr. Pryor pointed out that this budget includes a transfer of \$89 million in Highway User Revenue Fund (HURF) to the Department of Public Safety. Mr. Pryor stated that in January 2014, the MAG Regional Council sent a letter to the House, Senate and Governor requesting an end to HURF sweeps. One of the related budget provisions (Senate Bill 1487) includes directing \$30 million in HURF to counties and municipalities in percentages reflecting current non state distribution of HURF revenues. The proposal also includes \$60 million for each of the next two fiscal years with the same provisions.

Mr. Pryor stated that last month the MAG Management Committee supported a February 27, 2014, letter sent to members of the Arizona House from the councils of governments and metropolitan planning organizations within Arizona. This letter was in opposition to House Bill 2069 which would prevent future employees of political subdivision entities, like MAG, from being enrolled in the Arizona State Retirement System. Mr. Pryor advised that House Bill 2069 has stalled, but since the Management Committee last met, provisions in that bill were proposed as an amendment to Senate Bill 1082. Mr. Pryor stated that the proposed amendment did fail, however, staff will continue to monitor the legislature in case this provision comes back as another

attempted amendment. Mr. Pryor expressed appreciation for the support of member agency elected officials, managers, staff, and intergovernmental representatives on this effort.

9. Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG staff, reported that each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input.

Ms. Kimbrough stated that the draft FY 2015 Work Program includes an additional GIS Analyst I position for developing and maintaining a large number of regional geospatial data sets, some of which will be used to enhance the employer database; performing analyses; providing map authoring services; and developing and maintaining online mapping applications.

Ms. Kimbrough stated that the draft FY 2015 Work Program proposes 4.64 percent for FY 2015 budgeted salaries and that any increases to individual MAG salaries be performance based. She noted that no increases were provided in FY 2010 and FY 2012. From FY 2010 to FY 2014 the average annual compounded increase over this period was three percent, and with the proposed increase, the average annual compounded increase from FY 2010 to 2015 would be 3.27 percent. Ms. Kimbrough stated that the annual performance evaluation is the basis for any potential salary increases for MAG staff. Each MAG staff has an annual performance evaluation in June and may receive an increase based on this evaluation. She added that the total of salary increases is proposed to not exceed \$375,000.

Ms. Kimbrough asked members if they had questions on this section of her presentation. None were noted.

Ms. Kimbrough stated that a bicycle/pedestrian associate in the amount of \$26,500 has been added to the consultant project list.

Ms. Kimbrough stated that the Intermodal Planning Group meeting was held March 28, 2014, and included a review and comments on the draft FY 2015 MAG budget by the Federal Highway Administration, the Federal Transit Administration, the Arizona Department of Transportation, the City of Phoenix and other related parties. Ms. Kimbrough stated that comments from the attendees of this meeting were positive and no recommendations for changes to the budget were made. Ms. Kimbrough stated that the reviewers mentioned the impressive work that MAG is doing, and called MAG “best in class.” Ms. Kimbrough stated that the complete budget would be presented to the committees in May for approval.

Chair Isom thanked Ms. Kimbrough for her report. No questions from the committee were noted.

Chair Isom stated that MAG was founded in 1967 to accommodate long range planning efforts for many jurisdictions. He said that when he came to the Valley, he needed to understand the complexities of MAG’s work, and he was helped by many MAG staff members. Chair Isom stated that these efforts enable the advancement of communities. He said that Ms. Eileen Yazzie

was critical to those efforts and she made herself available to answer his questions. Chair Isom recognized Ms. Yazzie for this, and he wanted to recognize MAG for the difficult work it does, especially when an individual is challenged in a public forum. He commended MAG and Ms. Yazzie for their important work and bringing people and organizations together to advance planning for the region.

10. MAG Human Services Provider Inventory Update

Amy St. Peter, MAG staff, provided a report on the MAG Human Services Provider Inventory. She said that human services transportation serves older adults and persons with low incomes or disabilities. Ms. St. Peter noted that this region has significant assets in transportation but there are not enough to meet the growing need for transportation as people age. She said that as older adults give up their keys, they very often give up connections to family and friends, medical care, and opportunities to contribute to their communities.

Ms. St. Peter stated that MAG is reaching out through a variety of activities to support communities in meeting the transportation needs of their residents. She reported that recently, MAG hosted more than 200 people at the All Ages, One Region Conference at the Glendale Civic Center. Ms. St. Peter expressed appreciation to the City of Glendale for their assistance on the conference.

Ms. St. Peter stated that MAG provides technical assistance to communities wanting to improve the connections older adults have to people of all ages. Transportation is often the biggest barrier. She said that MAG is supporting pilot projects in Tempe, Phoenix, Scottsdale, and the Northwest Valley. Wickenburg is the newest pilot project. Ms. St. Peter expressed that she hoped to work with all member agencies.

Ms. St. Peter explained that www.Connect60Plus.com is another resource available to everyone at any time. The website includes a variety of opportunities to connect to resources, information, and people in the community.

Ms. St. Peter stated that one of the more important features on the website is the MAG Human Services Transportation Provider Inventory. MAG develops the inventory each year as one of the elements required in the human services transportation coordination plans. Ms. St. Peter stated that the inventory was available previously only in hard copy format, but that was not searchable; having the inventory electronically online allows for searches and interactivity.

Ms. St. Peter demonstrated the online functions of the database, which can be filtered for service area, modes of transportation, and eligibility to provide the most appropriate transportation solution. She pointed out that clicking on the fields allows the user to control the information they receive. Clicking on the blue crosses provides more detailed information about that particular service, including the ability to link to the agency's website.

Ms. St. Peter stated that nonprofit, for profit, and transit options are available through the inventory. Data is kept current by MAG staff contacting the providers on an annual basis for

updates. Ms. St. Peter stated that the inventory is being used by people in this region, as well as by people across the country. In particular, adult children who live elsewhere are using the site to assist their aging parents who live here.

Ms. St. Peter stated that this is an opportunity for cities and towns to include information about this inventory in their newsletters and websites. She added that the inventory is available on www.connect60plus.com and on the MAG website.

Chair Isom thanked Ms. St. Peter for her report. No questions from the committee were noted.

11. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

12. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No announcements were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:00 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

Freeway Management System Expansion - Revised Budget and Schedule

SUMMARY:

The Freeway Management System (FMS) is an application of Intelligent Transportation Systems (ITS) on the urban freeway system. The Regional Transportation Plan (RTP) identifies the FMS as a key regional strategy for managing traffic operations on the freeway system. Funds are provided in the RTP for the Arizona Department of Transportation (ADOT) to expand the FMS coverage on the freeway system. A total of \$143 million was originally programmed in the 2003 RTP to add 125 miles to the then existing 86-mile system to reach a total of 211 miles by 2025 based on a schedule developed by ADOT.

Due to cost reductions in FMS technology components, and the incorporation of FMS features as part of freeway construction projects, ADOT has been able to save costs and also accelerate the FMS expansion. To reflect these changes ADOT has proposed a revised budget and schedule for the planned expansion of the FMS for years 2015 through 2019. ADOT has requested MAG approval of a revised budget and schedule, which is necessary for ADOT to move ahead with FMS projects in the Five-Year Highway Construction Program.

The proposed revised FMS expansion plan will complete 224 miles by 2019. An additional 18 miles is planned to be added in the future. The current FMS coverage is 160 miles or about 60 percent of an eventual 242 mile system. Due to the prominent role of information technology solutions utilized in the FMS and the rapid changes occurring in that field, a MAG study to perform a comprehensive reevaluation of technology infrastructure utilized in the FMS is also recommended.

The FMS is utilized by ADOT to manage the operation of the urban freeway system in the Phoenix metropolitan region. The FMS consists of various technology applications that are installed on the freeway system, linked via a fiber optic communications system to the ADOT Traffic Operations Center (TOC). Operators at the TOC are on duty on a 24 hours per day, seven days per week basis and manage traffic on the freeway system utilizing tools that are incorporated in the FMS. The TOC also serves as the central coordination point for all of the state's freeway and highway operations. Local agencies in the region are provided access to view freeway cameras for traffic management purposes.

Some of the key features of the FMS are:

- | | |
|--------------------------------------|---|
| <u>Vehicle Detectors:</u> | Detection devices installed in the freeway pavement at one-mile spacing. |
| <u>Cameras:</u> | Installed at one-mile spacing provide the operators with the ability to view any point along a freeway segment. |
| <u>Dynamic Message Signs:</u> | Installed at strategic decision points for displaying traffic advisories and travel times during peak periods. |
| <u>Ramp Meters:</u> | To regulate traffic at on-ramps during AM and PM peak periods. |

Attachment One shows a table of FMS project costs and Attachment Two shows a map of the planned schedule for expansion of FMS coverage for 2015-2019.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The FMS expansion will improve ADOT's ability to monitor the urban freeway system and implement timely freeway traffic management strategies, and help keep the motorists informed on freeway conditions.

CONS: Due to rapid changes in the field of information technology and its role in the FMS, some applications may require periodic technology reviews.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The proposed FMS expansion will install infrastructure that will provide the ability to monitor and manage traffic on more freeway miles. The additional FMS coverage would also generate more traffic data that are used by MAG, along with other data, for monitoring performance of the freeway system.

POLICY: The performance of the FMS depends to a large extent on having skilled staff managing freeway traffic operations. The staff resources necessary may need to be evaluated due to expanding FMS coverage.

ACTION NEEDED:

Recommend approval of the proposed budget and schedule for the expansion of the Freeway Management System (FMS) for fiscal years 2015-2019 and of MAG conducting a study for a comprehensive reevaluation of the life cycle of current FMS-related technology infrastructure to be performed by the year 2017.

PRIOR COMMITTEE ACTIONS:

On April 24, 2014, the Transportation Review Committee recommended approval of the revised FMS expansion budget and schedule for FY2015-2019 and the MAG study.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Litchfield Park: Julius Diogenes for Woody Scoutten
Phoenix: Rick Naimark, Vice Chair	Maricopa (City): Paul Jepson
ADOT: Kwi-Sung Kang for Floyd Roehrlich	Maricopa County: John Hauskins
Buckeye: Jose Heredia for Scott Lowe	Mesa: Jeff Martin for Scott Butler
# Cave Creek: Ian Cordwell	* Paradise Valley: Jim Shano
Chandler: Dan Cook	Peoria: Andrew Granger
El Mirage: Jorge Gastelum	Queen Creek: Mohamed Youssef
Fountain Hills: Randy Harrel	Surprise: Martin Lucero for Dick McKinley
Gila Bend: Ernie Rubi	Tempe: Marge Zylla for Shelly Seyler
* Gila River: Tim Oliver	Valley Metro: John Farry
Gilbert: Kristin Myers for Leah Hubbard	* Wickenburg: Vince Lorefice
Glendale: Debbie Albert	Youngtown: Grant Anderson
Goodyear: Cato Esquivel	

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Catherine Hollow, Tempe
FHWA: Ed Stillings
- * Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- * Transportation Safety Committee: Renate Ehm, Mesa

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

On March 4, 2014, the ITS Committee recommended approval of the revised budget and schedule along with a recommendation that MAG initiate a study, by 2017, on a comprehensive re-evaluation of the life-cycle of FMS-related technology infrastructure.

MEMBERS ATTENDING

- * Tempe: Catherine Hollow, Chair
Phoenix: Marshall Riegel, Vice Chair
ADOT: Farzana Yasmin for Reza Karimvand
Avondale: Chris Hamilton
- * Buckeye: Thomas Chlebanowski
- # Chandler: Mike Mah
DPS: Danny Roark for Burley Copeland
El Mirage: Bryce Christo
- * FHWA: Toni Whitfield
Gilbert: Leslie Bubke for Erik Guderian
- Glendale: Allan Galicia for Debbie Albert
Goodyear: Luke Albert
Maricopa County: Paul Porell for Nicolaas Swart
Mesa: Tricia Boyer for Avery Rhodes
- # Peoria: Ron Amaya
- * Scottsdale: Steve Ramsey
Surprise: Albert Garcia for Jason Mahkovtz
Valley Metro: Ratna Korepella

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

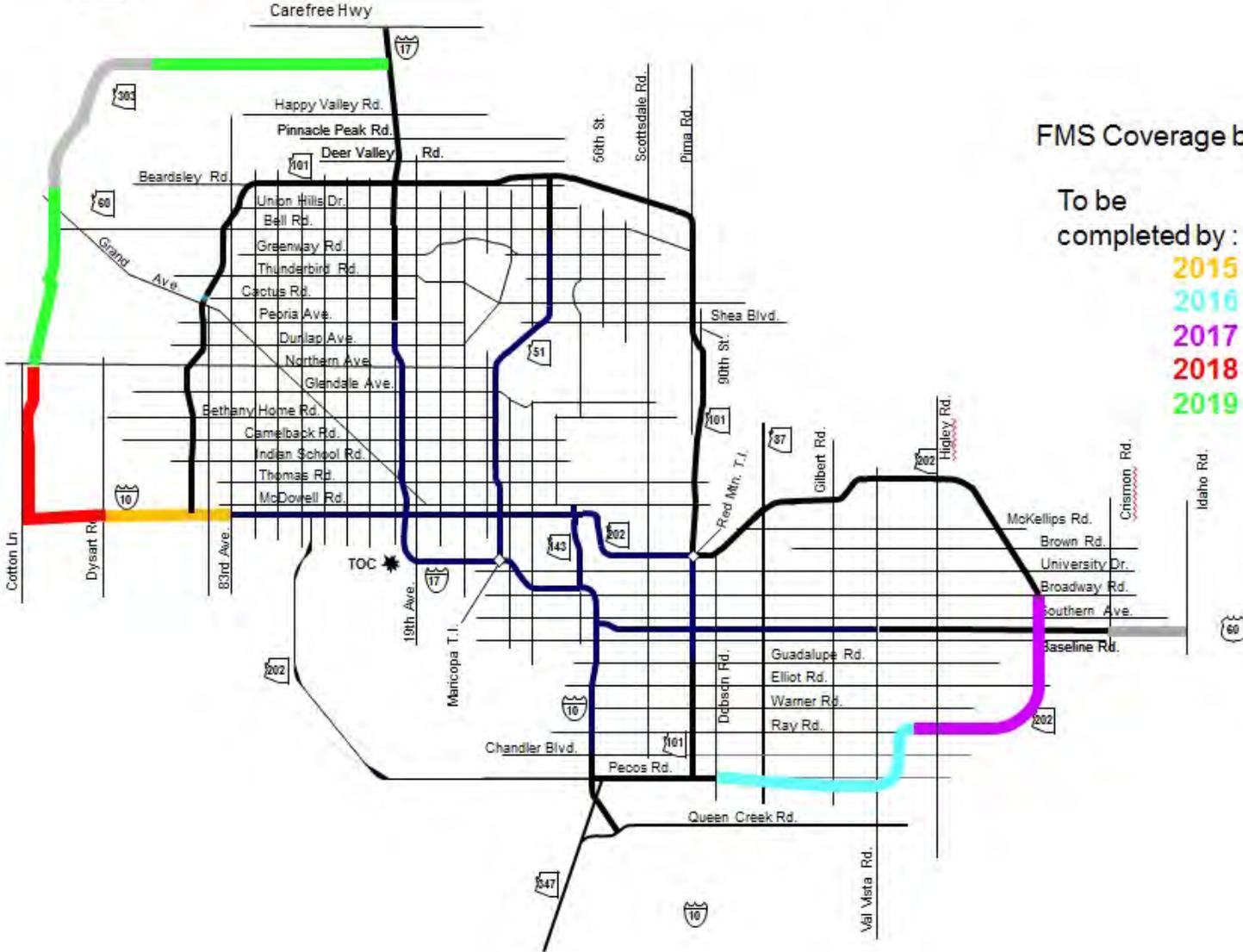
CONTACT PERSON:

Sarath Joshua, MAG, (602) 254-6300.

2015-2019 MAG RTP FUNDS FOR FREEWAY MANAGEMENT SYSTEM (FMS) EXPANSION

FREEWAY	FMS PROJECT/SEGMENT	LENGTH Miles	YEAR	State Funds (\$1000s)	RTP CMAQ (\$1000s)
San Tan 202L	ST: Ray to Broadway (Design)	10	2015		500
I-10	Dysart to 83rd Ave (Constr)	6	2015		5500
I-10	Cotton Ln to Dysart (Design)	5	2015		500
L303	I-10 to Exit124 - Northern Ave (Design)	7	2015		500
Misc	FMS Rehabilitation		2015		1720
Regionwide	FMS Preservation		2015	720	
Regionwide	Travel time display cost			170	
	Total CMAQ 2015			890	8720
L303	Northern Ave - Clearview Blvd (Design)	7	2016		550
L303	Lake Pleasant Rd - I-17 Exit 221 (Design)	7	2016		550
San Tan 202L	SN: Dobson to Ray (Constr)	8	2016		6300
Misc	FMS Rehabilitation		2016		1320
Regionwide	FMS Preservation		2016	720	
Regionwide	Travel time display cost		2016	170	
	Total CMAQ 2016			890	8720
San Tan 202L	ST: Ray to Broadway (Constr)	10	2017		5120
Regionwide	FMS Rehabilitation		2017		3600
Regionwide	FMS Preservation		2017	720	
Regionwide	Travel time display cost		2017	170	
	Total CMAQ 2017			890	8720
I-10	Cotton Ln to Dysart (Constr)	5	2018		4160
L303	I-10 Exit124 - Northern Ave (Constr)	7	2018		4160
Regionwide	FMS Rehabilitation		2018		400
Regionwide	FMS Preservation		2018	720	
Regionwide	Travel time display cost		2018	170	
	Total CMAQ 2018			890	8720
L303	Lake Pleasant Rd - I-17 Exit 221 (Constr)	7	2019		3960
US60	Crismon to Idaho (Design)	4	2019		500
L303	Northern Ave - Clearview Blvd (Constr)	7	2019		4260
Regionwide	FMS Preservation		2019	720	
Regionwide	Travel time display cost		2019	170	
	Total CMAQ 2019			890	8720
	GRAND TOTAL			4450	43600

Freeway Management System Planned Expansion Schedule



FMS Coverage by 2014:

- To be completed by :
- 2015
 - 2016
 - 2017
 - 2018
 - 2019

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

Acceptance of \$350,000 of Strategic Highway Research Program Implementation Assistance Program Funding in the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget and to Add the Funding to the Corresponding On-Call Consultant Project

SUMMARY:

Understanding freight flows and forecasting them are critical to determining the need for future transportation capacity on the regional highways or other modal infrastructure. MAG staff has identified a need for the future development of the regional freight forecasting models. On February 13, 2014, MAG, the Arizona Department of Transportation (ADOT) and the Pima Association of Governments (PAG) submitted a joint application for implementation and technical assistance funds in Round 3 of the Federal Highway Administration (FHWA) Strategic Highway Research Program Implementation Assistance Program (SHRP2). MAG was the lead agency in the Freight Demand Modeling portion of the proposal submitted to FHWA. On March 28, 2014, FHWA and AASHTO announced that MAG was one of the organizations selected in Round 3 of SHRP2 implementation assistance for freight demand modeling. Up to \$350,000 for each applicant is available to be applied to the implementation of Behavior-Based Freight Modeling. The main purpose of the project is to develop a new generation regional freight model based on the principles identified in the SHRP2 C20 products and consistent with MAG freight flows forecasting needs. It is anticipated that the request for qualifications for on-call consultants to support the work will be issued upon approval of the FY 2015 Work Program.

PUBLIC INPUT:

No public input has been received.

PROS AND CONS:

PROS: The funding obtained through the SHRP2 Implementation Assistance Program grant will help in the design and implementation of operational, behavioral, tour-based freight models for the region. The model is required to support making informed investment decisions and providing the base for infrastructure planning that integrates complex logistics practices of the freight industry.

CONS: None.

TECHNICAL AND POLICY IMPLICATIONS:

TECHNICAL: The freight model development and implementation will qualitatively increase sensitivity of the forecasting tools to various policy scenarios and improve the accuracy of travel projections for the region.

POLICY: The project will ensure that MAG can provide high quality travel forecasts required for future infrastructure planning and support of investment decisions.

ACTION NEEDED:

Recommend acceptance of \$350,000 of Strategic Highway Research Program Implementation Assistance Program Funding in the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget and to add the funding to the corresponding on-call consultant project.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Vladimir Livshits, MAG, 602 254-6300.

The Federal Highway Administration and the American Association of State Highway and Transportation Officials are pleased to announce that organizations in 31 States have been selected for implementation and technical assistance in Round 3 of the Strategic Highway Research Program (SHRP2), as of March 28, 2014.

Freight Demand Modeling and Data Improvement (C20)

An organizational approach to improving freight data sets and freight modeling practices

STATE	ENTITY	ASSISTANCE OPPORTUNITY
Behavior-Based Modeling		
Arizona	Maricopa Association of Governments	Proof of Concept
Maryland	DOT	Proof of Concept
Oregon	Portland Metro MPO	Proof of Concept
Wisconsin	DOT	Proof of Concept
Local Freight Data		
Florida	DOT	Proof of Concept
Missouri	Mid-America Regional Council	Proof of Concept
New York	Capital District Transportation Committee	Proof of Concept
North Carolina	Winston-Salem MPO	Proof of Concept
Pennsylvania	Delaware Valley Regional Planning Commission	Proof of Concept
South Dakota	DOT	Proof of Concept
Washington	DOT	Proof of Concept

Identifying and Managing Utility Conflicts (R15B)

Improving cooperation among highway agencies and utilities for faster project delivery

STATE	ENTITY	ASSISTANCE OPPORTUNITY
Iowa	DOT	Lead Adopter
Kentucky	DOT	Lead Adopter
Michigan	DOT	Lead Adopter
New Hampshire	DOT	Lead Adopter
Oklahoma	DOT	Lead Adopter
South Dakota	DOT	Lead Adopter
Texas	DOT	Lead Adopter
Vermont	DOT	Lead Adopter

GeoTechTools (R02)

A technology selection tool and resource identifying more than 40 geotechnical solutions

STATE	ENTITY	ASSISTANCE OPPORTUNITY
Arizona	DOT	User Incentive
Connecticut	DOT	User Incentive
Florida	DOT	User Incentive
Iowa	DOT	User Incentive
Kentucky	DOT	User Incentive
Louisiana	DOT	User Incentive
Massachusetts	DOT	User Incentive
Minnesota	DOT	User Incentive
Mississippi	DOT	User Incentive
Missouri	DOT	User Incentive
New Jersey	DOT	User Incentive
New York	DOT	User Incentive
Utah	DOT	User Incentive
Washington	Western Federal Lands Highway Division	User Incentive
West Virginia	DOT	User Incentive

Precast Concrete Pavement (R05)

Tools for using precast concrete pavement (PCP) systems to reduce the duration of construction closures

STATE	ENTITY	ASSISTANCE OPPORTUNITY
Hawaii	DOT	Lead Adopter
Illinois	Illinois Tollway	Lead Adopter
Kansas	DOT	Lead Adopter
Texas	DOT	Lead Adopter
Wisconsin	DOT	Lead Adopter

Pavement Renewal Solutions (R23)

Guidelines for using existing pavements in rapid construction to extend pavement life and save money

STATE	ENTITY	ASSISTANCE OPPORTUNITY
Arizona	DOT	Lead Adopter
California	DOT	Lead Adopter
Kentucky	DOT	Lead Adopter
Louisiana	DOT	User Incentive
Minnesota	DOT	Lead Adopter
New Jersey	DOT	User Incentive
New York	DOT	User Incentive
North Dakota	DOT	User Incentive
Utah	DOT	User Incentive

Round 4 Offers Implementation Opportunities in All Four SHRP2 Focus Areas

In June 2014, a fourth round of SHRP2 products will move from the research phase into widespread implementation. The application period for implementation assistance will open on May 30, 2014 and close June 27, 2014. States are invited to consider these solutions, shown below, and to visit the [GoSHRP2 Web site](#) for more information on the application process. More information will be available through product Webinars to be announced and conducted in April and May.

Renewal

- Nondestructive Testing for Concrete Bridge Decks (R06A)
- Rapid Technologies to Enhance Quality Control on Asphalt Pavements (R06C)
- Tools to Evaluate and Improve Pavement Smoothness on PCC in Real-Time During Construction (R06E)
- Nondestructive Testing for Tunnel Linings (R06G)
- Managing Risk in Rapid Renewal Projects (R09)
- Project Management Strategies for Managing Complex Projects (R10)
- Service Life Design for Bridges (R19A)
- New Composite Pavement Systems (R21)

Capacity

- Transportation Impacts Case Studies (T-PICS) and Improved Economic Analysis Tools (C03/C11)
- Integrated Travel Demand Modeling Bundle (C10/C04/C05/C16)

Reliability

- Reliability Data and Analysis Tools Bundle (L02/L05/L07/L08)

Safety

- Concept to Countermeasure – Research to Deployment Using the SHRP2 Safety Databases

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

FY 2015-2017 MAG Transportation Alternatives Non-Infrastructure Safe Routes to School Projects

SUMMARY:

The current federal transportation program authorization, Moving Ahead for Progress in the 21st Century (MAP-21) consolidated three previous programs (Transportation Enhancements, Safe Routes to School, and Recreational Trails) into a new federal funding category named Transportation Alternatives. The MAG region receives about \$4.4 million per year in Transportation Alternatives funds. The Transportation Alternatives funds can be used to fund two categories of projects, referred to as: (1) Transportation Alternatives Infrastructure and (2) Transportation Alternatives Non-Infrastructure Safe Routes to School (SRTS) projects.

Prior to MAP-21, all SRTS projects in the state were generated through a call for projects issued by the Arizona Department of Transportation (ADOT). Proposed SRTS projects in the MAG region were reviewed and recommended to ADOT by MAG. However, MAG priorities did not assure funding approval through the ADOT project selection process. Under the new process, as required by MAP-21, MAG is responsible for the call for projects and the programming of all Transportation Alternatives projects. The MAG process requires all Transportation Alternatives projects to be submitted by a MAG member agency.

Through previous MAG action, \$400,000 per year out of the total Transportation Alternatives allocation has been set aside for SRTS projects. Oversight of the Transportation Alternatives Non-Infrastructure/SRTS program is provided by the MAG Transportation Safety Committee. In response to a MAG call for projects for Fiscal Years (FY) 2015-2017, issued on January 9, 2014, a total of three project applications were received. These projects requested a total of \$114,499 in FY 2015 and \$89,998 each in FY 2016 and FY 2017. On March 25, 2014, the Transportation Safety Committee evaluated project proposals and recommended approval of all three proposed projects. A second call for projects is planned to program the remaining Transportation Alternatives funds in FY 2015 through FY 2017.

The Transportation Safety Committee reviewed project applications at a special committee meeting held on March 25, 2014, and unanimously recommended the proposed projects for the funding amounts shown in the attachment.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of the recommended projects will result in the implementation of SRTS projects and a SRTS Study. The projects target the 5E's of the core SRTS program – Education, Engineering,

Enforcement, Evaluation, and Encouragement – to improve the safety of school children walking and biking to school.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The implementation of SRTS projects and the timely obligation of federal Transportation Alternatives Non-Infrastructure funds programmed by MAG requires close coordination between local agencies and the ADOT Local Public Agency Section. ADOT will be the administrator of these projects.

POLICY: None.

ACTION NEEDED:

Recommend approval of the listed Transportation Alternatives Non-Infrastructure Safe Routes to School projects for fiscal years 2015-2017.

PRIOR COMMITTEE ACTIONS:

On April 24, 2014, the MAG Transportation Review Committee unanimously recommended approval of the list of proposed SRTS projects that resulted from a call for Non-Infrastructure SRTS projects issued on January 9, 2014.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- Buckeye: Jose Heredia for Scott Lowe
- # Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Jorge Gastelum
- Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- * Gila River: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Debbie Albert
- Goodyear: Cato Esquivel

- Litchfield Park: Julius Diogenes for Woody Scoutten
- Maricopa (City): Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Queen Creek: Mohamed Youssef
- Surprise: Martin Lucero for Dick McKinley
- Tempe: Marge Zylla for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Catherine Hollow, Tempe
- FHWA: Ed Stillings

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

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

The MAG Transportation Safety Committee conducted a detailed review of project applications and unanimously recommended approval of the list of proposed projects on March 25, 2014.

MEMBERS ATTENDING

- Mike Duhamel for Linda Gorman, AAA Arizona
- Tom Burch, AARP
- Kohinoor Kar, ADOT
- Shane Kiesow, Apache Junction
- Dana Chamberlin, Avondale
- * Thomas Chlebanowski, Buckeye
- Martin Johnson, Chandler
- Bob Senita, El Mirage
- Kelly LaRosa, FHWA
- Erik Guderian for Mike Gillespie, Gilbert
- Kiran Guntupalli for Chris Lemka, Glendale
- * Alberto Gutier, GOHS
- # Hugh Bigalk, Goodyear
- Mazen Muradvich for Nicolaas Swart, Maricopa County
- Renate Ehm (Chair), Mesa
- * Jeremy Knapp, Paradise Valley
- # Mannar Tamirisa for Jamal Rahimi, Peoria
- Kerry Wilcoxon, Phoenix
- * George Williams, Scottsdale
- # Nuning Lemka for Jason Mahkvtz, Surprise
- Julian Dresang, Tempe
- Sam Diggins for Gardner Tabon, RPTA

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

CONTACT PERSON:

Sarath Joshua, MAG, (602) 254-6300.

MAG TA Non-infrastructure SRTS Projects FY2015-17

	Project Name	Lead Agency	Funding Request FY2015	Funding Request FY2016	Funding Request FY2017
1	DPH - Walk N Rollers	Maricopa County DPH	\$ 44,999.25	\$ 44,999.25	\$ 44,999.25
2	SKMC - Safe Routes for Safe Kids	Maricopa County DPH	\$ 44,999.25	\$ 44,999.25	\$ 44,999.25
3	Surprise - SRTS Study for ACA	City of Surprise	\$ 24,500.00	\$ -	\$ -
			\$ 114,498.50	\$ 89,998.50	\$ 89,998.50
Funding Available per FY			\$ 400,000.00	\$ 400,000.00	\$ 400,000.00
Remaining Funds Available			\$ 285,501.50	\$ 310,001.50	\$ 310,001.50

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

DATE:

May 7, 2014

SUBJECT:

FFY 2014 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program Recommendations for the Phoenix/Mesa Urbanized Area

SUMMARY:

On March 15, 2013, Governor Brewer approved the City of Phoenix Public Transit Department as the Designated Recipient for the Federal Transit Administration (FTA) Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa Urbanized Area (UZA). This program provides funding for capital assistance awards for agencies and public bodies that provide transportation services for older adults and people who have a disability. MAG prepares the Section 5310 priority listing of applications for the Phoenix/Mesa Urbanized Area (UZA) which is approved through the MAG committee process, and forwarded to the City of Phoenix Public Transit Department for submission to the FTA. The purpose of this item is to recommend approval of the priority listing of applicants with funding amounts for the Federal Fiscal Year (FFY) 2014 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa UZA to the City of Phoenix Public Transit Department, and amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate, to the 2035 Regional Transportation Plan.

MAG staff, in collaboration with the City of Phoenix Public Transit Department staff, provided technical assistance to potential applicants prior to the application due date on March 14, 2014. The City of Phoenix Public Transit Department in collaboration with MAG conducted an initial review of applications submitted. Three applications were determined to be ineligible. Two applications were submitted past the deadline and one application did not meet the Federal Transit Administration criteria. On March 26, 2014, the MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee received the eligible applications for review. On April 22 and 23, 2014, the MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee met to hear presentations and interview the Section 5310 applicants.

On April 23, 2014, the MAG Elderly and Persons with Disabilities Transportation Program Committee developed the priority listing with funding amounts for recommendation. The following review methodology was utilized by the MAG Elderly and Persons with Disabilities Transportation Program Committee; applicant's evaluation was based on criteria outlined in the Section 5310 Program and Handbook, participation in regional coordination efforts as federally required, applicant's presentation interviews, and the availability of funding. This year's Section 5310 priority listing for the Phoenix/Mesa UZA includes 28 project requests for vans, four mobility management projects, and two New Freedom eligible projects. Please refer to enclosed material for the FFY 2014 Section priority listing with funding amounts for the Phoenix/Mesa UZA.

PUBLIC INPUT:

Public comment was solicited through public notices in the *Arizona Republic*, *La Voz*, and the MAG website in March 2014. No public comment has been received. An opportunity for input was also offered at the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee meeting on April 22-23, 2014.

PROS & CONS:

PROS: MAG advises the City of Phoenix Public Transit Department for the FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program. Forwarding this priority listing assists The City of Phoenix Public Transit Department in awarding capital transportation equipment for special needs in the MAG region. Awards are made on a competitive basis with a regional emphasis as noted in MAP-21 legislation.

CONS: The MAG region does not provide input into the priority listing for FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program Grant awards for the region. Applicants continue to project growth in the number of people who will require special transportation with many who may not have access to or the ability to utilize public transit services.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The City of Phoenix Public Transit Department will procure accessible and non-accessible passenger vans, ancillary equipment, and fund mobility management and New Freedom eligible projects with these funds. The FTA provides 80 percent of the award cost, and the applicant provides a 20 percent match for capital, mobility management, and New Freedom project. The FTA provides Americans with Disabilities Act (ADA) compliant vehicles a 85 percent award cost with a 15 percent match. Approximately \$3 million is available for this year's Section 5310 Phoenix/Mesa Urban UZA projects. The available funding amount includes approximately \$2.9 million in FTA apportionment for the Phoenix/Mesa UZA, more than \$400,000 in carry over from the FFY 2013 Section 5310 process, minus the ten percent administration fee to the City of Phoenix as the Designated Recipient. All awards meet requirements and inspection standards of federal laws and regulations including ADA.

POLICY: Under MAP-21 the City of Phoenix Public Transit Department as the Designated Recipient receives FTA 5310 Enhanced Mobility of Seniors and Individuals With Disabilities Program fund apportionments for the Phoenix/Mesa UZA from the U.S. Department of Transportation, Federal Transit Administration. MAP-21 requires 55 percent of Section 5310 funding for traditional capital projects including mobility management projects. The remaining 45 percent for New Freedom eligible projects including administrative fees. MAG prepares the Section 5310 priority listing of applications for the Phoenix/Mesa Urbanized Area (UZA) which is approved through the MAG committee process, and forwarded to the City of Phoenix Public Transit Department for submission to the FTA coordinated through the MAG Elderly Individuals and Individuals with Disabilities Ad Hoc Committee. The Section 5310 priority listing will also be included in the listing of projects in the FFY 2014 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.

ACTION NEEDED:

Recommend approval of the priority listing of applicants with funding amounts for the Federal Fiscal Year (FFY) 2014 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa Urbanized Area, of forwarding the listing to the City of Phoenix Public Transit Department, and of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On April 23, 2014, the MAG Elderly and Persons with Disabilities Transportation Ad Hoc Committee developed the priority listing with funding amounts for Section 5310, recommending the program of projects to be forwarded through the MAG Committee process.

MEMBERS ATTENDING:

- | | |
|--------------------------------------|--|
| Matt Dudley, City of Glendale, Chair | Christina Plante for Christine McMurdy, City of Goodyear |
| Julie Howard, City of Mesa | Ann Marie Riley, City of Chandler, Vice Chair |
| Jorge Luna, Valley Metro | Kristen Sexton, City of Avondale |
| * Michael Celaya, City of Surprise | |
| Wendy Miller, City of Phoenix | |

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

Attended by Audioconference

CONTACT PERSON:

DeDe Gaisthea, MAG, (602) 254-6300

2014 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
Recommended Priority Listing-MAG Region

5310 Mobility Management and Capital Request (FTA 55% required)					
Priority	Applicant	Project Request	Location	Population Served	Federal Request
1	Foothills Caring Corps	Mobility Manager Position	Cave Creek, Carefree, North Phoenix, North Scottsdale	Provides transportation for older adults and persons with disabilities to and from medical and nutrition appointments, grocery and other shopping errands, and social and recreational outings.	\$71,352
2	Terros	Mobility Manager Position	Regionwide	Terros serves adults who have serious mental illness and may have substance abuse issues. Most have disabilities and are dependent on public transportation. Coordination includes these agencies: Lifewell, Crisis Response Network, EMPACT, and Partners in Recovery.	\$66,058
3	Chandler Gilbert Arc	Mobility Manager Position	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Clients of all ages with developmental disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events.	\$44,000
4	Marc Community Resources	Mobility Manager Position	Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley	Provides transportation to educational, therapeutic, rehabilitation and social services to children and adults with developmental and/or physical disabilities and behavioral health challenges.	\$44,000
5	Foothills Caring Corps	Add Vehicle Steps	Regionwide	Provides transportation for older adults and persons with disabilities to and from medical and nutrition appointments, grocery and other shopping errands, and social and recreational outings.	\$829
6	Stand Together and Recover S.T.A.R.	Replace Vehicle Steps	Apache Junction, Chandler, Gilbert, Mesa, Tempe, Phoenix, North Gila River Indian Community	Services adults with serious mental illness and potentially other forms of accompanied disabilities. Transportation from home, recovery center, community events, and advocacy activities.	\$689
7	Arizona Recreation Center for the Handicapped (ARCH)	(1) Minivan; (1) Cutaway	Regionwide	Provides services to persons with disabilities to enhance and maintain the quality of life by providing transportation services to recreation, wellness, education, and socialization programs.	\$71,850
8	Chandler Gilbert Arc	(3) Minivans	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Clients of all ages with developmental disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events.	\$60,000
9	Lifewell	(5) Passenger Vans	Regionwide	Provides residential and rehabilitation services including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities for daily living.	\$112,000
10	Valley Life	(1) Minivan with Ramp	Regionwide	Provides transportation services to persons with developmental disabilities for their medical, dental, dialysis, surgery appointments from their group homes, and day program areas to their respective destinations.	\$32,300
11	United Cerebral Palsy (UCP)	(5) Cutaways	North Central Phoenix, Paradise Valley, Glendale, Peoria	Provides comprehensive services to persons with disabilities and their families with therapy. Provides transportation services to life skills programs, independent living services, educational based programs, and social outlets.	\$259,250
12	Gompers	(5) Cutaways	Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City	Provides services to for individuals with developmental disabilities through special education, day training for adults, and employment service programs. Provides clients with safe and reliable transportation services from home to programs.	\$259,250

2014 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
Recommended Priority Listing-MAG Region

5310 Mobility Management and Capital Request (FTA 55% required)					
Priority	Applicant	Project Request	Location	Population Served	Federal Request
13	Marc Community Resources	(5) Cutaways	Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley	Provides transportation to educational, therapeutic, rehabilitation and social services to children and adults with developmental and/or physical disabilities and behavioral health challenges.	\$259,250
14	One Step Beyond	(1) Minivan; (1) Passenger Van	Avondale, Glendale, Litchfield Park, Peoria, Phoenix, Surprise, Sun City, Anthem, Wickenburg, Morristown	Provides services to persons with developmental disabilities. Provides transportation services to job training, education, socialization and community independence programs.	\$42,400
15	Stand Together and Recover (S.T.A.R.)	(1) Passenger Van; (1) Cutaway	Apache Junction, Chandler, Gilbert, Mesa, Tempe, Phoenix, North Gila River Indian Community	Services adults with serious mental illness and potentially other forms of accompanied disabilities. Transportation from home, recovery center, community events, and advocacy activities.	\$74,250
16	Native American Connections	(1) Minivan with Ramp	Regionwide	Provides a wide range of supportive services including access to food, financial management, on-site behavioral counseling, and health and wellness assistance.	\$32,300
17	Scottsdale Training and Rehabilitation Services (STARS)	(2) Minivans with Ramp	Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	Provides persons with severe disabilities a variety of programs, including day treatment and training, sheltered employment, job development and placement, on the job training, and transportation to programs.	\$64,600
18	The Centers for Habilitation (TCH)	(3) Cutaway	Chandler, Tempe, Mesa, Phoenix	Clients are a diverse population that includes low-income children and adults with developmental and physical disabilities. Providing transportation to and from various medical facilities and social activities.	\$155,550
19	Southern Arizona Association for Visually Impaired (SAAVI)	(1) Minivan no Ramp; (1) Minivan with Ramp	Regionwide	Provides services of education, rehabilitation, and social needs to blind and visually impaired children and adults since 1966. Services 2,000 individual each year.	\$52,300
20	Arizona Spinal Cord Injury Association	(2) Minivans with Ramp	Regionwide	Provides services to individuals with spinal cord injuries including intellectual and physical disabilities, visually impaired, hard of hearing or deaf. Provides transportation services to consumers, family members and/or caregivers to educational classes, social and recreational activities, conferences and other services	\$64,600
21	Friendship Village	(1) Minivan with Ramp; (1) Cutaway	Phoenix, East Valley	Provides transportation for older adults living in their own homes and at assisted living facilities to medical appointments, shopping trips and social activities.	\$84,150
22	Hacienda Healthcare	(5) Cutaways	Regionwide	Provides transportation services to persons with developmental disabilities and ventilator dependent individuals who require respiratory therapists during transport.	\$259,250
23	Horizon Human Services	(2) Passenger Vans	Mesa, Phoenix, Tempe	Serves individuals with developmental disabilities in day treatment programs, and group homes. Provides trip to medical appointments, social activities, and shopping.	\$44,800
24	Lura Turner Homes	2 Minivan with Ramp; 1 Minivan NO Ramp; 1 Passenger Van	Central Phoenix	Serves developmentally disabled adults and seniors at group homes and assisted living facility with transportation to day training center, work programs, and social outings.	\$107,000
25	Beatitudes	(1) Cutaway	Glendale, Paradise Valley, Phoenix	Provides services to older adults and their families in a continuing care retirement community. Offers affordable living options, programs and transportation services to medical appointments for residents with an average age of 83.	\$51,850

2014 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
Recommended Priority Listing-MAG Region

5310 Mobility Management and Capital Request (FTA 55% required)					
Priority	Applicant	Project Request	Location	Population Served	Federal Request
26	City of Tolleson	(1) Cutaway	Regionwide	Provides transportation to seniors and ADA population for medical appointments and to meals, anticipate to expand to some weekend services.	\$51,850
New Freedom Eligible Project and Administration (45%)					
27	City of Glendale	Taxi Voucher Program	Regionwide	Provides vouchers to offset the cost of a taxi ride to persons requiring special needs transportation who receive repetitive medical therapies such as dialysis, chemotherapy or stroke and heart attack rehabilitation.	\$62,500
28	Valley Metro RPTA	Alternatives Project - WV DAR, EV Taxi Subsidy, Scottsdale Trolley	Regionwide	Alternative transportation project that provides regional transportation services to individual with disabilities and seniors who are either residents or visitors.	\$657,050
	City of Phoenix	Program Administration Funds	Regionwide	Regional administrative planning funding.	\$290,884
2014 Section 5310 Total Funded					\$3,376,162

Unfunded due to availability of funding or Ineligible					
29	City of Glendale	GUS 3	Regionwide	Provides community-based circulator services to the underserved population in Glendale.	\$60,000
30	City of Scottsdale	Cab Connections	Regionwide	Provides residents who are disabled or aged 65 and over with subsidized taxi voucher for travel needs that is affordable.	\$250,000
31	Foothills Caring Corp.	Vehicle Maint, Supplies, Trip Subsidies, Volunteer Training and Mileage	Cave Creek, Carefree, North Phoenix, North Scottsdale	Provides transportation for older adults and persons with disabilities to and from medical and nutrition appointments, grocery and other shopping errands, and social and recreational outings.	\$33,990
32	NAU	Senior Companion Program- Volunteer Reimbursement for mileage, admin (salaries) and indirect costs	Chandler, Fountain Hills, Gilbert, Glendale, Mesa, Paradise Valley, Peoria, Phoenix, Scottsdale, and Tempe	Provides individuals with limited income over the age of 55 years an opportunity to serve as a volunteer for the Senior Companions program. Volunteers provide transportation services for medical and nonmedical trips to clients in partnering agencies.	\$85,855
33	Stand Together and Recover (S.T.A.R.)	Veh Maint, Driver Salaries, Emissions, Insurance	Apache Junction, Chandler, Gilbert, Mesa, Tempe, Phoenix, North Gila River Indian Community	Services adults with serious mental illness and potentially other forms of accompanied disabilities. Transportation from home, recovery center, community events, and advocacy activities.	\$23,493
Ineligible	Benevilla	Minivan with Ramp	Late submission		74,700.00
Ineligible	City of Tolleson	Driver Salary	FTA ineligible requirements		42,800.00
Ineligible	Sun-Health/Northwest-Connect	Mobility Manager-Position	Late submission		59,922.00

2014 Apportionment	\$2,908,846	
2014 10% Administration	\$290,885	\$290,885
2014 Carryover (Required 55)	\$467,316	\$467,316
2014 Required 55%	\$1,599,865	\$1,898,412
2014 New Freedom	\$1,018,096	\$719,549
Total	\$3,376,162	\$3,376,162

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

Draft Title VI and Environmental Justice Program

SUMMARY:

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 sub-recipient of federal funding. In order to facilitate a thorough understanding of these activities, a Title VI Program has been developed. The Program reflects activities that fulfill the responsibilities assigned to Metropolitan Planning Organizations (MPO), such as MAG, as set forth by the Federal Transit Administration in circular FTA C 4702.1B under chapter six, including:

1. Development of a demographic profile identifying the locations of Title VI and Environmental Justice groups.
2. A planning process that identifies the transportation needs of people with low incomes and minority populations.
3. 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 draft program fulfills these responsibilities.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Human Services Technical Committee, MAG Human Services Coordinating Committee, and MAG Transportation Review Committee meetings. No comments were made at that time.

PROS & CONS:

PROS: Clearly communicating Title VI activities, responsibilities, and opportunities affords the public and communities of concern with a meaningful role in the transportation planning process. It also provides the information and perspectives required to ensure the planning is responsive to the needs of vulnerable populations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Communities of concern describe populations that have been determined by the federal government or the MPO as benefitting 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, and Executive Order 13166 to end discrimination and ensure equal access to all federally funded services.

To assist with the identification of Title VI neighborhoods, the presence of Title VI populations is compared against the regional average for each community of concern. Linguistic isolation follows federal guidance at five percent within a census block or 1,000 people or more within a neighborhood. Based on the 2010 Census, the threshold for each mandated community of concern is as follows:

1. Linguistic isolation: five percent or higher
2. Minority population: 41 percent or higher
3. Population in poverty: 14.7 percent or higher
4. Disability: 18 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.

POLICY: The presence of Title VI communities of concern will be determined throughout the region. When a new planning activity is beginning, the potential impact of that activity on the Title VI communities of concern will be evaluated. If an impact is anticipated, appropriate Title VI activities such as public outreach will be enacted. The communities of concern will be offered opportunities to offer feedback on the planning activity in question. The impact of their feedback on the planning process will be documented.

ACTION NEEDED:

Recommend approval of the draft Title VI and Environmental Justice Program.

PRIOR COMMITTEE ACTIONS:

On April 24, 2014, the MAG Transportation Review Committee recommended approval of the draft Title VI and Environmental Justice Program.

MEMBERS ATTENDING

- | | |
|---|---|
| Avondale: David Fitzhugh, Chair | Litchfield Park: Julius Diogenes for Woody Scoutten |
| Phoenix: Rick Naimark, Vice Chair | Maricopa (City): Paul Jepson |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | Maricopa County: John Hauskins |
| Buckeye: Jose Heredia for Scott Lowe | Mesa: Jeff Martin for Scott Butler |
| # Cave Creek: Ian Cordwell | * Paradise Valley: Jim Shano |
| Chandler: Dan Cook | Peoria: Andrew Granger |
| El Mirage: Jorge Gastelum | Queen Creek: Mohamed Youssef |
| Fountain Hills: Randy Harrel | Surprise: Martin Lucero for Dick McKinley |
| Gila Bend: Ernie Rubi | Tempe: Marge Zylla for Shelly Seyler |
| * Gila River: Tim Oliver | Valley Metro: John Farry |
| Gilbert: Kristin Myers for Leah Hubbard | * Wickenburg: Vince Lorefice |
| Glendale: Debbie Albert | Youngtown: Grant Anderson |
| Goodyear: Cato Esquivel | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|---|
| * Street Committee: Charles Andrews, Avondale | * Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County |
| * ITS Committee: Catherine Hollow, Tempe | * Transportation Safety Committee: Renate Ehm, Mesa |
| FHWA: Ed Stillings | |

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

On April 23, 2014, the MAG Human Services Coordinating Committee recommended approval of the draft Title VI and Environmental Justice Program.

MEMBERS ATTENDING

- # Councilmember Trinity Donovan, City of Chandler
- # Councilmember Chris Glover, City of Mesa, Vice Chair
- Councilmember Michelle Hess, City of Buckeye
- * Supervisor Andrew Kunasek, Maricopa County Board of Supervisors
- * Councilmember Diane Landis, City of Litchfield Park
- # Councilmember Manuel Martinez, City of Glendale

- # Councilmember Michael Nowakowski, City of Phoenix
- Councilmember Joanne Osborne, City of Goodyear, Chair
- Councilmember Frank Scott, City of Avondale
- Councilmember Todd Tande for City of Surprise
- # Councilmember Jared Taylor, Town of Gilbert
- * Councilmember Woody Wilson, Tempe Community Council
- Councilmember Corey Woods, City of Tempe

*Neither present nor represented by proxy.
#Attended by telephone conference call.

+Attended by videoconference.

On April 10, 2014, the MAG Human Services Technical Committee recommended approval of the draft Title VI and Environmental Justice Program.

MEMBERS ATTENDING

- # Deanna Grogen for City of Mesa
- # Kyle Bogdon, DES/CFSSF
- # Jan Cameron, City of Scottsdale
- * Michael Celaya, City of Surprise
- * Krista Cornish, Town of Buckeye
- * Naomi Farrell, City of Tempe, Chair
- * Jessica Fierro, Town of Gilbert
- * Laura Guild, Arizona Department of Economic Security
- # Tim Ward for Ilene Herberg, Arizona Department of Economic Security / Division of Developmental Disabilities
- * Jeffrey Jamison, City of Phoenix
- * Deanna Jonovich, City of Phoenix

- Jeff Dean for Jim Knaut, Area Agency on Aging
- * Margarita Leyvas, Maricopa County
- Joyce Lopez-Powell, Valley of the Sun United Way
- # Caterina Mena, Tempe Community Council
- Debbie Pearson, City of Peoria
- Christina Plante, City of Goodyear
- # Leah Powell, City of Chandler
- # Cindy Saverino, Arizona Department of Economic Security
- # Stephanie Small, City of Avondale, Vice Chair

*Neither present nor represented by proxy.
#Attended by telephone conference call.

+Attended by videoconference.

CONTACT PERSON:

Amy St. Peter, MAG Human Services and Special Projects Manager, (602) 254-6300.



Title VI and Environmental Justice Program

Draft May 2014

Table of Contents

Maricopa Association of Governments Title VI and Environmental Justice Program

1. Introduction	1
2. Overview of Roles	3
A. Federal Guidance for Metropolitan Planning Organizations	3
B. Signed Policy Statement	3
C. Primary Partners	4
3. Method of Administration	6
A. Data: Demographic Profiles for Communities of Concern	6
B. Dialogue: Process to Identify Needs	8
i. Limited English Proficiency Four-Factor Analysis	9
ii. Public Participation Activities	10
C. Decisions: Analysis of Benefits and Burdens	15
i. Committee Process	15
ii. Complaint Procedure	17
iii. Complaint Form	18
4. Conclusion	20
5. Attachments	21
A. Definitions and Background Information	21
B. Title VI Coordinator and Liaison Descriptions	23
C. Title VI Public Posting	25
D. Demographic Profiles and Maps for Communities of Concern	26
E. List of Investigations, Complaints, and Lawsuits Since Last Submission	34
F. Summary of Outreach Efforts Since Last Submission	35
G. MAG Public Participation Plan	46
H. Title VI Assurances	63
I. Copy of Board Meeting Minutes Approving Plan (pending)	71

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to assure 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 statutes 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 statutes for religion, sex, disability, and age. 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 the Title VI Coordinator at (602) 254-6300.

Section One: Introduction

Transportation is a lifeline that connects people with employment, medical care, education, and their surrounding community. All people benefit from accessing viable transportation solutions. In order to develop transportation plans that are responsive to the needs and priorities of a diverse population, it is essential to have a process in place that effectively engages the public, fully integrates their feedback, analyzes the benefits and burdens of various alternatives, and recommends the most equitable solutions. With an intentional focus, vulnerable populations are assured equal access to this planning process and to the products of such planning. The Maricopa Association of Governments (MAG) maintains a robust Title VI and Environmental Justice program to ensure all people have a meaningful role in the planning process. 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 is also 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 transportation tax put in place through Proposition 400. The 20-year life of the tax is expected to raise \$8.5 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 continuing and provide elements that are important to responsive planning.

The previous Title VI and Environmental Program was approved by the MAG Regional Council on July 27, 2011. In compliance with federal justice regulation, this new program was developed within the required three-year timeframe. The *Title VI and Environmental Justice Program* includes changes based on federal legislation introduced through Moving Ahead for Progress in the 21st Century Act (MAP-21) and the most current federal circular, Federal Transit Administration (FTA) Circular 4702.1B, published on October 1, 2012. Other changes have originated as local initiatives, such as the revision of the agency's awareness survey to identify those in need of assistance to access transportation. This joint effort between the MAG Communications and Human Services divisions goes beyond the role of providing not only information, but also assistance to those most in need. New partnerships have been forged with nonprofit agencies and places of worship to supplement the region's traditional transit system with innovative solutions that swiftly and creatively meet previously unmet needs.

Since the last Environmental Justice and Title VI Program was approved in 2011, 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 (EJ) 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 no less than every three years in accordance with federal regulation.

The activities listed in this document respond directly to the guidance provided by the FTA Circular 4702.1B. 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 EJ 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 Program for metropolitan planning organizations is described in the following section.

Section Two: Overview of Roles

A. Federal Guidance for Metropolitan Planning Organizations

On October 1, 2012, FTA published Circular 4702.1B. Chapter three outlines the general requirements and chapter six provides the requirements specific to metropolitan planning organizations as follows:

General Requirements

- Prepare and submit a Title VI Program that has been approved by the board.
- Include a copy of the agency's public notice with a list of where the notice is posted.
- Include instructions for how to file a complaint with a copy of the complaint form.
- Include a list of any Title VI investigations, complaints or lawsuits.
- Include a Public Participation Plan and list of outreach activities conducted since the last submission.
- Include a Limited English Proficiency Plan for providing language assistance.
- Include a table depicting the racial composition of transit-related committee, boards, and advisory councils.

Requirements Specific to Metropolitan Planning Organization

- Provide a demographic profile that identifies locations of minority populations.
- Describe the process by which the mobility needs of minority populations are identified and considered.

- Provide demographic maps that overlay the minority and non-minority populations and tables that analyze the impacts of the distribution of state and federal funds in the aggregate for public transportation purposes.
- Identify and analyze disparate impacts on the basis of race, color, or national origin, and if so, determine if there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if alternatives could be employed that would have a less discriminatory impact.

B. Signed Policy Statement

The following policy statement supports the 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 legislation. 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 statutes for religion, sex, disability, 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 sub-recipient 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.



Dennis Smith, Executive Director

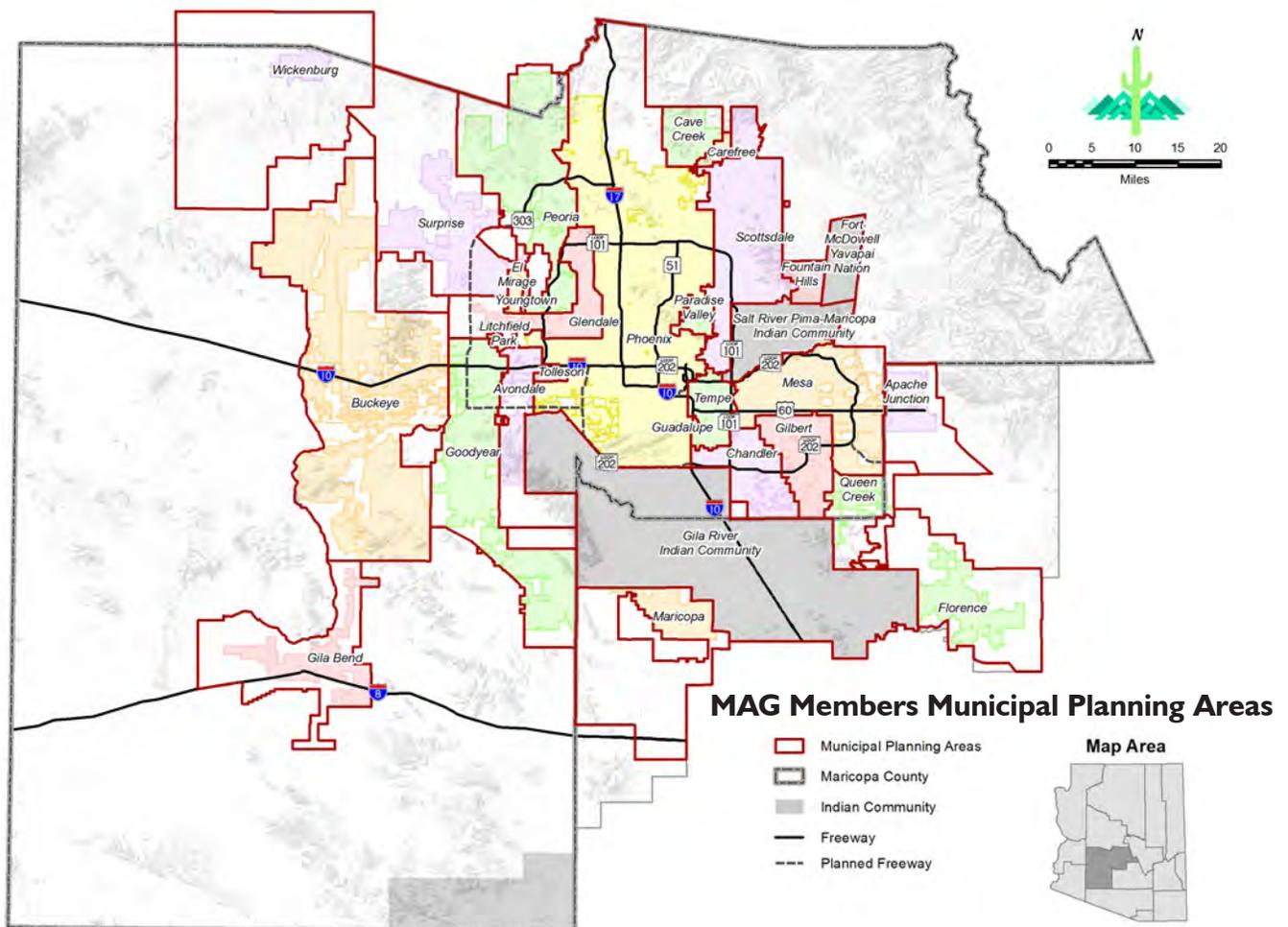
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Date

C. Primary Partners

MAG’s work in this area is impacted and 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 EJ and Title VI 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 trans-



portation 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.

Participating agencies include the Arizona Department of Transportation, 27 cities and towns, Pinal County, Maricopa County, MAG, and transit providers in the MAG region (Valley Metro/RPTA, City of Phoenix, City of Scottsdale, City of Peoria, and City of Glendale). 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>.

A new planning agreement among the Maricopa Association of Governments (MAG), the Regional Public Transportation Authority (RPTA), Valley Metro Rail, and the City of Phoenix outlines the roles and responsibilities in transit planning, programming and fund allocation. A 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 a Title VI Coordinator and MAG division liaisons. The role of the Coordinator is to be responsible for reviewing and updating the plan 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, and Executive Order 13166 to end discrimination and ensure equal access to all federally funded services.

To assist with the identification of Title VI neighborhoods, the presence of Title VI populations is compared against the regional average for each community of concern. Linguistic isolation follows federal guidance at five percent within a census block or

1,000 people or more within a neighborhood. Based on the 2008 to 2012 American Community Survey five-year estimates, the threshold for each mandated community of concern is as follows:

- Linguistic isolation: five percent or higher
- Minority population: 41 percent or higher
- Population in poverty: 14.7 percent or higher
- Disability: 18 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 tend to remain relatively stable, and when they do change, the exact nature of the change is published. Census tracts are drawn up by local committees, and accordingly, are more likely to reflect the community's view of where one neighborhood ends and another begins. Census tracts also are comparable in population size.

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. Federal guidelines state that minority populations should be identified where either (a) the minority population of the affected area exceeds 50 percent, or (b) the minority population percentage of the affected area is measurably greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

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

Category	Population and Households		Census Units ^h			
	MPO		Number of units >= MPO Percentage	% Units	Affected ^f Population	% of Affected Population Captured in Census units
	Total	Percent				
Population Base (Defined Census Geography)	4,054,972	100.0%	962	100%	-----	-----
Household Base (Defined Census Geography)	1,488,937	100.0%	962	100%	-----	-----
Minority ^a	1,662,381	41.0%	377	39%	1,087,708	65.4%
Age 60+ ^a	693,416	17.1%	320	33%	411,230	59.3%
Age 65+ ^a	490,863	12.1%	290	30%	298,926	60.9%
Age 75+ ^a	217,228	5.4%	276	29%	145,429	66.9%
Below Poverty Level ^b	628,312	15.7%	365	38%	450,503	71.7%
Population With a Disability ^c	399,426	9.9%	424	44%	240,483	60.2%
Families With Female Head of Household ^d	184,092	12.4%	452	47%	115,134	62.5%
Linguistically Isolated Households ^e	77,431	5.2%	319	33%	60,437	78.1%
Speak English Less Than "Very Well" ^g	385,853	10.2%	323	34%	283,834	73.6%

Sources: U.S. Census Bureau, 2008-2012 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 less 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 area for whom poverty status is determined is 4,008,079. Data from 2011 ACS 5-Year estimates (Table B17021).
- c Disability status from the 2008-2012 ACS 5-year estimates. Disability status is not available at the Block Group level in the 2008-2012 ACS 5-year estimates or the 2010 Census. All percentages are based on Census Tracts only for 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 B18135).
- d Female Head of Household includes number of families with female householder, no husband present. Percent is a percent of total households. Data from 2010 Decennial Census (Table P0180006)
- e A linguistically isolated household is one in which no member 14 years and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well." In other words, all members of the household 14 years and over have at least some difficulty with English. Data from 2012 ACS 5-Year estimates (Table B16002). 2012 estimate of total households for the defined geography is 1,478,470
- f Affected population is the total of people or households (depending on the data "universe") that fall into the specified category for all Census units that have greater than or equal to the percentage for the MPO area (as defined by the Census geography).
- 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 2012 ACS 5-Year estimates (Table B16004). 2012 estimate of total persons age 5 years and over for the defined Census geography is 3,772,372.
- h The Census Units used in this analysis include all 916 Census tracts within Maricopa County plus 43 full Census Tracts and 3 Census Block Groups in Pinal County. Within Pinal County the Metropolitan Planning Area (MPA) boundary does not follow Census geography, thus a spatial analysis was performed to determine the best match based on the distribution of population within Census Tracts and Census Block Groups along the MPA boundary within Pinal County. The base numbers for all 2010 and 2011 values in this table are for this Census-based defined area. Total Census Units = 962.

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 is also considered for transportation planning projects.

Based on the data, staff will determine the presence of Title VI and affected communities as well as the potential to impact 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 impact of planning activities on Title VI populations. The Coordinator will also 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.



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 MAG Regional Age-Friendly Network 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 through 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 2008 to 2012 American Community Survey (ACS) five-year estimates, 26 percent of the region's population speaks a language other than English. ACS reports that 10.2 percent of persons five years old and over 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 1,000 or more within a neighborhood 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.

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



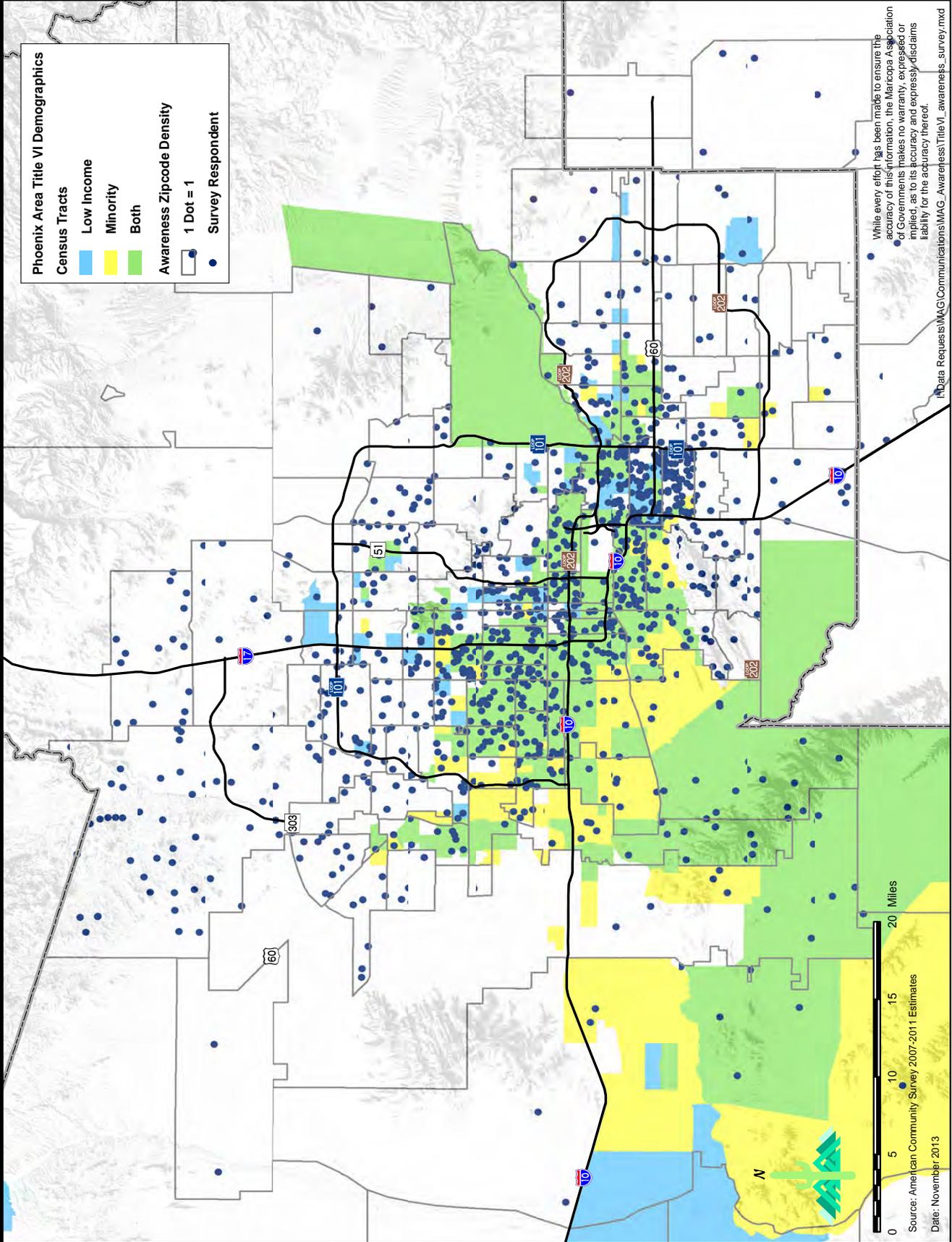
trained to utilize bilingual staff when needing translation assistance. If fluency in the needed language is not found among MAG staff, assistance may be acquired through Language Line Solutions.

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. On an ongoing basis, the full or abbreviated Title VI public notice will be featured on the MAG website and in all significant MAG publications. This includes information about the complaint process described in section three.

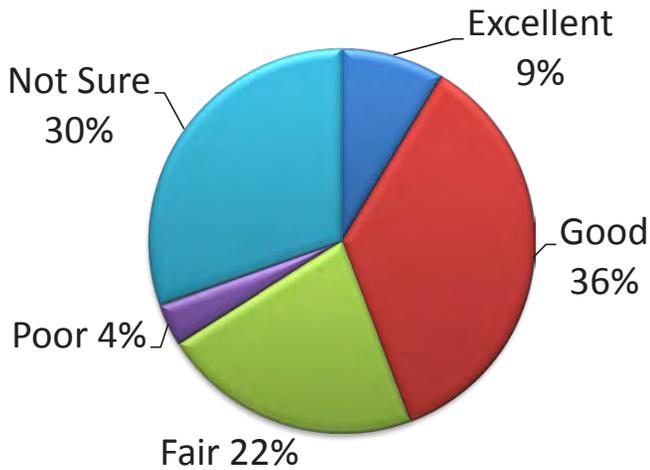
One measure of MAG's success in outreach is distribution of the awareness surveys. These surveys measure people's perceptions of the agency, as well as the improvements they most want in the region's transportation system. The demographic map below shows predominately low-income populations in blue,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

MAG Awareness Survey Zipcode Results (2009 - 2013)



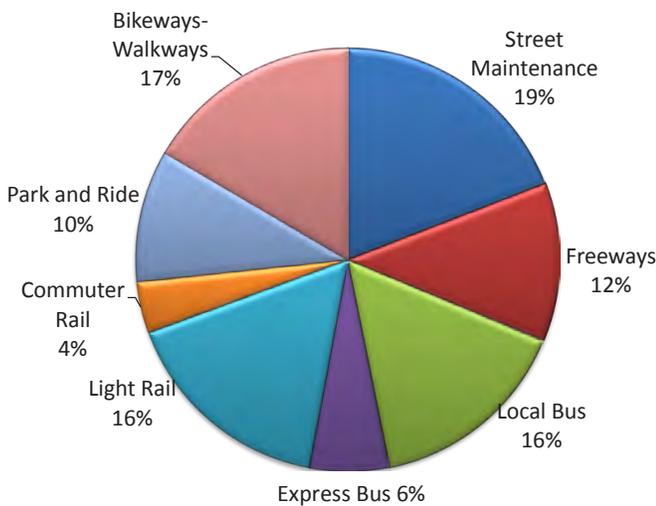
MAG’s community outreach efforts are having an impact. The chart below indicates the public has a favorable impression of MAG as evidenced by responses from 1,187 survey respondents.

Public Impression of Maricopa Association of Governments



The chart below shows results from 1,945 awareness surveys completed between 2010 and 2013 regarding their priorities in transportation.

Transportation Priorities



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, web 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 agency elected officials, 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. Recently, the survey was revised to gather more information about people who need transportation assistance. The survey will also 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



will be distributed at MAG Human Services Division events, which typically draw a significant Title VI attendance. This will supplement 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

MAGAZine
A Quarterly Newsletter Focusing on Regional Excellence
February 2014—April 2014 Vol. 19, No. 1

Joint Planning Advisory Council Examines Opportunities for Megaregion

lected officials and planning experts from throughout the Sun Corridor met in December to continue collaborative planning efforts through the work of the Joint Planning Advisory Council (JPAC), which comprises members from the Central Arizona Governments (CAG), the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG), and the recently-formed Sun Corridor Metropolitan Planning Organization (SCMPO). More than 100 participants discussed a variety of topics, including improving trade relations with Mexico, the importance of state land to future growth and development, and how the three most populous counties in Arizona can work together to improve transportation and the economy.

"The JPAC has a shared vision to jointly coordinate planning efforts to enhance the competitiveness of the regions and the state of Arizona," said MAG Chair Scott Smith, mayor of Mesa. "I believe that one of the great accomplishments in the MAG region—and with its leadership—is a real change in the conversation, not only in the Valley and in our region, but in the state. There is no question that we must think differently today than we have over the past 10, 15 or 20 years," said Mayor Smith. "Five years ago, we did not talk about working together to create corridors. We didn't have the vision that truly accepted the fact that we are growing into one big region. Our long-term goal is simple: we want to build a strong, healthy economy to be globally competitive."

The event began with the welcome of the newest member of the JPAC,

Continued on page 6

From left to right: Avondale Mayor Marie Lopez Rogers; Chandler Vice Mayor Jack Sellers; Queen Creek Mayor Gail Barney; Mesa Mayor Scott Smith; Apache Junction Vice Mayor Robin Barker; Fountain Hills Mayor Linda Kavanagh; City of Maricopa Mayor Christian Price; Eloy Mayor Joseph Nagy; Sahuarita Mayor Duane Blumberg; Nogales, Sonora Mayor Ramón Guzmán; Litchfield Park Mayor Thomas Schoat; Youngtown Mayor Michael LeVault; El Mirage Mayor Lana Mook; Buckeye Mayor Jackie Meck; Nogales, Arizona Mayor Arturo Garro; Carefree Councilmember Michael Farrar; and Globe Mayor Terry Wheeler.

INSIDE this issue

Message From the Chair	2	Age-Friendly Initiatives	8
Voices from the Council	3	Buckeye Becomes City	8
Regional Profile: Mayor Mitchell	4	PM-10 Plan Approved	9
Mayor Tibshraeny Honored	5	Northern Parkway Opening	10
JPAC (cont)	6	Litchfield Park Underpass Opening	11
Mexico City Trade Office	7	Calendar	12

MARICOPA ASSOCIATION OF GOVERNMENTS

participate in planning activities. The translation of publications is made available upon request. The MAG Human Services Division also releases an electronic newsletter on at least a quarterly basis to a distribution list of more than 1,200 nonprofit agencies, faith-based organizations, and community groups serving communities of concern. All significant publications feature the Title VI public notice.

- MAG Transportation Ambassador Program (TAP):** This programs 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 420 participants in mainstream venues such

as libraries and community centers. Three of the meetings are held with a subregional focus to nurture close collaboration within the East Valley, West Valley, and Phoenix. The fourth quarterly meeting is a regional meeting to facilitate regional cooperation and cross fertilization of ideas and best practices. 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, previously under SAFETEA-LU and continuing under MAP-21, 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

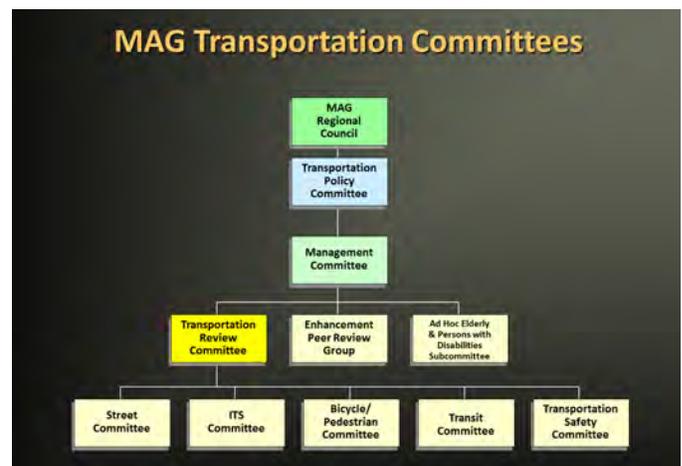
An analysis of benefits and burdens is a critical component of the Environmental Justice and Title VI Plan. Staff analyzes the feedback reported by communities of concern to determine the potential benefits and burdens of the activity on the population. In addition, proposed transportation improvements, 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 communities of concern input, 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.

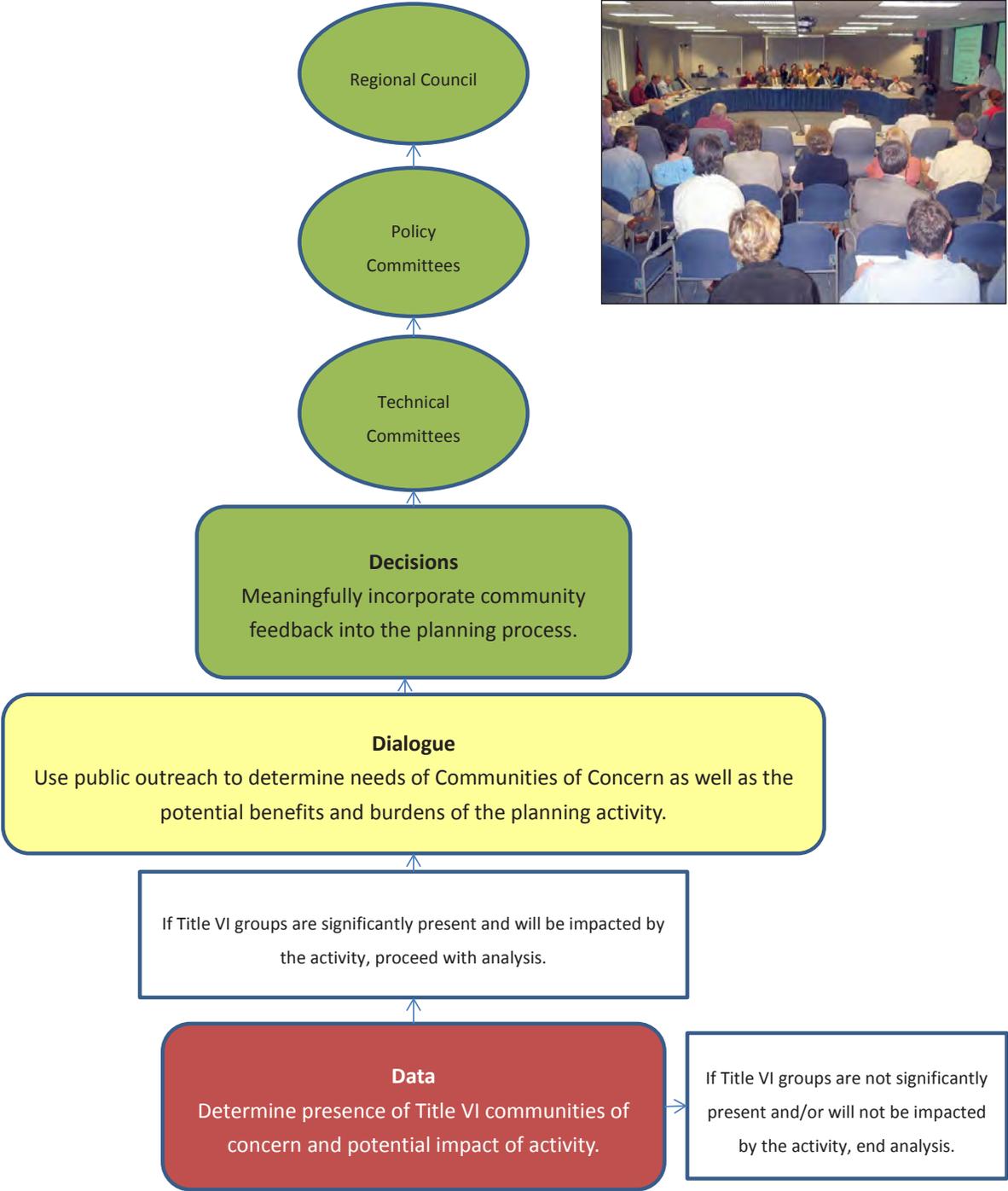
Committee Process

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 Program 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.



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. In such cases, the following steps may be followed:

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, race, ethnicity, national origin, sex, 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.
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, then 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 FTA's regional civil rights officer (through the designated recipient).
13. Records and investigative files will be kept for three years.

Maricopa Association of Governments (MAG)

TITLE VI / ADA COMPLAINT FORM

(Este formulario está disponible en Español.)

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):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Disability				
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.				
<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>This form is for use by customers that wish to complete a hard copy form and is available on the MAG website at www.azmag.gov.</p> </div>				

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?		
<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, check all that apply and fill in agency's name: <input type="checkbox"/> Federal Agency: _____ <input type="checkbox"/> Federal Court _____ <input type="checkbox"/> State Agency _____ <input type="checkbox"/> State Court _____ <input type="checkbox"/> 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: Title VI Coordinator
 Maricopa Association of Governments
 302 North First Avenue, Suite 300
 Phoenix, AZ 85003

Section Four: Conclusion

The goal of this plan is to document and enhance opportunities for Title VI and EJ populations to have a meaningful voice, and to receive equal benefits from MAG planning activities without shouldering a disproportionate share of burdens. The plan 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 the Title VI Coordinator at (602) 254-6300.

Thank you for your interest and support in MAG's regional planning efforts.



Section Five: 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, and Executive Order 13166. These mandated populations

include minorities, people with low incomes, people with Limited English Proficiency (LEP), and people with disabilities.

Council of Governments (COG): COGs are regional planning bodies that exist throughout the United States. A typical council is defined 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 identify, and address, 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 has also 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 government 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, Tolle-son, 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 57-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 Plan, including EJ and LEP activities. This includes the following:
 - Integrate data and feedback received from the liaisons into the Title VI Plan.
 - Oversee responses to complaints and ensure issues are resolved.
 - Review the plan on a biennial basis and update the plan 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 C. 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 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 E*.
- 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 policy makers.
- 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:
 - o Ensure planning complies with Title VI.
 - o 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.
 - o Analyze the impacts 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.
 - o Report Title VI data analysis and community feedback through the MAG Committee process and document the impact. Report the impact to the relevant community of concern as needed.
 - o Participate in Title VI training as needed.

- *Title VI Information Services Liaison:*
 - o 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 plan updates.
 - o Develop and update maps indicating the residency locations of the communities of concern.
 - o Participate in Title VI training as needed.

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

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

According to FTA C 4702.1A, 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 following text will appear in all significant publications of MAG and on the agency's website. 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.

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 assure 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 statutes 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 statutes for religion, sex, disability, and age.

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 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.

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 plan.

People with disabilities: Under the conceptual framework of disability described by the Institute of Medicine (IOM) and the International Classification of Functioning, Disability, and Health (ICF), 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.

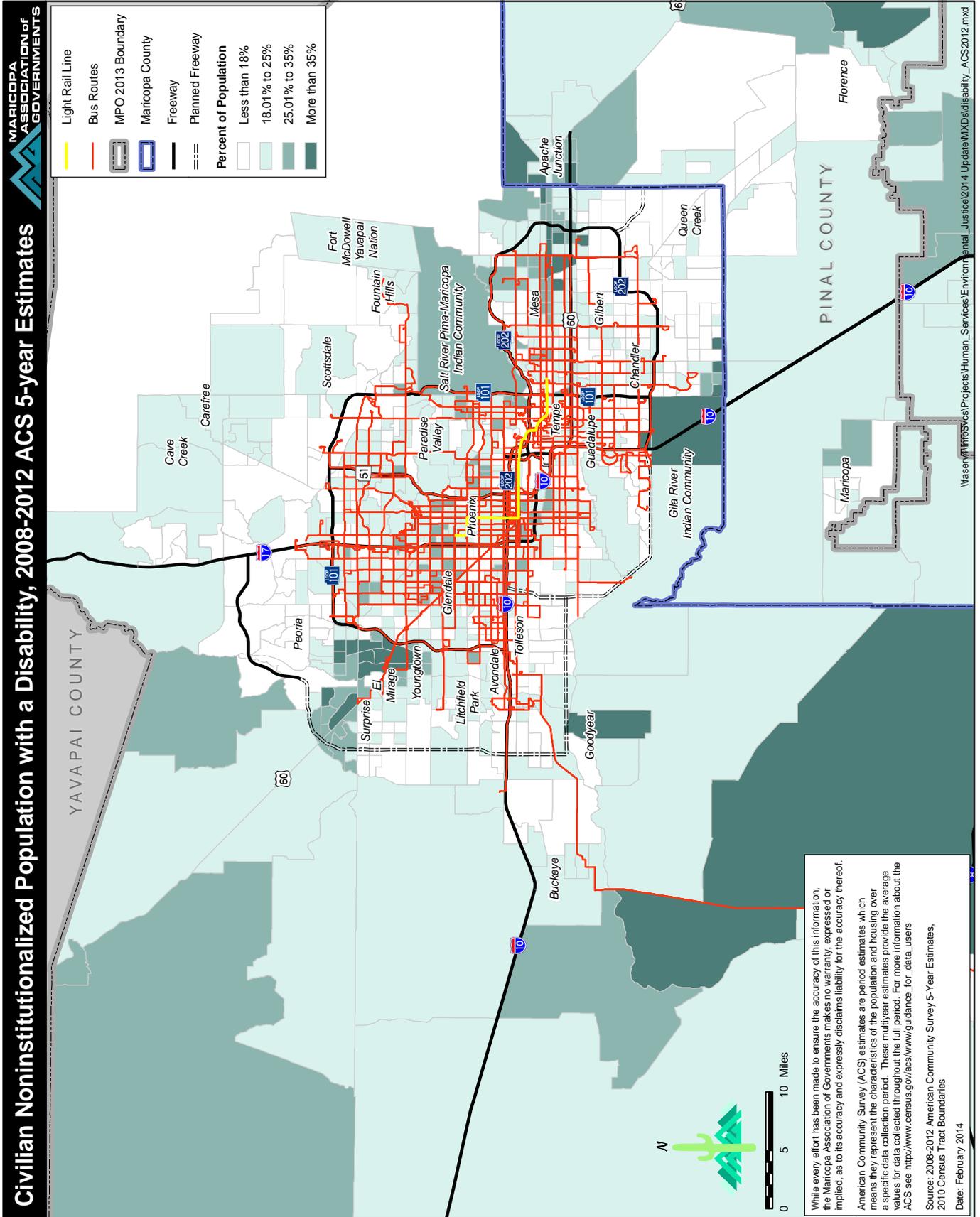
Disability Status	
	Estimate
Civilian Noninstitutionalized Population	4,030,836
With a Disability	399,426
Percent With a Disability	9.9%

Source: U.S. Census Bureau, American Community Survey (ACS) 2008-2012, 5-year estimates

Disability status from the 2008-2012 ACS 5-year estimates. Disability status is not available at the Block Group level in the 2008-2012 ACS 5 year estimates or the 2010 Census. All percentages are based on Census Tracts only for the MPO area. 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.





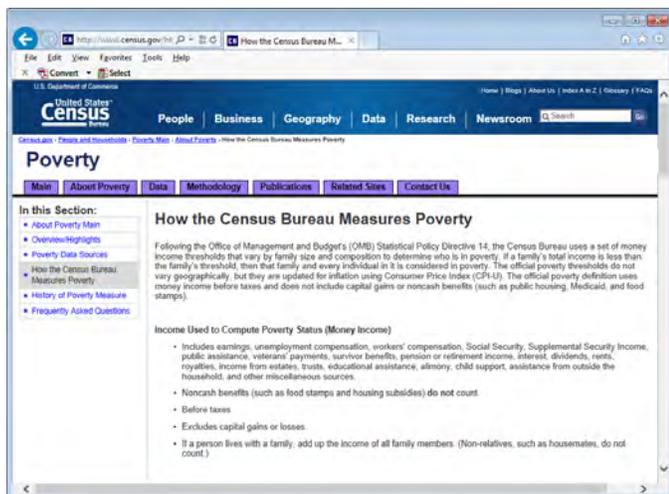
People with low incomes: Poverty status is determined by comparing annual income to a set of dollar values called thresholds, which vary by family size, number of children, and age of householder. If a family's before-tax income is less than the dollar value of their threshold, then that family and every 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 poverty thresholds are updated annually to allow for changes in the cost of living using the Consumer Price Index (CPI-U). They do not vary geographically. For more information, please refer to the following section, "How Poverty Is Calculated in the ACS," at <http://www.census.gov/hhes/www/poverty/about/overview/measure.html>.

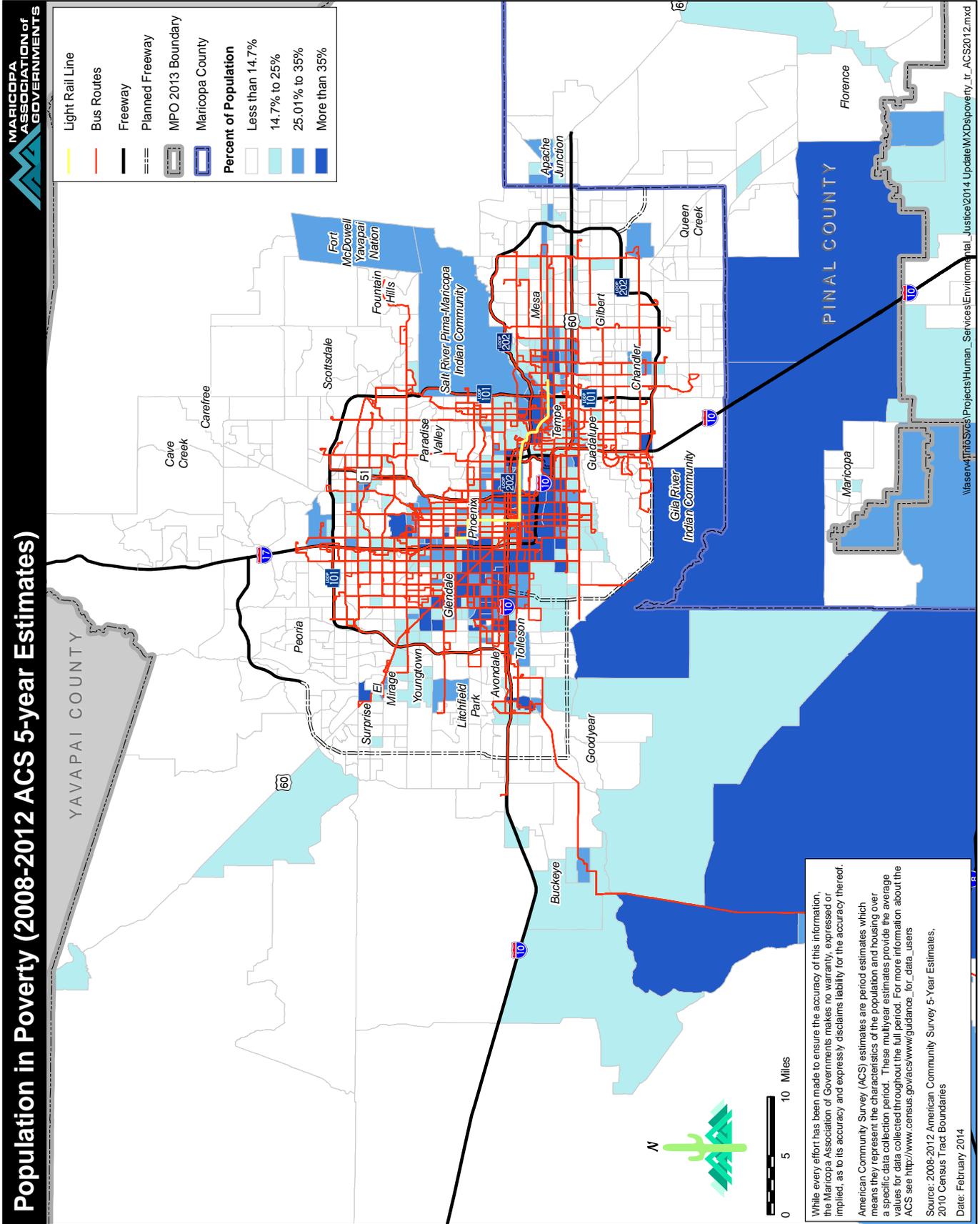
Poverty Status For MAG MPO	
	Estimate
Population for Whom Poverty Status Is Determined	4,008,079
Population Below Poverty Level	628,312
Percent Below Poverty	15.7%

Source: U.S. Census Bureau, 2008-2012 American Community Survey (ACS) 5-Year estimates

ACS data are based on a sample and are subject to sampling variability Table B17021

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





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).

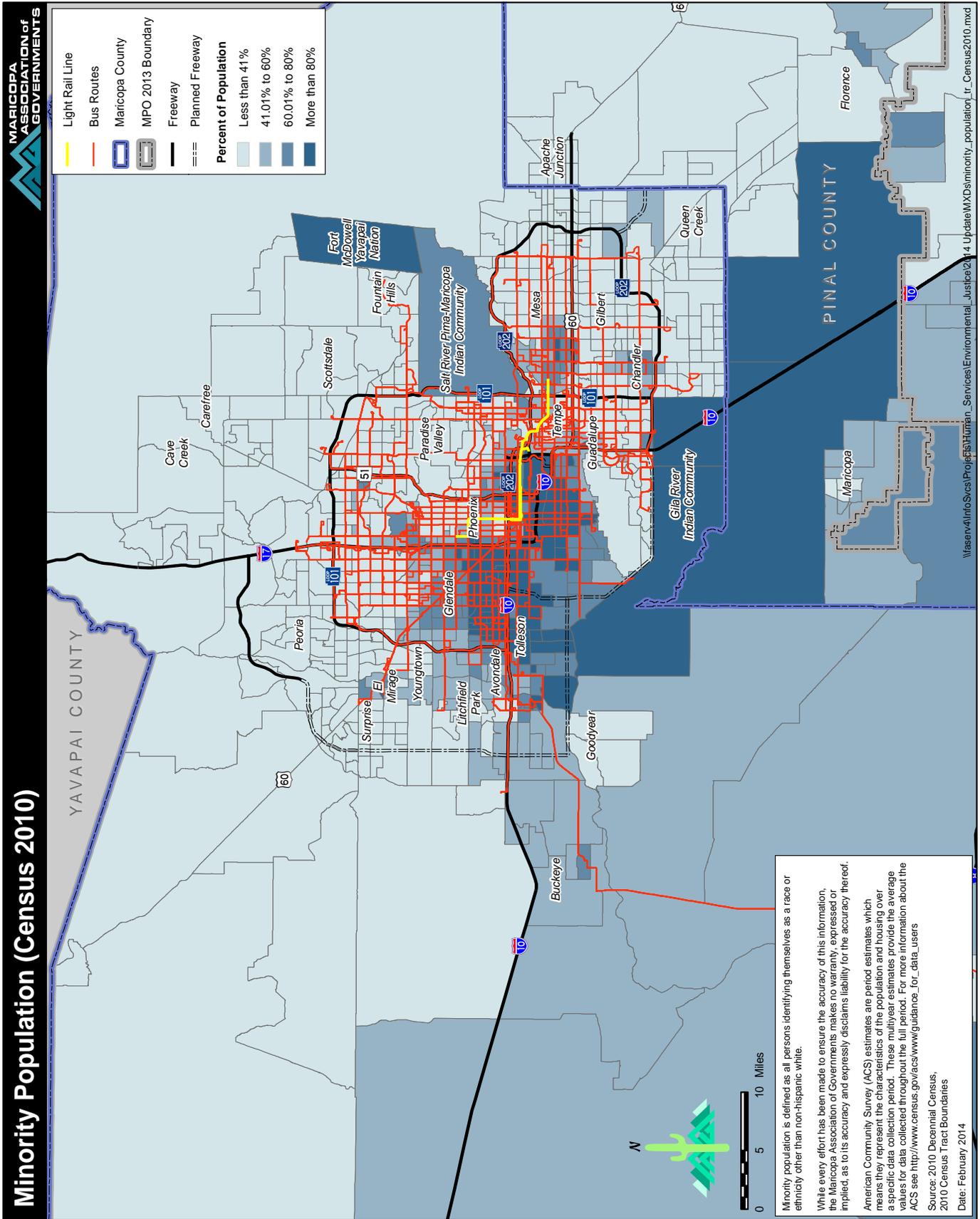
In addition, MAG includes the following groups as defined by the U.S. Census:

- 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 Population	4,054,972	100.0%
White alone, Not Hispanic or Latino	2,392,591	59.0%
Minority (includes the groups listed below)	1,662,381	41.0%
Black or African American alone, Not Hispanic or Latino	188,031	4.6%
American Indian and Alaska Native alone, Not Hispanic or Latino	72,126	1.8%
Asian alone, Not Hispanic or Latino, 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	75,780	1.9%
Hispanic or Latino	1,180,967	29.1%

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



Limited English Proficient (LEP) households: 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 Census Bureau further defines households as linguistically isolated when there are no members aged 14 years and over who speak only English or who speak a non-English language and speak English “very well.” In other words, all members of the household ages 14 years and over have at least some difficulty with English.

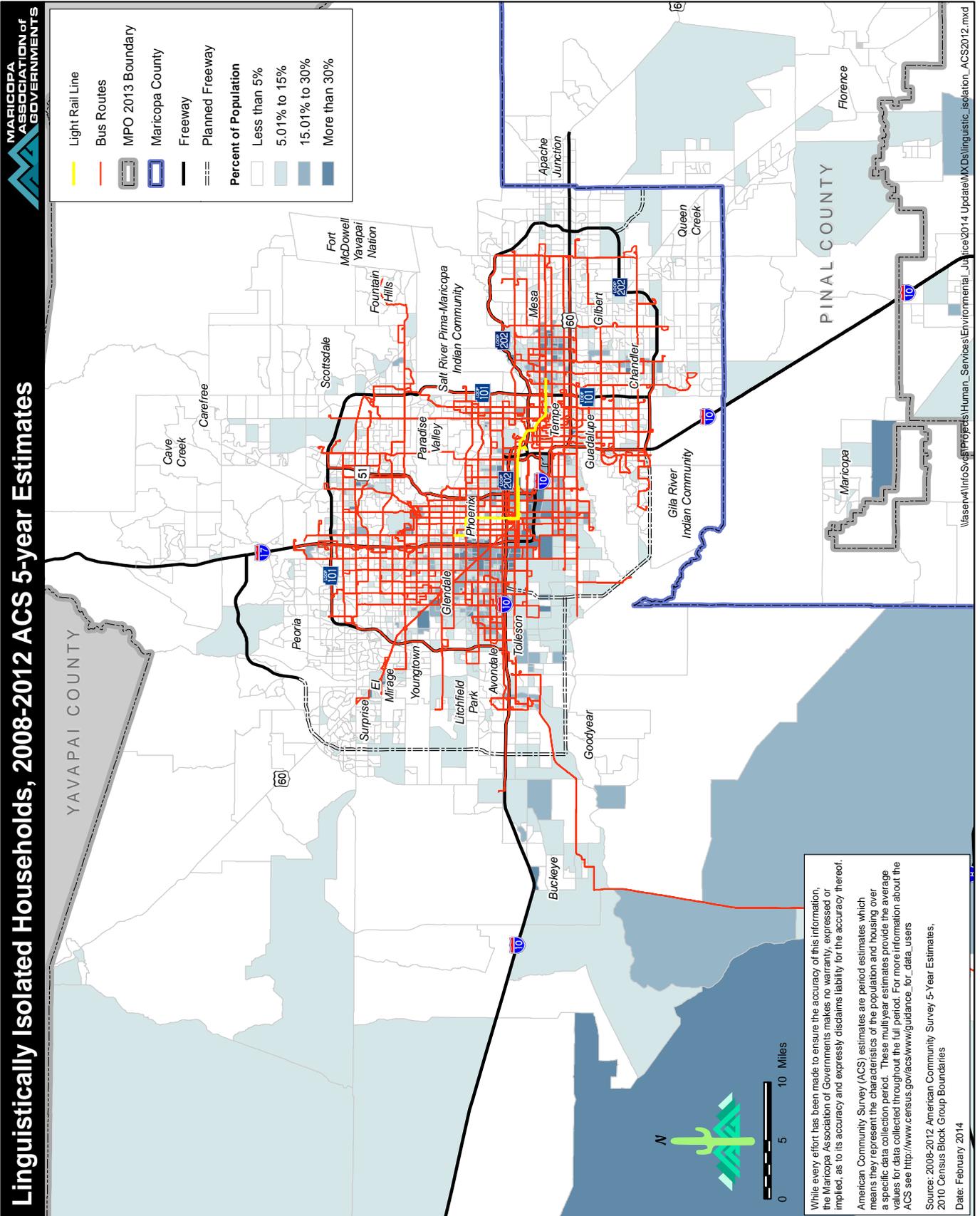


The following map indicates the location and density of linguistically isolated households within the region.

MAG MPO Households			
	Estimate	Percent	Percent of Linguistically Isolated Households
Total Households	1,478,470	100.0%	--
English Speaking Only	1,107,324	74.9%	--
Spanish Speaking	266,207	18.0%	--
Linguistically Isolated ^a	77,431	5.2%	100.0%
Spanish	61,014	4.1%	78.8%
Other Indo-European languages	5,874	0.4%	7.6%
Asian and Pacific Island languages	7,514	0.5%	9.7%
Other languages	3,029	0.2%	3.9%

Source: U.S. Census Bureau, 2008-2012 American Community Survey (ACS) 5-Year estimates
 ACS data are based on a sample and are subject to sampling variability

^a A linguistically isolated household is one in which no member 14 years and over (1) speaks only English or (2) speaks a non-English language and speaks English “very well.” In other words, all members of the household 14 years and over have at least some difficulty with English. (Table B16002)



Attachment E: List of Investigations, Complaints and Lawsuits since Last Submission

There have not been any investigations, complaints or lawsuits.



Attachment F: Summary of Outreach Efforts Since Last Submission

Summary of Title VI outreach from July 1, 2011 to January 31, 2014

July 1, 2011 to August 1, 2012

Planning Activities

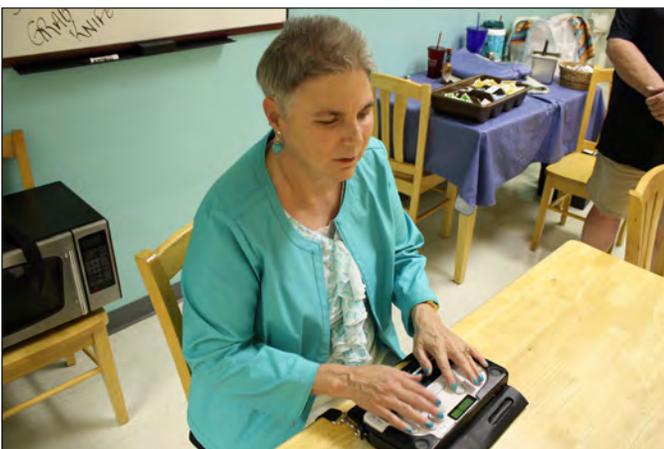
- Incorporated Title VI and Environmental Justice (EJ) concerns into the Northwest and Southwest Valley Local Transit System Studies. This work has been supported by collaborating with community organizations serving Title VI and EJ populations, such as Benevilla, a private nonprofit agency, to provide vital services such as transportation with the support of more than 700 volunteers.
- Engaged nonprofit agencies serving Title VI populations to participate in the Designing Transit Accessible Communities Study.
- Continued to work with domestic violence and homeless shelters to develop transportation solutions for their Title VI clients. This includes mapping shelter locations with transit overlays, organizing travel training for their clients, and researching the feasibility of new programs to meet their transportation needs.
- Integrated the transportation needs of adults over the age of 65 years into the MAG Municipal Aging Services Project. This included engaging more than 1,375 people through interviews, focus groups, and a survey to determine the current transportation needs, projected transportation needs, preferred transportation modes, and preferred ways to provide input to MAG and local governments. The information is being used to ascertain the most effective role and activities for local governments when meeting the needs of older adults.
- Developed a new *Title VI and Environmental Justice Plan* approved by the MAG Regional Council on July 27, 2011.
- Provided demographic data to Valley Metro for potential use in the fare change analysis.
- Continued communication with the region's Designated Recipient, (the City of Phoenix) on the 2012 Title VI update, subrecipient's requirements for submitting updates to the Designated Recipient, and a study to determine the effects of changing the fare for transit.
- Provided support to staff from the City of Tolleson regarding transit and human services.
- Held the first *Federal Fund—Transit Programming Guidelines Work Group* meeting with MAG member agencies.
- Began work on the public involvement process for the *2013 Regional Transportation Plan (RTP) Update*, and the *2014-2018 Transportation Improvement Program (TIP)*.
- Conducted intercept surveys for the Designing Transit Accessible Communities Study of bus transit users at various bus stop locations. This

included interviewing individuals to better understand the challenges users face when accessing transit.

- Staffed a planning meeting for improving transportation options for clients in homeless and domestic violence shelters.
- Continued participation in Public Involvement Team meetings for the South Mountain Freeway Draft Environmental Impact Statement process and public hearing planning.
- Provided census tract data on the population by race and poverty status for the City of Glendale.

Community Presentations/Focus Groups

- The following groups received presentations in cooperation with Valley Metro: the STAR East group for people with disabilities, PSA (People, Service and Action) for people with disabilities group, Lifewell Behavioral Wellness Center, East Valley Brain Injury Support Group, Compass All Disabilities Group, United Cerebral Palsy, Women and Transportation Systems (WTS) luncheon, Stroke Survivors Support Group, Voices disability group



for people with disabilities, Hopekeepers Group for people with disabilities, and the Foundation for Blind Children.

- Provided a presentation to the Legislative and Policy Coordinating Committee of the Governor's Advisory Council on Aging.
- Nineteen focus groups facilitated by the MAG Human Services Division to support the Municipal Aging Services Project. Eighteen of the focus groups were held with people aged 65 years and more.
- Three MAG Transportation Ambassador Program meetings were held to disseminate transportation information and to collect feedback from communities of concern regarding transportation challenges and opportunities. Now in its fifth year, the program has more than 360 participants. The information collected at the meetings drives the development of strategies included in the MAG plans to coordinate human services transportation.
- Presented the Southwest Valley Local Transit System Study to meetings at WESTMARC, the MAG Transportation Ambassador Program, the MAG Transit Committee, the Regional Public Transportation Authority (RPTA) Transit Management Committee, and the Arizona Department of Transportation's (ADOT) Citizens Transportation Oversight Committee.
- Presented the Northwest Valley Local Transit System Study to the MAG Transit Committee and the RPTA Transit Management Committee.

- Provided an update on the Northwest Valley Local Transit System Study to the Benevilla Transportation Subcommittee.

Outreach Events

- Held the Southwest Valley Local Transit Summit. An ad inviting residents to participate in the summit was created and circulated in a local newspaper. The event was open to the public and was attended by more than 50 people from the Southwest Valley. The Summit provided an opportunity for residents, business owners, and community leaders from the Southwest Valley to come together to review and prioritize local transit needs that best meet their communities' needs for the short and long term. Summit participants also engaged in a visioning exercise.
- Staffed information booths at the following events: 2012 Health and Wellness Fair at the Disability Empowerment Center, Tempe Tardeada Festival, Earthfest Educator's Night, Arizona State University Prep Festival, Northwest Black History Festival, and the Rideshare event with Valley Metro.
- Facilitated the MAG Transportation Ambassador Program regional meeting held on Monday, June

25, 2012, at the Burton Barr Library. The event was attended by more than 100 participants representing 75 different agencies and residents from throughout the region.

Outreach and Collaboration Activities

- Supported the Safe Routes to School program in collaboration with the Easter Seals' Project Action (ESPA) pilot project for students with disabilities. MAG serves on the national advisory committee for the ESPA Service-Learning Program project.
- Began development of a Public Participation Guide to provide a roadmap for providing input on regional transportation decisions.
- Continued to serve on the Steering Committee for the National Resource Center for Human Services Transportation.
- Reviewed and commented on the RPTA's Title VI analysis of the upcoming express route service changes.
- Attended Valley Metro's South Central Phoenix High Capacity Transit Study public meeting on June 7, 2012, in South Phoenix. The purpose of the meeting was part of a continuous Alternatives Analysis project kickoff session notifying local residents of the work ahead.



Translation Services

- Translated MAG's Title VI statement of intent for publication on MAG materials into Spanish.

- Updated and translated MAG Awareness Survey forms into Spanish.
- Advertised the Regional Transportation Plan Audit public hearing with public notice in *The Arizona Republic*, *Arizona Informant*, and *La Voz* newspapers.
- Translated the Designing Transit Accessible Communities intercept survey into Spanish.
- On October 28, 2011, the MAG Title VI Coordinator and Transportation Liaison attended a Title VI/EJ webinar.
- Coordinated Title VI training and facilitated a discussion on how federal regulations pertain to individual organizations at the Transportation Ambassador Program regional meeting on June 25, 2012.

August 2, 2012 to August 1, 2013

Public Hearings

- Staffed, coordinated and facilitated the Public Hearing on the *Annual Report on the Status of Proposition 400* on November 17, 2011.
- Staffed, coordinated and facilitated the Regional Transportation Plan Audit Public Hearing on January 18, 2012.
- Advertised the April 12, 2012, Public Hearing on the *Draft MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area*. On March 12, 2012, letters were sent to Title VI stakeholders inviting them to the public hearing and notifying them that the draft document is available for public review at the MAG offices and on the MAG website.

Training

- On August 23, 2011, the MAG Title VI Coordinator and the Title VI liaisons for the MAG Fiscal, Communications, and Human Services divisions attended the Civil Rights Training facilitated by the Arizona Department of Transportation. The training is available to all MAG Title VI liaisons.

Planning Activities

- Incorporated Title VI and Environmental Justice (EJ) concerns into the Northwest and Southwest Valley Local Transit System Studies. This work has been supported by collaborating with community organizations serving Title VI and EJ populations such as Benevilla, a private nonprofit agency that provides vital services, such as transportation, with the support of more than 700 volunteers.
- Engaged nonprofit agencies serving Title VI populations by encouraging them to participate in the Designing Transit Accessible Communities Study. The study was completed and provides a toolkit for how communities can make their communities more accessible by transit.
- Integrated the transportation needs of adults over the age of 65 years into the MAG Regional Aging in Community Network efforts and the region's participation in the national pilot project, the City Leaders Institute on Aging in Place. Both efforts are designed to assist people 60 years and older in finding the resources they need to live independently in their homes. Access to transportation has been

identified as a critical element to achieving this goal. Efforts are underway to develop transportation strategies to meet the transportation needs of older adults in four pilot project areas. Successes in the pilot project areas of Phoenix, Tempe, Scottsdale, and the Northwest Valley can be replicated in other parts of the region.

- Developed an annual report for the Title VI and Environmental Justice Plan, which was accepted and approved by the Arizona Department of Transportation.
- Provided demographic data to Valley Metro for potential use in the fare and route change analysis.
- Continued communication with the region's Designated Recipient, the City of Phoenix on Title VI activities, the subrecipient's requirements for submitting updates to the Designated Recipient, and a study to determine the effects of changing the fare for transit.
- The MAG Transportation Division proceeded on the public involvement process for the *Regional Transportation Plan (RTP) Update* and the *FY 2014-2018 Transportation Improvement Program (TIP)*.

- Continued participation in Public Involvement Team meetings for the South Mountain Freeway Draft Environmental Impact Statement process and public hearing planning.

Community Presentations/Focus Groups

- The following groups received presentations in cooperation with Valley Metro: the STAR East group for people with disabilities, PSA (People, Service and Action) group for people with disabilities, Lifewell Behavioral Wellness Center, East Valley Brain Injury Support Group, United Cerebral Palsy, Compass All Disabilities, Southern Arizona Association for the Visually Impaired, VOICE Support group, Southern Arizona Association for the Visually Impaired (SAAVI), Wellness City, Recovery Innovation, Central Phoenix Brain injury and Caregivers Support Group, Phoenix Clubhouse, Mild Brain Injury Support Group and the Foundation for Blind Children.
- Gave presentations to the following groups: Arizona League of Women Voters, Tempe Mayor's Commission on Disability Concerns, Sun City West Rotary Club.
- Eight focus groups were facilitated by the MAG Human Services Division to support the implementation of the Regional Age-Friendly Network. The focus groups were held throughout the region with people aged 60 years and over.
- Three MAG Transportation Ambassador Program meetings were held to disseminate transportation information and to collect feedback from communities of concern regarding transportation



ON THE MOVE
PARTNERS IN PROGRESS

Public Hearing on the MAG Transportation Plan and Programs, Conformity Analysis and Prop. 400 Annual Report

November 25, 2013, 5:00 p.m.
302 North 1st Avenue, Phoenix
Saguaro Room - second floor



Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft 2035 MAG Regional Transportation Plan, Draft FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2014 and 2015 Transit Program of Projects, and Draft 2014 MAG Conformity Analysis*. The public hearing will also include the *Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400*. The purpose of the hearing is to receive public comments. Draft documents are available at www.azmag.gov

Your participation is encouraged and appreciated.

For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at 602-452-5004. Parking in the garage below the MAG building will be validated, and transit tickets will be provided to those who purchased transit tickets to attend the meeting. To provide input via e-mail, send your comments to jstephens@azmag.gov.

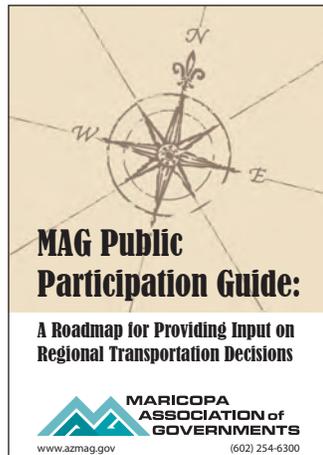
challenges and opportunities. Now in its sixth year, the program has more than 400 participants. The information collected at the meetings drives the development of strategies included in the MAG plans to coordinate human services transportation.

Outreach Events

- Staffed information booths at the following events: 2013 Health and Wellness Fair at the Disability Empowerment Center, Tempe Tardeada Festival, Arizona State University Prep Festival, the Martin Luther King Day Event at Margaret T. Hance Park, Phoenix Urban Expo, Tribal Legislative Day at the Arizona State Capitol, and the American Indian Disability Summit.

Outreach and Collaboration Activities

- Finalized the Public Participation Guide to assist members of the general public in being more involved with the planning process at MAG and to increase their understanding of their role in this process.



- Continued to serve on the Steering Committee for the National Resource Center for Human Services Transportation.
- Served on the Valley Metro Paratransit Fare Structure Subgroup in regard to potential changes to the Americans with Disabilities Act transit

fares and strategies for regional consistency in fare structures.

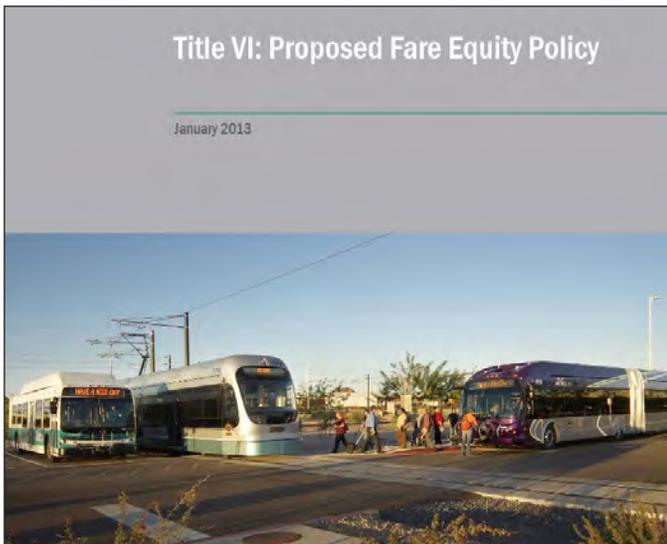
- Provided outreach to nonprofit agencies providing services to persons with disabilities to discuss regional coordination and collaborative planning opportunities in human services transportation. Agencies included Lifewell Behavioral Health, Development Enrichment Center, and a veteran's volunteer driver program.

Translation Services

- Reached out to Spanish media and Spanish-speaking public on MAG Economic Development Committee efforts regarding trade opportunities and outreach to businesses in Mexico. Translated various materials related to efforts of the Economic Development Committee into Spanish.
- Updated and translated the MAG Awareness Survey forms into Spanish. Translated the Public Participation Guide into Spanish.
- Translated various materials related to domestic violence into Spanish.
- Translated the Designing Transit Accessible Communities intercept survey into Spanish.

Public Hearings

- Conducted the December 13, 2012, Public Hearing on the *Draft MAG 208 Water Quality Management Plan Amendment for the Service Area Expansion of the Litchfield Park Service Company doing business as Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities.*



On October 27, 2012, the public hearing was advertised in *The Arizona Republic*. On October 31, 2012, letters were sent to Title VI stakeholders inviting them to the public hearing and notifying them that the draft document was available for public review at the MAG Offices, Glendale Public Library, Mesa Public Library, and Phoenix Central Public Library.

- Conducted the February 19, 2013, Public Hearing on the *Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area*. On January 18, 2013, the public hearing was advertised in *The Arizona Republic*. Also on January 18, 2013, letters were sent to Title VI stakeholders inviting them to the public hearing and notifying them that the draft document was available for public review at the MAG Offices and on the MAG website.

Training

- Distributed Title VI training materials and updates to the MAG Title VI Liaisons.

- Participated in monthly Diversity Leadership Alliance workshops keeping up-to-date on national best practices regarding inclusiveness in working with other organizations. Received a presentation on Valley Metro's Title VI fare and service equity analysis.

August 2, 2013 through February 28, 2014

Planning Activities

- Incorporated Title VI and Environmental Justice (EJ) concerns into the Northwest and Southwest Valley Local Transit System Studies. This work has been supported by collaborating with community organizations serving Title VI and EJ populations such as Benevilla, a private nonprofit agency that provides vital services, such as transportation, with the support of more than 700 volunteers. Both studies were completed and provide a short-, mid-, and long-term local transit plan for these subregions.
- Completed the public involvement process for the *Regional Transportation Plan (RTP) Update*, and the *FY 2014-2018 Transportation Improvement Program (TIP)*.
- Continued communication with the region's Designated Recipient (the City of Phoenix) on Title VI activities, and the subrecipient's requirements for submitting updates to the Designated Recipient.
- Continued participation in Public Involvement Team meetings for the South Mountain Freeway Draft and Final Environmental Impact Statement process, public hearing responses, and public hearing planning.

- Finalized the Existing and Future Transportation System report for the Cave Creek/Carefree Transportation Framework Study that included a Title VI data analysis.
- Began work on the Existing and Future conditions report for the Interstate 10/Interstate 17 Corridor Master Plan that includes a Title VI data analysis.
- Developed an annual report for the Title VI and Environmental Justice Plan, which was accepted and approved by the Arizona Department of Transportation.
- Developed innovative strategies to meet the transportation needs of older adults as part of the MAG Regional Age-Friendly Network. Through these efforts, transportation information has been provided to participating communities, travel training is being designed specifically for older adults in targeted areas, and a van program is being developed to bring older adults to the grocery store. A new hybrid transportation model is being developed that will offer a membership-based transportation program through volunteers and paid drivers. Mobility management is a key feature of the program in order to triage requests and maximize existing resources. Outreach is underway to engage additional communities and individuals through the project's website, www.Connect60Plus.com. The website features the searchable human services transportation provider directory and other resources related to transportation.
- Launched an age-friendly initiative in Scottsdale. Community engagement is underway with sup-

port from the City of Scottsdale, local nonprofit agencies, places of worship, and residents. A new program will be developed to meet the transportation needs of older adults on the basis of the community outreach and additional data analysis.

- Engaged nonprofit agencies serving Title VI populations by encouraging them to participate in the Southwest Valley Local Transit Study and Northwest Valley Local Transit Study. The studies have been completed providing short-term, mid-term, and long-range strategies to address the transportation needs of West Valley communities that have little to no transportation infrastructure.

Community Presentations/Focus Groups

- In cooperation with Valley Metro, the following groups received presentations from MAG: the STAR West group for people with disabilities, Hope Keepers, East Valley Clubhouse, PSA (People, Service and Action) group for people with disabilities, Stroke Survivor and Caregiver group,



STAR East, White Cane Day Event, Foundation for Blind Children, United Cerebral Palsy, and John C. Lincoln Stroke Survivors Support Group.

- Gave presentations on the MAG Regional Age-Friendly Network's efforts in transportation to the following groups: Second International Conference on Age-Friendly Cities in Quebec, International County/City Management Association Conference in Boston, Chicanos por la Causa Annual Board Retreat, and Senior Business-to-Business Association meeting. The following presentations will be given by June 30, 2014: Lutheran Church Annual Conference, American Society on Aging Annual Conference, Maricopa County Public Health Annual Conference, Arizona State University Urban Planning class, and the Arizona Transit Association and Arizona Department of Transportation Annual Conference.
- Three MAG Transportation Ambassador Program meetings were held to disseminate transportation information and to collect feedback from communities of concern regarding transportation challenges and opportunities. Now in its sixth year, the program has more than 400 participants.
- Presented a workshop at the September 26, 2013, American Planning Association, Arizona Chapter, annual conference. The workshop focused on initiatives taking place on regional, municipal and nonprofit perspectives in transportation planning concerning the underserved population of older



adults and people with disabilities.

Outreach Events

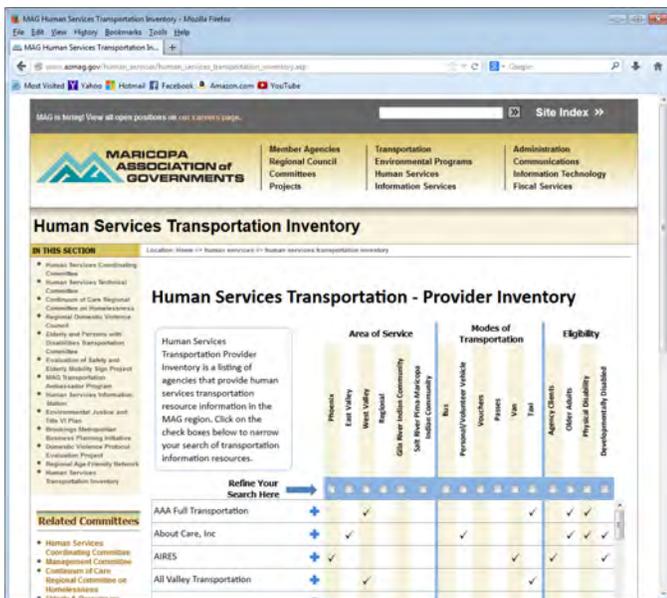
- MAG staffed information booths at the following events: 2013 Health and Wellness Fair at the Disability Empowerment Center, Tempe Tardeada Festival, NAMI (National Alliance on Mental Illness) Walks, Governor's Safety Days at the Arizona State Fair, Martin Luther King Day Event at Margaret T. Hance Park, Tribal Legislative Day at the Arizona State Capitol, Juneteenth Event, and the American Indian Disability Summit.
- The "All Ages, One Region" conference was held March 27, 2014, at the Glendale Civic Center. The event featured transportation workshops, as well as other topics such as health, housing, technology and evaluation. Local experts and national speakers provided information to 200 people from local governments, nonprofit agencies, places of worship, transportation providers, and residents.

Outreach and Collaboration Activities

- Facilitated training workshops to assist in the development of strategies to address older adult transportation needs in the Phoenix, Tempe, Scottsdale, and Northwest Valley areas.
- Provided technical support for the Scottsdale Training Rehabilitation Services Stakeholder Strategic Plan Retreat to address the needs of the disabled population in the Northeast Valley.
- Served on the Valley Metro Route 685 and Route 563 Transit Advisory Group regarding public transit in the Southwest Valley. This group involves

stakeholders from the town of Gila Bend, the cities of Avondale, Buckeye, Goodyear, Phoenix, and Maricopa, Care 1st (a nonprofit in the Southwest Valley), Ajo Transportation, and Estrella Mountain Community College.

- Responded to inquiries from the public and nonprofit agencies regarding human services transportation, including fare changes in Dial-A-Ride services and potential Valley Metro transit route revisions.



- Developed the MAG Human Services Transportation Inventory webpage. The MAG human services provider inventory offers stakeholders a listing of agencies that provide human services transportation resource information in the MAG region on a webpage. The webpage was developed to offer a user-friendly resource listing that can be utilized by consumers of services, case managers, and the general public looking for resources in the Maricopa region.

- Facilitated monthly subregional mobility management meetings to stay up to date on human services transportation coordination efforts in the region. The subregional mobility managers are community liaisons, located in the North Phoenix, Central and East Valley, who serve as community resources regarding the transportation issues of underserved population.

Translation Services

- Updated and translated the MAG Awareness Survey forms into Spanish.
- Translated various materials related to domestic violence into Spanish.
- Translated various materials related to efforts of the MAG Economic Development Committee into Spanish.
- Interacted with Spanish media and the Spanish-speaking public on MAG Economic Development Committee efforts regarding trade opportunities and outreach to businesses in Mexico.

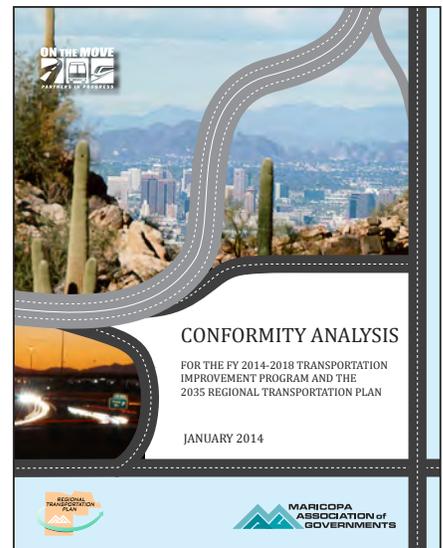
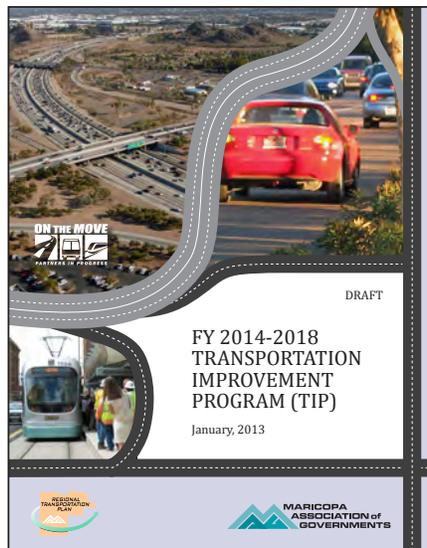
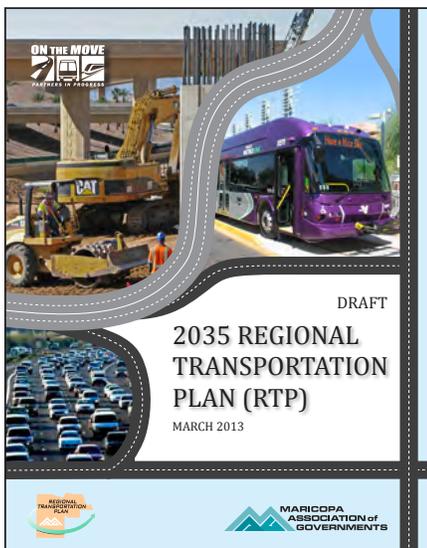


Public Hearings

- Conducted the November 25, 2013, Public Hearing on the Regional Transportation Plan, Transportation Improvement Program and air quality conformity analysis. In October 2013, the public hearing was advertised in The Arizona Republic. Also in October and November 2013, letters were sent to more than 3,000 Title VI stakeholders inviting them to the public hearing and notifying them that the draft document was available for public review in the library at the MAG Offices and on the MAG website.
- On Thursday, September 19, 2013, MAG, in conjunction with representatives from the Arizona Department of Transportation, Valley Metro and the City of Phoenix Public Transit Department, conducted a Mid-Phase Public Meeting on the *Draft FY 2014 Transportation Improvement Program, Draft 2035 Regional Transportation Plan, Draft FY 2014-2018 Air Quality Conformity Analysis and Draft FY 2014 Program of Projects.*

Trainings

- Distributed Title VI training materials and updates to the MAG Title VI Liaisons.
- Participated in monthly Diversity Leadership Alliance workshops, keeping up to date on national best practices regarding inclusiveness that will enhance collaboration efforts with partnering agencies.





Public Participation Plan

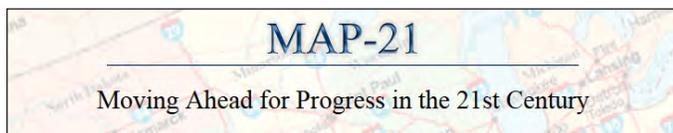


Draft
April 2014



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).



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 (<i>see appendix C</i>) 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.

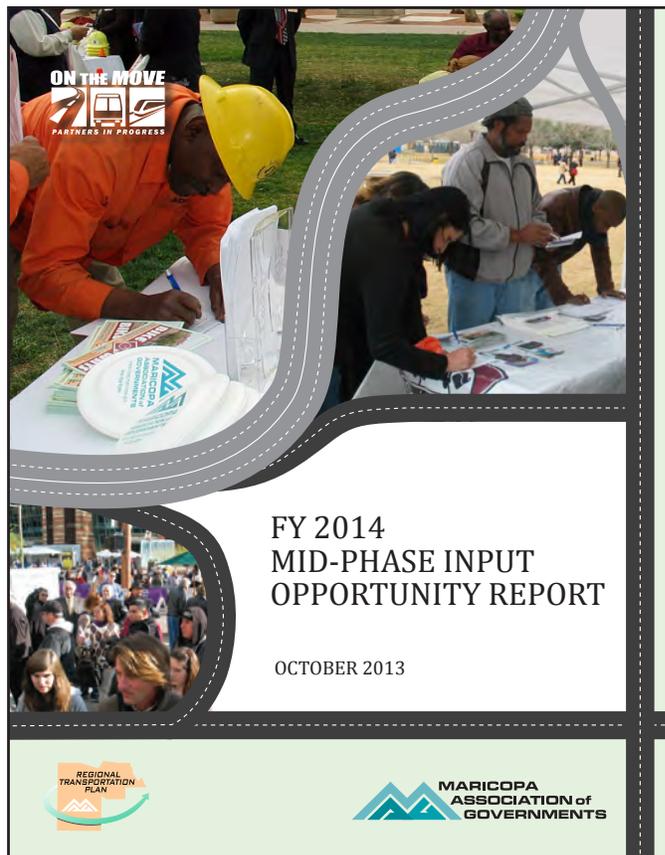
In addition, all MAG public meetings and public input opportunities are posted on the MAG website at www.azmag.gov. A calendar listing major MAG meetings is included on the final page of every issue of *MAGAZine*, MAG's quarterly newsletter. MAG public meetings are also posted 24 hours in advance as 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 Sarval 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 pro-

vider agreements for this area are now in place—Northern Parkway is well-positioned to attract quality development in the coming years."

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

Mayor Michael LeVault, Town of Youngtown

Mayor Jerry Weiers, City of Glendale

Mayor Lana Mook, City of El Mirage

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 Gnaack and El Mirage Mayor Lana Mook are seen in the second row.

Continued on page 11

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



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 ISTEPA, 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.

The image shows a screenshot of a web browser displaying the 'PUBLIC RECORDS REQUEST FORM' from the Maricopa Association of Governments. The form is titled 'PUBLIC RECORDS REQUEST FORM' and includes the following fields and sections:

- YOUR NAME:** [Text field]
- PHONE NUMBER:** [Text field]
- ADDRESS:** [Text field]
- City:** [Text field]
- State:** [Text field]
- Zip:** [Text field]
- TODAY'S DATE:** [Text field]
- Statement:** "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." [Text field]
- Your request:** [Text field]
- Instructions:** "The following information is needed before a records search can be conducted for your information. PLEASE PRINT CLEARLY." [Text field]
- Commercial Use:** "If the record will be used for a commercial purpose, please state that purpose below." [Text field]
- Request Options:** "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)" [Text field]
- Final Request:** "Documents requested (please be as specific as possible):" [Text field]

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 speak for information at a meeting.

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

▲ Please speak from the podium (disabilities).
 ▲ Please present your comments in three minutes or less.
 ▲ Your comments shall not include any personal attacks on other citizens or persons present at the meeting.
 ▲ Please conduct yourself in a professional and appropriate manner.

This opportunity for public comment or concerns on nonagenda or nonaction items of concern to committees, prior to Regional Council information on comments provided comments will always be accepted. 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 Chair or his/her designee.

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 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 refuse to be silent after being directed to do so. (If you lose your right to speak, you may still present written comments.)

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 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

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Maricopa Association of Governments

302 N. 1st Avenue, Suite #300

Phoenix, AZ 85003

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E-Mail

General mailbox: mag@azmag.gov

Communications Manager: ktaft@azmag.gov

Public Involvement Planner: jstephens@azmag.gov

Community Outreach Specialist: lgamiz@azmag.gov

FEDERAL FISCAL YEAR 2012 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

Name of RECIPIENT		MARICOPA ASSOCIATION OF GOVERNMENTS
<p>The Applicant / Recipient / Sub-Recipient agrees to comply with provisions of the Categories indicated herein applicable to the Award indicated in Exhibit A. Details of each category are further explained in Exhibit B. Even if every category is not applicable to RECIPIENT's current award you must indicate by initialing that should the category become applicable during the life of this agreement, that RECIPIENT will at that time comply. Initial every right-hand box on this form to indicate that the RECIPIENT agrees to comply.</p>		
Category / Item	Description	Initial Each Box
1	Assurances Required for Each RECIPIENT	
A	Assurance of Authority of the RECIPIENT and Its Representative	
B	Standard Assurances	
C	Intergovernmental Review Assurance	
D	Nondiscrimination Assurance	
E	Assurance of Nondiscrimination on the Basis of Disability	
F	Suspension and Debarment	
G	U.S. OMB Assurances	
2	Lobbying	
3	Procurement Compliance	
4	Protections for Private Transportation Providers	
5	Public Hearing	
6	Acquisition of Rolling Stock for Use in Revenue Service	
7	Acquisition of Capital Assets by Lease	
8	Bus Testing	
9	Charter Service Agreement	
10	School Transportation Agreement	
11	Demand Responsive Service	
12	Alcohol Misuse and Prohibited Drug Use	
13	Interest and Other Financing Costs	
14	Intelligent Transportation Systems	
15	Urbanized Area Formula Program	
16	Clean Fuels Grant Program	
17	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program	
18	Non-Urbanized Area Formula Program for States	
19	Job Access and Reverse Commute Program	
20	New Freedom Program	
21	Paul S. Sarbanes Transit in Parks Program	
22	Tribal Transit Program	
23	TIFIA Projects	
24	Deposits of Federal Financial Assistance to a State Infrastructure Bank	

FEDERAL FISCAL YEAR 2012 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA funding and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Maricopa Association of Governments

Name and Relationship of Authorized Representative: Dennis Smith, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2012.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances, should apply, as provided, to each project for which the Applicant seeks now, or may later seek FTA funding during Federal Fiscal Year 2012.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature: [Signature] Date: 06/06/12

Name: Dennis Smith, Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Maricopa Association of Governments

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature: [Signature] Date: 6/07/12

Name: FREDDA J. BISHMAN

Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Application may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

FEDERAL FISCAL YEAR 2012 CERTIFICATIONS AND ASSURANCES
FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

GROUP 01. ASSURANCES REQUIRED FOR EACH APPLICANT

You must select the following assurances in Group 01.

A. *Assurance of Authority of the Applicant and Its Representative.* Both you and the Applicant's attorney who sign these certifications, assurances, and agreements, affirm that both the Applicant and you as its authorized representative may, under their State, local, or Indian tribal law and regulations, and the Applicant's bylaws or internal rules, undertake the following activities on behalf of the Applicant:

1. Execute and file its application for Federal funds,
2. Execute and file its certifications, assurances, and agreements binding its compliance, and
3. Execute Grant Agreements or Cooperative Agreements, or both, with FTA.

B. *Standard Assurances.* The Applicant assures that:

1. It has sufficient authority under its State, local, or Indian tribal law, regulations by-laws and internal rules to carry out each FTA funded project as required by Federal laws and regulations,
2. It will comply with all applicable Federal statutes and regulations to carry out any FTA funded project,
3. It is under a continuing obligation to comply with the terms and conditions of the FTA Grant Agreement or Cooperative Agreement for the project, including the FTA Master Agreement incorporated by reference and made part of the latest amendment to Grant Agreement or Cooperative Agreement,
4. It recognizes that Federal laws and regulations may be modified from time to time and those modifications may affect project implementation,
5. It understands that Presidential executive orders and Federal directives, including Federal policies and program guidance, may be issued concerning matters affecting the Applicant or its project, and
6. It agrees that the most recent Federal laws, regulations, and directives will apply to the project, unless FTA determines otherwise in writing.

C. *Intergovernmental Review Assurance.* This assurance does not apply to Indian tribe or organization or a tribal organization that applies for funding under FTA's Tribal Transit Program, 49 U.S.C. 5311(c)(1). The Applicant assures that it has or will submit each Federal funding application to the appropriate State and local agencies for intergovernmental review to facilitate compliance with U.S. Department of Transportation (U.S. DOT) regulations, "Intergovernmental Review of Department of Transportation Programs and Activities," 49 CFR part 17.

D. *Nondiscrimination Assurance.*

1. The Applicant assures that it will comply with the following laws and United States will be denied the benefits of, or otherwise be subjected to discrimination in any U.S. DOT or FTA funded program or activity (particularly in the level and quality of transportation services and transportation-related benefits on the basis of race, color, national origin, creed, sex, or age:
 - a. Federal transit law, specifically 49 U.S.C. 5332 (prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age, and in employment or business opportunity),
 - b. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and
 - c. U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21.
2. As required by 49 CFR 21.7, the Applicant assures that:
 - a. It will comply with 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21 in the manner:
 - (1) It conducts each project,
 - (2) It undertakes property acquisitions, and
 - (3) It operates the project facilities, including:
 - (a) Its entire facilities, and
 - (b) Its facilities operated in connection with its project,
 - b. This assurance applies to its entire project and entire facilities, including facilities operated in connection with its project,
 - c. It will promptly take the necessary actions to carry out this assurance, including:
 - (1) Notifying the public that discrimination complaints about transportation-related services or benefits may be filed with U.S. DOT or FTA, and
 - (2) Submitting information about its compliance with these provisions to U.S. DOT or FTA upon their request,
 - d. If it transfers FTA funded real property, structures, or improvements to another party, any deeds and instruments recording that transfer will contain a covenant running with the land assuring nondiscrimination:
 - (1) While the property is used for the purpose that the Federal funding is extended,
 - (2) While the property is used for another purpose involving the provision of similar services or benefits,
 - e. The United States has a right to seek judicial enforcement of any matter arising under:
 - (1) Title VI of the Civil Rights Act, 42 U.S.C. 2000d,
 - (2) U.S. DOT regulations, 49 CFR part 21, and
 - (3) This assurance,

- f. It will make any changes in its Title VI implementing procedures as U.S. DOT or FTA may request to comply with:
- (1) Title VI of the Civil Rights Act, 42 U.S.C. 2000d,
 - (2) U.S. DOT regulations, 49 CFR part 21, and
 - (3) Federal transit law, 49 U.S.C. 5332,
- g. It will extend the requirements of 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21 to each third party participant, including:
- (1) Any subrecipient,
 - (2) Any transferee,
 - (3) Any third party contractor or subcontractor at any tier,
 - (4) Any successor in interest,
 - (5) Any lessee, or
 - (6) Any other participant in the project,
- h. It will include adequate provisions to extend the requirements of 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21 to each third party agreement, including:
- (1) Each subagreement,
 - (2) Each property transfer agreement,
 - (3) Each third party contract or subcontract at any tier,
 - (4) Each lease, or
 - (5) Each participation agreement,
- i. The assurances it has made will remain in effect for the longest of the following:
- (1) As long as Federal funding is extended to the project,
 - (2) As long as the Project property is used for a purpose for which the Federal funding is extended,
 - (3) As long as the Project property is used for a purpose involving the provision of similar services or benefits, or
 - (4) As long as the Applicant retains ownership or possession of the project property.

E. Assurance of Nondiscrimination on the Basis of Disability.

1. The Applicant assures that it and its project implementation and operations will comply with all applicable requirements of:
 - a. The Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, et seq.,
 - b. The Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 et seq., c. U.S. DOT regulations, specifically 49 CFR parts 27, 37, and 38, and
 - d. Any other applicable Federal laws that may be enacted or Federal regulations that may be promulgated,
2. As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 CFR part 27, specifically 49 CFR 27.9, the Applicant assures that:
 - a. The following prohibition against discrimination on the basis of disability is a condition to the approval or extension of any FTA funding awarded to:
 - (1) Construct any facility,
 - (2) Obtain any rolling stock or other equipment,
 - (3) Undertake studies,
 - (4) Conduct research, or
 - (5) Participate in or obtain any benefit from any FTA administered program,
 - b. In any program or activity receiving or benefiting from Federal funding FTA or any entity within U.S. DOT administers, no otherwise qualified people with a disability will, because of their disability, be:
 - (1) Excluded from participation,
 - (2) Denied benefits, or
 - (3) Otherwise subjected to discrimination.

F. Suspension and Debarment.

1. U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 CFR part 1200, which adopts and supplements the provisions of U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 CFR part 180, permit certifications to assure the Applicant acknowledges that:
2. The Applicant certifies to the best of its knowledge and belief that, it, its principals, and first tier subrecipients:
 - a. Are eligible to participate in covered transactions of any Federal department or agency and are not, presently:
 - (1) Debarred,
 - (2) Suspended,
 - (3) Proposed for debarment,
 - (4) Declared ineligible, or
 - (5) Voluntarily excluded, or
 - (6) Disqualified,
 - b. Have not within a three-year period preceding its latest application or proposal been convicted of or had a civil judgment rendered against any of them for:

- (1) Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction, or contract under a public transaction,
 - (2) Violation of any Federal or State antitrust statute, or
 - (3) Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property,
- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses listed in the preceding Section 2.b of this certification,
 - d. Have not had one or more public transactions (Federal, State, or local) terminated for cause or default within a three-year period preceding this certification,
 - e. Will promptly provide any information to the FTA if at a later time any information contradicts the statements of subparagraphs (1) through (4) above, and
 - f. Will treat each lower tier contract or lower tier subcontract under the Project as a covered lower tier contract for purposes of 2 CFR part 1200 and 2 CFR part 180 if it:
 - (1) Equals or exceeds \$25,000,
 - (2) Is for audit services, or
 - (3) Requires the consent of a Federal official,
 - g. Will require that each covered lower tier contractor and subcontractor:
 - (1) Comply with the Federal requirements of 2 CFR part 1200 and 2 CFR part 180, and
 - (2) Assure that each lower tier participant in the Project is not presently declared by any Federal department or agency to be:
 - (a) Debarred from participation in the federally funded project,
 - (b) Suspended from participation in the federally funded project,
 - (c) Proposed for debarment from participation in the federally funded project,
 - (d) Declared ineligible to participate in the federally funded project,
 - (e) Voluntarily excluded from participation in the federally funded project, or
 - (f) Disqualified from participation in the federally funded Project.
3. The Applicant will provide a written explanation indicated on its Signature Page or a page attached in FTA's TEAM if it or any of its principals, including any of its first tier subrecipients or lower tier participants, is unable to certify to the preceding statements in this certification.

G. U.S. OMB Assurances in SF-424B and SF-424D. (These assurances are consistent with U.S. OMB assurances required in SF- 424B and SF-424D.)

- 1. *Administrative Activities.* The Applicant assures that:
 - a. For every project described in any application it submits, it has adequate resources to properly plan, manage, and complete the project, including:
 - (1) The legal authority to apply for Federal funding, and
 - (2) The institutional capability,
 - (3) The managerial capability, and
 - (4) The financial capability (including funds sufficient to pay the non-Federal share of project cost).
 - b. It will give access and the right to examine project-related materials, including but not limited to:
 - (1) FTA,
 - (2) The Comptroller General of the United States, and,
 - (3) If appropriate, the State, through any authorized representative,
 - c. It will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
 - d. It will establish safeguards to prohibit employees from using their positions for a purpose that:
 - (1) Results in a personal or organizational conflict of interest, or personal gain, or
 - (2) Presents the appearance of a personal or organizational conflict of interest or personal gain.
- 2. *Project Specifics.* The Applicant assures that:
 - a. Following receipt of FTA award, it will begin and complete Project work within the applicable time periods,
 - b. For FTA funded construction projects:
 - (1) It will comply with FTA provisions concerning the drafting, review, and approval of construction plans and specifications
 - (2) It will to the extent practicable provide and maintain competent and adequate engineering supervision at the construction site to assure that the completed work conforms with the approved plans and specifications,
 - (3) It will include a covenant in the title of federally funded real property acquired to assure nondiscrimination during the useful life of the project,
 - (4) To the extent FTA requires, it will record the Federal interest in the title to FTA assisted real property or interests in real property, and
 - (5) To the extent practicable, without permission and instructions from FTA, it will not alter the site of the FTA funded construction project or facilities by:
 - (a) Disposing of the underlying real property or other interest in the site and facilities,

- (b) Modifying the use of the underlying real property or other interest in the site and facilities, or
 - (c) Changing the terms of the underlying real property title or other interest in the site and facilities.
- c. It will furnish progress reports and other information as FTA or the State may require.
3. *Statutory and Regulatory requirements.* The Applicant assures that:
- a. It will comply with all applicable Federal statutes relating to nondiscrimination including, but not limited to the:
 - (1) Prohibitions against discrimination on the basis of race, color, or national origin of Title VI of the Civil Rights Act, 42 U.S.C. 2000d,
 - (2) Prohibitions against discrimination on the basis of sex of:
 - (a) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681–1683, and 1685–1687, and
 - (b) U.S. DOT regulations, “Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance,” 49 CFR part 25,
 - (3) Prohibitions against discrimination on the basis of age in federally assisted programs of the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101–6107,
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, which prohibits discrimination on the basis of disability,
 - (5) Prohibitions against discrimination on the basis of disability of Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794,
 - (6) Nondiscrimination requirements relating to the sale, rental, or financing of housing of Title VIII of the Civil Rights Act, 42 U.S.C. 3601 *et seq.*,
 - (7) Prohibitions against discrimination on the basis of drug abuse of the Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. 1101 *et seq.*,
 - (8) Prohibitions against discrimination on the basis of alcohol abuse of the Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, as amended, 42 U.S.C. 4541 *et seq.*,
 - (9) Confidentiality requirements for the records of alcohol and drug abuse patients of the Public Health Service Act, as amended, 42 U.S.C. 290dd–290dd–2, and
 - (10) Nondiscrimination provisions of any other statute(s) that may apply to the project,
 - b. Regardless of whether Federal funding has been provided for any of the real property acquired for Project purposes, it will provide for fair and equitable treatment of displaced persons or persons whose property is acquired as a result of federally assisted programs, and:
 - (1) It has the necessary legal authority under State and local law to comply with:
 - (a) The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Relocation Act) 42 U.S.C. 4601 *et seq.*, as specified by sections 210 and 305 of that Act, 42 U.S.C. 4630 and 4655, respectively, and
 - (b) U.S. DOT regulations, “Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs,” 49 CFR part 24, specifically 49 CFR 24.4.
 - (2) It has complied with or will comply with the Uniform Relocation Act and implementing U.S. DOT regulations including but not limited to doing the following:
 - (a) It will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR part 24,
 - (b) As required by 42 U.S.C. 4622, 4623, and 4624, and 49 CFR part 24, it will provide fair and reasonable relocation payments and assistance for displacement, resulting from any FTA funded project, of:
 - 1 Families and individuals,
 - 2 Partnerships, corporations, or associations,
 - (c) As provided by 42 U.S.C. 4625 and 49 CFR part 24, it will provide relocation assistance programs offering the services described in to the U.S. DOT regulations to such displaced:
 - 1 Families and individuals,
 - 2 Partnerships, corporations, or associations,
 - (d) As required by 42 U.S.C. 4625(c)(3), within a reasonable time before displacement it will make available comparable replacement dwellings to families and individuals,
 - (e) It will:
 - 1 Carry out the relocation process to provide displaced persons with uniform and consistent services, and
 - 2 Make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin,
 - (f) It will be guided to the greatest extent practicable under State law, by the real property acquisition policies of 42 U.S.C. 4651 and 4652,

- (g) It will pay or reimburse property owners for their necessary expenses as specified in 42 U.S.C. 4653 and 4654, understanding that FTA will provide Federal funding for its eligible costs of providing payments for those expenses, as required by 42 U.S.C. 4631,
 - (h) It will execute the necessary implementing amendments to third party contracts and subagreements financed with FTA funding, and
 - (i) It will execute, furnish, and be bound by such additional documents as FTA may determine necessary to effectuate or implement these assurances, and
 - (j) It will incorporate these assurances by reference into and make them a part of any third party contract or subagreement, or any amendments thereto, relating to any FTA funded project involving relocation or land acquisition, and
 - (k) It will provide in any affected document that these relocation and land acquisition provisions must supersede any conflicting provisions,
- c. To the extent practicable, it will comply with the Lead-Based Paint Poisoning Prevention Act, 42 U.S.C. 4831(b), which prohibits the use of leadbased paint in the construction or rehabilitation of residence structures,
- d. It will, to the extent practicable, comply with the protections for human subjects involved in research, development, and related activities supported by Federal funding of:
- (1) The National Research Act, Pub. L. 93-348, July 12, 1974, as amended, 42 U.S.C. 289 *et seq.*,
 - and (2) U.S. DOT regulations, "Protection of Human Subjects," 49 CFR part 11,
- e. It will, to the extent practicable, comply with the labor standards and protections for federally funded projects of:
- (1) The Davis-Bacon Act, as amended, 40 U.S.C. 3141 *et seq.*,
 - (2) Sections 1 and 2 of the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and 40 U.S.C. 3145, respectively,
 - (3) The Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*,
- f. It will, to the extent practicable, comply with any applicable environmental standards that may be prescribed to implement the following Federal laws and executive orders, including but not limited to the following:
- (1) It will comply with the institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321-4335 and Executive Order No. 11514, as amended, 42 U.S.C. 4321 note,
 - (2) It will comply with notification of violating facilities pursuant to Executive Order No. 11738, 42 U.S.C. 7606 note,
 - (3) It will comply with protection of wetlands pursuant to Executive Order No. 11990, 42 U.S.C. 4321 note,
 - (4) It will comply with evaluation of flood hazards in floodplains in accordance with Executive Order No. 11988, 42 U.S.C. 4321 note,
 - (5) It will comply with an assurance of project consistency with the approved State management program developed pursuant to the requirements of the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. 1451-1465,
 - (6) It will comply with Conformity of Federal actions to State (Clean Air) Implementation Plans under section 176(c) of the Clean Air Act of 1955, as amended, 42 U.S.C. 7401-7671q,
 - (7) It will comply with protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, 42 U.S.C. 300f-300j-6,
 - (8) It will comply with protection of endangered species under the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531-1544, and
 - (9) It will comply with environmental protections for Federal transportation programs, including, but not limited to, protections for parks, recreation areas, or wildlife or waterfowl refuges of national, State, or local significance or any land from a historic site of national, State, or local significance to be used in a transportation project as required by 49 U.S.C. 303(b) and 303(c),
 - (10) It will comply with protection of the components of the national wild and scenic rivers systems, as required under the Wild and Scenic Rivers Act of 1968, as amended, 16 U.S.C. 1271-1287, and
 - (11) It will comply with and facilitate compliance with
 - (a) Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f,
 - (b) The Archaeological and Historic Preservation Act of 1974, as amended, 16 U.S.C. 469-469c, and
 - (c) Executive Order No. 11593 (identification and protection of historic properties), 16 U.S.C. 470 note,
- g. To the extent practicable, it will comply with Federal requirements for the care, handling, and treatment of warm blooded animals held or used for research, teaching, or other activities supported by Federal funding of:
- (1) The Animal Welfare Act, as amended, 7 U.S.C. 2131 *et seq.*, and
 - (2) U.S. Department of Agriculture regulations, "Animal Welfare," 9 CFR subchapter A, parts 1, 2, 3, and 4,

- h. To the extent practicable, before accepting delivery of any FTA funded building it will obtain a certificate of compliance with the seismic design and construction requirements of U.S. DOT regulations, "Seismic Safety," 49 CFR part 41, specifically 49 CFR 41.117(d),
- i. To the extent practicable, it and its subrecipients located in special flood hazard areas will comply with section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. 4012a(a), by:
 - (1) Participating in the Federal flood insurance program,
 - (2) Purchasing flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more,
- j. To the extent practicable, it will comply with:
 - (1) The Hatch Act, 5 U.S.C. 1501– 1508, 7324–7326, which limits the political activities of State and local agencies and their officers and employees whose primary employment activities are financed in whole or part with Federal funds including a Federal loan, grant agreement, or cooperative agreement, and
 - (2) 49 U.S.C. 5307(k)(2) and 23 U.S.C. 142(g), which provide an exception from Hatch Act restrictions for a nonsupervisory employee of a public transportation system (or of any other agency or entity performing related functions) receiving FTA funding to whom the Hatch Act does not otherwise apply,
- k. It will have performed the financial and compliance audits as required by:
 - (1) The Single Audit Act Amendments of 1996, 31 U.S.C. 7501 *et seq.*,
 - (2) U.S. OMB Circular A–133, "Audits of States, Local Governments, and Non- Profit Organizations," Revised, and
 - (3) The most recent applicable U.S. OMB A–133 Compliance Supplement provisions for the U.S. DOT, and l. It will, to the extent practicable, comply with all applicable provisions of all other Federal laws or regulations, and follow Federal directives governing the project, except to the extent that FTA has expressly approved otherwise in writing.



302 North 1st Avenue, Suite 300, Phoenix, Arizona 85003

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

Northern Arizona Council of Governments Loan Request and Proposed Project Advancements

SUMMARY:

The Northern Arizona Council of Governments (NACOG) has requested that MAG enter into a loan agreement to assist them with \$4,252,198 in Federal Fiscal Year (FFY) 2014 Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds that they cannot utilize this year due to project deferrals, and they are requesting repayment of the funds across multiple years. The proposed loan would have no negative impacts to the MAG region and requires a minimal amount of accounting time to track. There are federal and state requirements for projects that can take advantage of the advanced (loaned) funds. Three projects in the Arterial Life Cycle Program have been identified that meet the requirements to accept advancement of FHWA funding. Currently, the MAG sub-allocated FHWA funded projects within the programs are expected to fully utilize all the FFY 2014 MAG sub-allocated funding.

Overview of projects to accept advancement of funding:

- The City of Phoenix is currently underway and on time with construction activities on Avenida Rio Salado as it relates to the Arterial Life Cycle Program. The project has an approved advance construction agreement in place. The ADOT Program and Project Manager(s) have reviewed and concurred on the project's milestones and confirm that the project can accept an advancement of \$2,000,000 in STP funding from FFY 2015 to FFY 2014.
- The Maricopa County Department of Transportation is currently underway and on time with construction activities on Northern Parkway, Phase II, as it relates to the Arterial Life Cycle Program. The project has an approved advance construction agreement in place. The ADOT Project Manager has reviewed and concurred on the project's milestones and confirms that the project can accept an advancement of \$1,900,000 in STP funding from FFY 2015 to FFY 2014.
- The City of Mesa and Valley Metro are currently underway with preliminary engineering and pre-design activities on the Gilbert Road Light Rail Extension as it is included in the Arterial Life Cycle Program. The project agreement is expected to be approved and the grant submitted to FTA in the next few months. Valley Metro staff has concurred that the project can accept an advancement of \$571,500 Congestion Mitigation and Air Quality (CMAQ) funding from FFY 2019 to FFY 2014.

The FFY 2014 loan request from NACOG with the MAG region for STP funding will adhere to repayment terms as prescribed in the Arizona Department of Transportation (ADOT) loan program.

Loan, repayment, and general terms:

- \$4,252,198 of FHWA STP funding from NACOG loaned to MAG in FFY 2014.
- MAG to program funding and identify specific projects advancing.
- MAG to repay the loan to NACOG in the following amounts by year:
 - \$1,200,000 in FFY 2016
 - \$2,000,000 in FFY 2017

- ▶ \$480,698 in FFY 2018
 - ▶ \$571,500 in FFY 2019
- No interest, no inflation, nor fees will be applied to the loan.
- The loan amounts and project identification must be completed and submitted to the Arizona Department of Transportation (ADOT) by June 15, 2014.
- Project sponsors must request conversion/authorization of funding by June 30, 2014.
- Additional information about loan requirements is available on the ADOT Federal Aid Highway Program website.

Broad level requirements for projects that are eligible to accept funding:

- Must be a federally eligible project.
- Advancement cannot affect a project's schedule as it relates to approved conformity. (projects currently underway are the most appropriate).
- Work undertaken utilizing the funding should be completed in the near term and meet federal and/or ADOT milestones (approximately 12 months).
- Project sponsors must request conversion/authorization of funding by June 30 every year.
- Funding transferred to the Federal Transit Administration (FTA) will be submitted to ADOT by MAG, by the ADOT and FHWA deadline (yet to be announced). The Designated Recipient of the flexed funding will coordinate with partnering agencies and expedite the grant request to FTA for approval and authorization.

MAG's ability to accept advancement of funding:

- MAG has previously programmed advancements and additional funding as needed on CMAQ funded Bicycle/Pedestrian, Intelligent Transportation Systems, PM-10 Paving, and Air Quality programs.
- MAG has programmed advancement and additional funding as needed on the Highway Safety Improvement Program projects; pending approval.
- MAG has addressed ADOT concerns with the FHWA sub-allocated funding and annual carry forward of funding that is at risk. MAG is projected to use all FHWA sub-allocated funding for FFY 2014.
- MAG has many projects in the Arterial Life Cycle Program that are programmed through 2025 that could advance if additional or early funding is available.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Loan agreements between Councils of Governments (COGs) and MPOs of federal funding assists other COGs and MPOS with ensuring that funding is not lost to their region. Early advancement of funding helps keep overall project budget costs down by reducing inflationary costs, interest payments on loans or bonding, and may assist with keeping a project on schedule and/or early opening of the facility.

CONS: Additional staff time consisting of minimal accounting, project tracking, and agency coordination is required.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAP-21 will expire on September 30, 2014. Currently, there is not a proposed extension to MAP-21, or a new surface transportation bill underway. Federal Fiscal Year 2015 funding is currently unknown at this time and congressional action is needed. There is a reasonable expectation that federal transportation legislation will be developed and approved in the upcoming months. However, advancement of funding on underway projects reduces the risk of a gap in

funding to the projects in the near term if congress does not approve a continuing resolution or new transportation funding bill prior to the September 30, 2014, deadline.

Advancements for the three projects also include \$219,302 of CMAQ to balance the advancements and loan requests, and a conversion of \$352,198 of STP to CMAQ within the ALCP.

Details of the project advancements as they relate to the FY 2014-2018 Transportation Improvement Program are included in the separate agenda item: Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, 2014 Arterial Life Cycle Program, and as Appropriate to the 2035 Regional Transportation Plan.

POLICY: This advancement of funding follows the Arterial Life Cycle Program Policies and Procedures and meets ADOT requirements for annual sub-allocated federal funds and loans.

ACTION NEEDED:

Recommend approval to enter into a loan with the Northern Arizona Council of Governments in the amount of \$4,252,198 in Federal Fiscal Year 2014 Surface Transportation Program funds and to advance federal funding on three Arterial Life Cycle Program projects: Northern Parkway Phase II, Avenida Rio Salado, and Gilbert Road Light Rail Extension.

PRIOR COMMITTEE ACTIONS:

This item was recommended at the April 24, 2014, Transportation Review Committee meeting.

MEMBERS ATTENDING

- | | |
|---|---|
| Avondale: David Fitzhugh, Chair | Litchfield Park: Julius Diogenes for Woody Scoutten |
| Phoenix: Rick Naimark, Vice Chair | Maricopa (City): Paul Jepson |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | Maricopa County: John Hauskins |
| Buckeye: Jose Heredia for Scott Lowe | Mesa: Jeff Martin for Scott Butler |
| # Cave Creek: Ian Cordwell | * Paradise Valley: Jim Shano |
| Chandler: Dan Cook | Peoria: Andrew Granger |
| El Mirage: Jorge Gastelum | Queen Creek: Mohamed Youssef |
| Fountain Hills: Randy Harrel | Surprise: Martin Lucero for Dick McKinley |
| Gila Bend: Ernie Rubi | Tempe: Marge Zylla for Shelly Seyler |
| * Gila River: Tim Oliver | Valley Metro: John Farry |
| Gilbert: Kristin Myers for Leah Hubbard | * Wickenburg: Vince Lorefice |
| Glendale: Debbie Albert | Youngtown: Grant Anderson |
| Goodyear: Cato Esquivel | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|---|
| * Street Committee: Charles Andrews, Avondale | * Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County |
| * ITS Committee: Catherine Hollow, Tempe | * Transportation Safety Committee: Renate Ehm, Mesa |
| FHWA: Ed Stillings | |

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

CONTACT PERSON:

Teri Kennedy, MAG, (602) 254-6300, or John Bullen, MAG.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including several new Arizona Department of Transportation projects and other miscellaneous projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by May 23, 2014.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, City of Phoenix Public Transit Department, Valley Metro/RPTA, Maricopa County Air Quality Department, Central Arizona Governments, Pinal County Air Quality Control District, Sun Corridor Metropolitan Planning Organization, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP and 2035 Regional Transportation Plan.

CONS: The review of the conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment and administrative modification may not be considered until the consultation process for the conformity assessment is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation

Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Dean Giles, Air Quality Planning Program Specialist, (602) 254-6300.

May 7, 2014

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
Maria Hyatt, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Michael Sundblom, Pinal County Air Quality Control District
Sharon Mitchell, Sun Corridor Metropolitan Planning Organization
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND 2035 MAG REGIONAL TRANSPORTATION PLAN

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 MAG Regional Transportation Plan. The amendment and administrative modification involve several projects, including several new Arizona Department of Transportation projects and other miscellaneous projects. Comments on the conformity assessment are requested by May 23, 2014.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated 2035 MAG Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on February 12, 2014 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Eric Massey, Arizona Department of Environmental Quality
Scott Omer, Arizona Department of Transportation

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND 2035 MAG REGIONAL TRANSPORTATION PLAN

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG Regional Transportation Plan includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated 2035 MAG Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on February 12, 2014 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2014	DOT14-431	10: 67th Ave & SR101L/SR51	Construct noise walls	0.5	-----	RARF	-	800,000	-	800,000	Amend: Add a new noise wall construction project in FY 2014 for \$800,000.	The new project is considered exempt under the category "Noise attenuation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-411	10: Dysart Rd - Black Canyon Hwy	Design pavement preservation	13.0	----	NHPP	301,760		18,240	320,000	Amend: Add a new pavement preservation design project in FY 2015 for \$320,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-417	10: Dysart Rd - Black Canyon Hwy	Construct pavement preservation	13.0	----	NHPP	4,432,100		267,900	4,700,000	Amend: Add a new pavement preservation construction project in FY 2017 for \$4,700,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-415D	10: Fairway Dr (El Mirage Rd) TI	Design traffic interchange	0.2	-----	RARF	-	1,000,000	-	1,000,000	Amend: Add a new traffic interchange design project in FY 2015 for \$1,000,000.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-415RW	10: Fairway Dr (El Mirage Rd) TI	Right of way acquisition	0.2	-----	RARF	-	900,000	-	900,000	Amend: Add a new right of way project in FY 2015 for \$900,000.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-421	10: Salome Rd - SR85	Construct pavement preservation	32.0	-----	NHPP	1,291,910		78,090	1,370,000	Amend: Add a new pavement preservation construction project in FY 2014 for \$1,370,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-422	10: SR101/I-10 Ramp #2201 and Ramp SE #2202	Design bridge deck rehabilitation	1.0	-----	NHPP	235,750		14,250	250,000	Amend: Add a new bridge deck rehabilitation design project in FY 2014 for \$250,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2015	DOT12-118	10: SR101L (Agua Fria) - I-17	Utility relocation design	9.0	-----	RARF		1,000,000	-	1,000,000	Amend: Defer project from FY 2014 to FY 2015.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-418	10: SR101L/I-10 SW/SE Ramps	Bridge rehabilitation	0.2	----	NHPP	377,200		22,800	400,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$400,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-106	10: SR85 - Dysart Rd	Construct sign rehabilitation	18.0	-----	NHPP	480,930		29,070	510,000	Amend: Increase total project budget by \$110,000 from \$400,000 to \$510,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-412	10: SR85 - Verrado (WB)	Design pavement preservation	8.0	----	NHPP	301,760		18,240	320,000	Amend: Add a new pavement preservation design project in FY 2015 for \$320,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-419	10: SR85 - Verrado (WB)	Construct pavement preservation	8.0	----	NHPP	4,243,500		256,500	4,500,000	Amend: Add a new pavement preservation construction project in FY 2017 for \$4,500,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-423	10: University Dr TI Underpass, Str #2004	Design bridge rehabilitation	1.0	-----	NHPP	235,750		14,250	250,000	Amend: Add a new bridge rehabilitation design project in FY 2014 for \$250,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT98-111	101 (Pima Fwy): Pima Rd Extension (JPA)	Design roadway extension	3.0	-----	RARF		297,000	-	297,000	Amend: Defer project from FY 2014 to FY 2015.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2014	DOT14-424	101(Price Fwy): Marlboro Ave	Utility relocation	0.1	-----	State			50,000	50,000	Amend: Add a new utility relocation project in FY 2014 for \$50,000.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-420	17: 19th Ave TI Overpass	Bridge rehabilitation	0.2	----	NHPP	471,500		28,500	500,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$500,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-425	17: 19th Ave TI Overpass, Str #717	Design bridge rehabilitation	1.0	-----	NHPP	254,610		15,390	270,000	Amend: Add a new bridge rehabilitation design project in FY 2014 for \$270,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-426	17: Jefferson St Underpass, Str #554	Design bridge rehabilitation	1.0	-----	NHPP	253,667		15,333	269,000	Amend: Add a new bridge rehabilitation design project in FY 2014 for \$269,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-421	17: Jefferson Street Underpass	Bridge rehabilitation	0.2	----	NHPP	707,250		42,750	750,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$750,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-415	17: Mores Gulch	Bridge replacement	0.2	-----	NHPP-AZ	4,243,500	-	256,500	4,500,000	Amend: Add a new bridge replacement project in FY 2017 for \$4,500,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2016	DOT15-407	17: MP 198 - MP 208.9	Construct pavement preservation	10.9	-----	NHPP	3,583,400		216,600	3,800,000	Amend: Increase total project budget by \$1,554,000 from \$2,246,000 to \$3,800,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-430	17: New River Bridges Str. #1290 and #1291	Design scour retrofit	0.2	-----	NHPP	148,051	-	8,949	157,000	Amend: Add a new scour retrofit design project in FY 2014 for \$157,000.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT12-133	17: SR101L - Anthem Way	Construct FMS	14.0	-----	CMAQ	7,166,800	433,200	-	7,600,000	Amend: Project authorized in FY 2013, defer work from FY 2013 to FY 2014. Project will be rebid, need additional funding; See DOT12-133C2.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT12-133C2	17: SR101L - Anthem Way	Construct FMS	14.0	-----	NHPP	659,000	39,834	-	698,834	Amend: New TIP listing, Increase total project budget by \$659,000 from \$7,600,000 to \$8,259,000. Add \$659,000 of NHPP fund. Defer work phase from FY 2013 to FY 2014. Total project construction cost is \$8,259,000; see DOT12-133.	A minor project revision is needed to change funding amounts and defer. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT14-405	202 (South Mountain): I-10 Papago/SR202L system interchange (Seg 9)	Right of Way for New system traffic interchange	0.5	-----	RARF		231,000,000	-	231,000,000	Amend: Defer project from FY 2014 to FY 2015.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-151	303: Camelback Rd - Glendale Ave	Landscape construction	2.0	-----	RARF		3,020,000	-	3,020,000	Amend: Advance project from FY 2015 to FY 2014. Increase total project budget by \$620,000 from \$2,400,000 to \$3,020,000.	A minor project revision is needed to advance the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT13-172	303: El Mirage Rd	Construct traffic interchange improvement	0.2	-----	NHPP	30,176,000	1,824,000	-	32,000,000	Amend: Increase total project budget by \$1,000,000 from \$31,000,000 to \$32,000,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT13-138	303: Glendale Ave - Peoria Ave	Landscape construction	3.0	-----	NHPP/Local	4,689,122	310,878	454,000	5,454,000	Amend: Increase total project budget by \$1,954,000 from \$3,500,000 to \$5,454,000. Use \$454,000 of City of Glendale.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT13-153	303: I-10/303L System Interchange, Phase II	Design new freeway interchange	1.0	-----	NHPP	7,064,956	427,044	-	7,492,000	Amend: Increase total project budget by \$1,992,000 from \$5,500,000 to \$7,492,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2014	DOT13-140	303: Thomas Rd - Camelback Rd	Landscape construction	2.0	-----	NHPP	2,829,000	171,000	-	3,000,000	Amend: Increase total project budget by \$600,000 from \$2,400,000 to \$3,000,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-152	303: US60 Grand Ave/SR303L Interchange, Interim	Construct interim TI	0.2	-----	NHPP	52,808,000	3,192,000	-	56,000,000	Amend: Increase total project budget by \$7,600,000 from \$48,400,000 to \$56,000,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT12-127	303: US60 Grand Ave/SR303L Interchange, Interim	Design interchange	0.2	-----	NHPP	7,085,702	428,298	-	7,514,000	Amend: Increase total project budget by \$4,114,000 from \$3,400,000 to \$7,514,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT13-139	303: US60 Grand Ave/SR303L Interchange, Interim	R/W acquisition	0.2	-----	STP-AZ	774,156	46,794	-	820,950	Amend: Decrease total project budget by \$2,450,000 from \$3,200,000 to \$820,950.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT14-413	303: Van Buren St - MC85	Right of Way	3.0	-----	NHPP	4,054,900	245,100	-	4,300,000	Amend: Defer project from FY 2014 to FY 2015.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT13-952	60 (Grand Ave): Bell Rd TI	R/W acquisition	0.3	-----	NHPP	6,601,000	399,000	-	7,000,000	Amend: Defer project from State FY 2014 to FY 2015. Project will not have environmental clearance in time to obligate funds in State FY 2014. Anticipate Obligation Authority to remain in Federal FY 2014.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-427	60 (Grand Ave): Bethany Home Rd - 163rd Ave	Traffic study	18.0	-----	STP-RGC	70,725		4,275	75,000	Amend: Add a new traffic study project in FY 2014 for \$75,000.	The new project is considered exempt under the category "Specific activities which do not involve or lead directly to construction, such as: planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2017	DOT17-416	60 (Grand Ave): New River West Bound	Bridge rehabilitation	0.2	-----	NHPP-AZ	235,750	-	14,250	250,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$250,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-155	60 (Grand Ave): SR101L (Agua Fria Fwy) - Van Buren St, Phase 2	Construct spot improvements	14.0	-----	NHPP	19,331,500	1,168,500	-	20,500,000	Amend: Delete project from TIP.	The deleted project was considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT14-156	60 (Grand Ave): Thompson Ranch (Thunderbird)	R/W acquisition	0.2	-----	NHPP	4,715,000	285,000	-	5,000,000	Amend: Defer project from State FY 2014 to FY 2015. Project will not have environmental clearance in time to obligate funds in State FY 2014. Anticipate Obligation Authority to remain in Federal FY 2014.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-999	60 (Grand Ave): Wickenburg Area	Construct retaining walls	1.0	-----	NHPP	297,045	17,955	-	315,000	Amend: Increase total project budget by \$65,000 from \$250,000 to \$315,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-422	8: Bender Wash	Construct drainage improvements	1.0	----	NHPP	1,671,939	-	101,061	1,773,000	Amend: Add a new drainage improvement construction project in FY 2016 for \$1,773,000.	The new project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-414	85: Gila Bend Airport - MP 130.42	Design pavement preservation	8.9	----	NHPP	99,958	-	6,042	106,000	Amend: Add a new pavement preservation design project in FY 2014 for \$106,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2014	DOT14-428	87: McDowell Rd	Traffic signal improvement	0.1	----	NHPP	400,775		24,225	425,000	Amend: Add a new traffic signal improvement project in FY 2014 for \$425,000.	The new project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-423C	88: Apache Junction - Tortilla Flat	Spot safety improvements and pavement preservation	9.0	----	NHPP	4,590,455	-	277,472	4,867,927	Amend: Add a new spot safety improvement/ pavement preservation project in FY 2016 for \$7,185,000. Use \$2,185,000 of HSIP-AZ & \$4,590,455 of NHPP-AZ. See DOT16-423C2.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-423C2	88: Apache Junction - Tortilla Flat	Spot safety improvements and pavement preservation	9.0	----	HSIP-AZ	2,185,000	-	132,073	2,317,073	Amend: Add a new spot safety improvement/ pavement preservation project in FY 2016 for \$7,185,000. Use \$2,185,000 of HSIP-AZ & \$4,590,455 of NHPP-AZ. See DOT16-423C.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-429	MAG Regionwide	Light pole inventory and design	0.1	----	STP-AZ	185,771		11,229	197,000	Amend: Add a new light pole inventory and design project in FY 2014 for \$197,000.	The new project is considered exempt under the category "Specific activities which do not involve or lead directly to construction, such as: planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-413	MAG Regionwide	Drainage tunnel improvements	0.5	----	STP-AZ	1,487,111		89,889	1,577,000	Amend: Add a new drainage tunnel improvement project in FY 2015 for \$1,577,000.	The new project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	MAR18-403D	SR347: UPRR Overpass	Design Phase III: Grade Separation-Overpass	0.4	----		6,124,785	-	370,215	6,495,000	Amend: Divide project into Three segments and work phases. Programmed local cost of Phase III from City CIP and Ak-Chin. City of Maricopa requests statewide funding.	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2017	MAR18-403RW	SR347: UPRR Overpass	ROW Phase III: Grade Separation-Overpass	0.4	-----		9,264,975	-	560,025	9,825,000	Amend: Divide project into Three segments and work phases. Programmed local cost of Phase III from City CIP and Ak-Chin. City of Maricopa requests statewide funding.	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2018	MAR18-403C	SR347: UPRR Overpass	Construction Phase III: Grade Separation-Overpass	0.4	-----		25,442,140	-	1,537,860	26,980,000	Amend: Divide project into Three segments and work phases. Programmed local cost of Phase III from City CIP and Ak-Chin. City of Maricopa requests statewide funding.	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Apache Junction	2014	APJ12-401	Ironwood Dr, Southern Ave & Idaho Rd	Design concrete sidewalks, curb and gutter, ADA ramps, bike lane striping	-	-----	SRTS	86,504	-	-	86,504	Amend: Add Project to TIP	The project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Apache Junction	2015	APJ15-402	Ironwood Dr, Southern Ave & Idaho Rd	Construct concrete sidewalks, curb and gutter, ADA ramps, bike lane striping	-	-----	SRTS	313,094	-	-	313,094	Amend: Add Project to TIP	The project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Apache Junction	2014	APJ14-403	SR88 at Old West Highway	Construct Roadway Safety Improvements	0.3	-----	HSIP-MAG	343,970	-	34,868	378,838	Amend: Add \$161,746 additional HSIP-MAG funding to work phase. Cost increase due to updated construction cost estimates; due to unit cost increases from original project estimate (FY2011). Total of \$14,077 of non-eligible costs, \$364,761 of eligible costs.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2014	AVN15-103	Avondale (Citywide)	Construct Pedestrian Countdown Signals	0	-----	HSIP-MAG	105,840	-	-	105,840	Amend: Transfer \$30,000 to AVN14-109	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2014	AVN14-109	Avondale (Citywide)	Preliminary Engineering for Pedestrian Countdown Signals	0	-----	HSIP-MAG	45,000	-	-	45,000	Amend: Increase budget by \$30,000 from AVN15-103	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Chandler	2014	CHN12-118C2	Various Locations - Citywide	Street Name Sign Upgrade to Clearview font	0	-----	HSIP-MAG	39,286	-	-	39,286	Amend: FY 2012 project, add \$39,286 HSIP-MAG to address square inch calc. Total workphase cost is \$110,526.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Florence	2015	FLO14-402	Main Street: Ruggles St to Butte Ave	Construct Roadway Improvements	0.25	-----	STP-TEA	500,000	-	30,223	530,223	Amend: Defer construction work year from FY2014 to FY2015.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Fountain Hills	2016	FTH14-103	Fountain Hills (Citywide)	Preliminary Engineering for Arterial Street STOP Sign Upgrade	0	-----	HSIP-MAG	15,000	-	-	15,000	Amend: Defer from FY2014 to FY2016	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Fountain Hills	2017	FTH15-101	Fountain Hills (Citywide)	Procure and Install Arterial Street STOP Sign Upgrade	0	-----	HSIP-MAG	31,800	-	-	31,800	Amend: Defer from FY2015 to FY2017	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gilbert	2014	GLB11-104	Gilbert Schools	Crossings and sidewalk safety improvement	0	-----	SRTS	300,000	-	-	300,000	Amend TIP: Delete project. Project was cancelled by ADOT in 2013.	The deleted project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gilbert	2016	GLB16-401	Northwest Gilbert Area	Fiber Installation and ITS Components	0	-----	CMAQ	1,095,671	-	66,309	1,161,980	Amend TIP: Increase total project budget by \$579,080 to reflect combination of project with GLB16-402.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gilbert	2016	GLB16-402	Northwest Gilbert Area	Fiber Installation and ITS Components	0	-----	CMAQ	546,072	-	33,008	579,080	Amend TIP: Delete project. The project is now combined with GLB16-401.	The deleted project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Gilbert	2014	GLB12-102D	Various Gilbert School Locations	Design pedestrian crossing improvements	0	-----	SRTS	130,000	-	-	130,000	Amend TIP: Reinstate project and create a design phase. This SRTS project was awarded in 2012, Cycle 6, and was removed in error from the TIP.	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gilbert	2016	GLB12-102C	Various Gilbert School Locations	Construct pedestrian crossing improvements	0	-----	SRTS	270,000	-	-	270,000	Amend TIP: Reinstate project and create a construction phase. This SRTS project was awarded in 2012, Cycle 6, and was removed in error from the TIP.	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gilbert	2014	GLB14-104C2	Various Locations - Town Wide	Pedestrian Countdown Signal Heads- Phase 2	0	-----	HSIP-MAG	23,579	-	-	23,579	Amend: Add new project phase. Change work year from 2015 to FY2014. Portion of this project authorized early in FFY2013 with GLB13-105. Adjust federal and total cost to reflect updated actual engineering cost (decrease by \$13,101 for FFY2014.)	A minor project revision is needed to advance work year and to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	MAG14-103	Region wide	Purchase PM-10 certified street sweepers FY2014 and program implementation.	0	Maricopa	CMAQ	1,880,769	-	113,684	1,994,453	Amend: Update TIP listing to match partial cost of FY2014 Call For Street Sweepers and change description to include "program implementation". Add \$10,000 from RRST program for implementation. Split project to accommodate federal authorization timeline.	A minor project revision is needed to revise project description and to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	MAG14-104	Region wide	Regional rideshare and telework program	0	Maricopa	CMAQ	500,032	-	-	500,032	Amend: Decrease funding by \$10,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-110	Region wide	MAG Bicycle and Pedestrian Program	0	-----	CMAQ	9,231,000	-	3,956,143	13,187,143	Amend: Delete placeholder listing. Programming completed.	A minor project revision is needed to delete placeholder listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
MAG	2015	MAG15-109	Region wide	MAG Intelligent Transportation System (ITS) Program	0	-----	CMAQ	7,276,000	-	3,118,286	10,394,286	Amend: Delete placeholder listing. Programming completed.	A minor project revision is needed to delete placeholder listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG14-103C2	Region wide	Purchase PM-10 certified street sweepers FY2014 and program implementation.	0	Maricopa	CMAQ	647,262	-	39,124	686,386	Amend: Add new TIP listing for FY2014 Call for Street Sweepers approved by RC on 3-25-14 (moved to FFY2015 to accommodate federal authorization timeline.).	A minor project revision is needed to add funding to FY 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-432	Region wide	Regional Rideshare and Telework Program	0	-----	CMAQ	660,000	-	-	660,000	Admin: Corrected amount return to \$660,000. Change MAG Mode to Air Quality, incorrectly noted in database as "Other".	A minor project revision is needed to change TIP mode category. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG14-107	Region wide	Transportation planning and air quality studies and support	0	-----	STP-MAG	5,400,000	-	326,405	5,726,405	Amend: add in FY2015 listing. Inadvertently omitted from listings.	The new project is considered exempt under the category "Specific activities which do not involve or lead directly to construction, such as: planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-433	Region wide	Travel Reduction Program	0	-----	CMAQ	135,000	-	-	135,000	Clerical: Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-434	Region wide	Trip Reduction Program	0	-----	CMAQ	962,347	-	-	962,347	Admin: Corrected amount return to \$962,347. Change MAG Mode to Air Quality, incorrectly noted in database as "Other".	A minor project revision is needed to change TIP mode category and funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2016	MAG16-432	Region wide	Regional Rideshare and Telework Program	0	-----	CMAQ	660,000	-	-	660,000	Clerical: Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2016	MAG16-433	Region wide	Travel Reduction Program	0	-----	CMAQ	135,000	-	-	135,000	Clerical: Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
MAG	2016	MAG16-434	Region wide	Trip Reduction Program	0	-----	CMAQ	962,347	-	-	962,347	Clerical: Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2017	MAG17-432	Region wide	Regional Rideshare and Telework Program	0	-----	CMAQ	660,000	-	-	660,000	Clerical: Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2017	MAG17-433	Region wide	Travel Reduction Program	0	-----	CMAQ	135,000	-	-	135,000	Clerical: Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2017	MAG17-434	Region wide	Trip Reduction Program	0	-----	CMAQ	962,347	-	-	962,347	Clerical: Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	MAG14-480	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	-----	CMAQ	16,456,512	994,720	-	17,451,232	Amend: Add placeholder to TIP. Actual Allocation.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-480	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	-----	CMAQ	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-108	Regionwide	MAG Air Quality & Travel Demand Management Programs	0	-----	CMAQ	7,928,000	-	479,211	8,407,211	Amend: Delete placeholder listing. Programming completed.	A minor project revision is needed to delete placeholder listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2015	MAG15-431	Regionwide	Purchase PM-10 Certified Street Sweepers	0	-----	CMAQ	1,404,238	-	84,880	1,489,118	Admin: Corrected amount to balance annual allocation. Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category and funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
MAG	2016	MAG16-480	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	----	CMAQ	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2016	MAG16-431	Regionwide	Purchase PM-10 Certified Street Sweepers	0	----	CMAQ	924,057	-	55,855	979,912	Admin: Corrected amount to balance annual allocation. Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category and funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2017	MAG17-480	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	----	CMAQ	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2017	MAG18-431	Regionwide	Purchase PM-10 Certified Street Sweepers	0	----	CMAQ	1,715,058	-	103,667	1,818,725	Admin: Corrected amount to balance annual allocation. Change from "other" to "Air Quality".	A minor project revision is needed to change TIP mode category and funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2018	MAG18-480	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	----	CMAQ	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2015	MAR15-407	Hartman Road: Maricopa Casa Grande Highway to approximately 1.5 miles north.	Pave Unpaved Roadway.	1.5	-----	CMAQ-2.5	529,522	-	32,007	561,529	Amend: Increase local match to minimum 5.7% (additional \$23,384).	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2017	MAR17-404	SR347: Union Pacific Railroad Overpass	Design Overpass	1	-----	Local	-	-	3,000,000	3,000,000	Amend: Delete project. Replaced by MAR15-491D, MAR17-404D, and MAR18-403D.	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Maricopa (City)	2018	MAR18-403	SR347: Union Pacific Railroad Overpass	Construct Overpass	1	-----	Local	-	-	30,000,000	30,000,000	Amend: Delete project. Replaced by MAR14-591RW, MAR15-491C, MAR17-404RW, MAR17-404C, MAR18-403RW, and MAR18-403C.	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2015	MAR15-491D	SR347: UPRR Overpass	Design Phase I: AMTRAK Relocation	0.2	-----	Local	-	-	630,000	630,000	Amend: Divide project into Three segments and work phases. Programmed full cost of Phase I from City CIP:\$3.9 m City of Maricopa & \$300k GRIC .	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2015	MAR17-404D	SR347: UPRR Overpass	Design Phase II: Arterial & Intersection Improvements Honeycutt	0.4	-----	Local	-	-	900,000	900,000	Amend: Divide project into Three segments and work phases. Programmed full local cost of Phase II from City of Maricopa CIP and Ak-Chin.	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2016	MAR15-491C	SR347: UPRR Overpass	Construction Phase I: AMTRAK Relocation	0.2	-----	Local	-	-	2,520,000	2,520,000	Amend: Divide project into Three segments and work phases. Programmed full cost of Phase I from City CIP:\$3.9 m City of Maricopa & \$300k GRIC .	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2016	MAR15-491RW	SR347: UPRR Overpass	ROW Phase I: AMTRAK Relocation	0.2	-----	Local	-	-	1,050,000	1,050,000	Amend: Divide project into Three segments and work phases. Programmed full cost of Phase I from City CIP:\$3.9 m City of Maricopa & \$300k GRIC .	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2016	MAR17-404RW	SR347: UPRR Overpass	ROW Phase II: Arterial & Intersection Improvements Honeycutt	0.4	-----	Unfunded	1,889,225	-	114,195	2,003,420	Amend: Divide project into Three segments and work phases. Programmed full local cost of Phase II from City of Maricopa CIP and Ak-Chin. Lead agency requests statewide funding.	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2018	MAR17-404C	SR347: UPRR Overpass	Construction Phase II: Arterial & Intersection Improvements Honeycutt	0.4	-----	Unfunded	2,920,075	-	176,505	3,096,580	Amend: Divide project into Three segments and work phases. Programmed full local cost of Phase II from City of Maricopa CIP and Ak-Chin. Lead agency requests statewide funding.	Project is reprogrammed into three segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Mesa	2013	MES15-441D	Rio Salado Segment 3: SR101 to Wrigleyville West Entrance	Design shared-use path project	0.75	----	CMAQ	146,500	-	86,354	232,854	Amend TIP: Revise location description to match that used in development documents. Adjust local cost to match recent cost estimates and adjust mileage slightly. This change does not affect the actual location of the project.	A minor project revision is needed to change location description and funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2015	MES15-441C	Rio Salado Segment 3: SR101 to Wrigleyville West Entrance	Construct multi-use pathway	0.75	----	CMAQ	999,999	-	549,801	1,549,800	Amend TIP: Revise location description to match that used in development documents. Adjust local cost to match recent cost estimates and adjust mileage slightly. This change does not affect the actual location of the project.	A minor project revision is needed to change location description and funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2014	MES14-141	Rio Salado Segment 4 (Wrigleyville West connection to Dobson Road/SR 202 MP 11)	Design shared-use path project	0.6	-----	Local	-	-	140,000	140,000	Delete project. Project has been replaced by project added in February	The deleted project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2014	MES14-404	Rio Salado Segment 4 (Wrigleyville West connection to Dobson Road/SR 202 MP 11)	Design multi use path.	0.6	----	Local	-	-	203,784	203,784	Amend TIP: Revise location description to match that used in development documents. Adjust local cost to match recent cost estimates and adjust mileage slightly. This change does not affect the actual location of the project.	A minor project revision is needed to change location description and funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2015	MES15-141	Rio Salado Segment 4 (Wrigleyville West connection to Dobson Road/SR 202 MP 11)	Construct shared-use path project	0.6	-----	Local	-	-	1,000,000	1,000,000	Delete project. Project has been replaced by project added in February	The deleted project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2015	MES16-404	Rio Salado Segment 4 (Wrigleyville West connection to Dobson Road/SR 202 MP 11)	Construct multi use path.	0.6	-----	TA-MAG	1,585,674	-	138,434	1,724,108	Amend TIP: Revise location description to match that used in development documents. Adjust local cost to match recent cost estimates and adjust mileage slightly. This change does not affect the actual location of the project.	A minor project revision is needed to change location description and funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Mesa	2016	MES16-401	Various Locations	Installation of Bluetooth detectors	0	-----	CMAQ	449,100	-	27,146	476,246	Amend TIP: City of Chandler has requested to be removed from this project. Reduce CMAQ funding by \$206,735 and adjust local match due to project scope change.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2014	PHX12-113C2	Dunlap: 31st - 43rd Ave and at 35th Ave	Design project: Install additional street lights on south side of Dunlap, and add a second left-turn lane for north and southbound approaches on 35th	1.5	----	HSIP-MAG	70,000	-	4,468	74,468	Amend: FY2012 Project, Add additional 70,000 HSIP funding to work phase, Cost increase due to city lighting standards changed to LED, cost increase to reflect new std. Balance of project funded with HSIP-AZ.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2014	TMP10-620C3	Broadway Rd: Rural Rd to Mill Ave	Procure and Install Roadway Safety Improvements	1	----	HSIP-MAG	637,317	-	38,523	675,840	Amend: Project can advance to FFY2014 from FFY2015 based on developed project schedule.	A minor project revision is needed to advance project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2014	TMP11-111C2	Various Locations - Citywide	Install New Signal Pre-emption Cards for EMS Access	0	----	HSIP-MAG	38,000	-	-	38,000	Amend: FY2011 Project, Add \$38,000 additional HSIP-MAG funding to work phase, Cost increase due to requirement of 2 cards per location, add two cards. (Total work phase cost is \$84,000).	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	PNP13-122T	Southwest Valley, portion of Avondale, Litchfield Park, Tolleson, and Phoenix.	Portable Practical Educational Preparation, Inc./Encompass: One Cutaway Van with Lift (FY 2013 Funds)		11.12.04	5310-AZ	60,826	6,083		66,909	Amend: Inclusion of ADOT awarded Section 5310 agency request of 1 Cutaway Van with Lift in the MAG planning area.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2014	VMT14-425T	Regionwide	Operating: Operating Assistance TBD		30.09.01	5307-AVN UZA	2,485,518	-	2,485,518	4,971,037	Amend: Change federal amount to 2014 apportionment. Update Local match to 50%. Change federal/local amount from \$2,378,490/\$0 to \$2,485,518/\$2,485,518	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Avondale	2014	AVN14-410T	Regionwide	Transit Security		11.42.09	5307-AVN UZA	29,889	-	7,472	37,361	Amend: Update ALI Code. Change federal amount to 2014 apportionment. Change federal/local amount from \$28,807/\$7,202 to \$29,889/\$7,472	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2014	GLN14-101T	Glendale: Citywide Paratransit & GUS	Preventive Maintenance		11.7A.00	5307	213,693	-	53,423	267,116	Amend: Update PM with NTD data. Change federal/local amount from \$204,303/\$51,076 to \$213,693/\$53,423	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	MAG14-419T	Regionwide	JARC apportionment		30.09.01	5307-JARC	1,875,527	468,882	-	2,344,409	Amend: Update JARC Suballocation. Change federal/local amount from \$1,815,300/\$453,825 to \$1,875,527/\$468,882	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-401T	ARCH: Regionwide	Procure: Minivan & Cutaway		11.12.04	5310-MAG	71,850	-	14,150	86,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-402T	Arizona Spinal Cord Injury Assoc: Regionwide	Procure: 2 Minivans with Ramp		11.13.04	5310-MAG	64,600	-	11,400	76,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-403T	Beatitudes: Glendale, Paradise Valley, Phoenix	Procure: Cutaway		11.13.04	5310-MAG	51,850	-	9,150	61,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-404T	Chandler Gilbert Arc: Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Procure: 3 Minivans		11.12.04	5310-MAG	60,000	-	15,000	75,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
MAG	2014	PNP14-405T	City of Tolleson: Regionwide	Procure: Cutaway		11.13.04	5310-MAG	51,850	-	9,150	61,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-406T	Friendship Village: Phoenix, East Valley	Procure: Minivan with Ramp & Cutaway		11.13.04	5310-MAG	84,150	-	14,850	99,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-407T	Gompers: Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City	Procure: 5 Cutaways		11.12.04	5310-MAG	259,250	-	45,750	305,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-408T	Hacienda Healthcare: Regionwide	Procure: 5 Cutaways		11.13.04	5310-MAG	259,250	-	45,750	305,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-409T	Horizon Human Services: Mesa, Phoenix, Tempe	Procure: 2 Passenger Vans		11.12.04	5310-MAG	44,800	-	11,200	56,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-410T	Lifewell: Regionwide	Procure: 5 Passenger Vans		11.12.04	5310-MAG	112,000	-	28,000	140,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
MAG	2014	PNP14-411T	Lura Turner Homes: Central Phoenix	Procure: 2 Minivan with Ramp; 1 Minivan NO Ramp; 1 Passenger Van		11.12.04	5310-MAG	107,000	-	22,000	129,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-412T	Marc Community Resources: Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley	Procure: 2 Cutaways		11.13.04	5310-MAG	103,700	-	18,300	122,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-413T	Marc Community Resources: Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley.	Procure: 3 Cutaways		11.12.04	5310-MAG	155,550	-	27,450	183,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-414T	Native American Connections: Regionwide.	Procure: Minivan with Ramp		11.13.04	5310-MAG	32,300	-	5,700	38,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-415T	One Step Beyond: Avondale, Glendale, Litchfield Park, Peoria, Phoenix, Surprise, Sun City, Anthem, Wickenburg, Morristown.	Procure: Minivan & Passenger Van		11.13.04	5310-MAG	42,400	-	10,600	53,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-416T	Scottsdale Training and Rehabilitation Services (STARS): Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	Procure: 2 Minivans with Ramp		11.12.04	5310-MAG	64,600	-	11,400	76,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
MAG	2014	PNP14-417T	Southern AZ Assoc for Visually Impaired (SAAVI): Regionwide	Procure: 1 Minivan NO Ramp; 1 Minivan with Ramp		11.13.04	5310-MAG	52,300	-	10,700	63,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-418T	Stand Together and Recover (S.T.A.R.): Apache Junction, Chandler, Gilbert, Mesa, Tempe, Phoenix, North Gila River Indian Community.	Procure: Passenger Van		11.12.04	5310-MAG	22,400	-	5,600	28,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-419T	Stand Together and Recover (S.T.A.R.): Apache Junction, Chandler, Gilbert, Mesa, Tempe, Phoenix, North Gila River Indian Community.	Procure: Cutaway		11.13.04	5310-MAG	51,850	-	9,150	61,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-420T	The Centers for Habilitation (TCH): Chandler, Tempe, Mesa, Phoenix.	Procure: 3 Cutaway		11.12.04	5310-MAG	155,550	-	27,450	183,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-421T	United Cerebral Palsy (UCP): North Central Phoenix, Paradise Valley, Glendale, Peoria	Procure: 5 Cutaways		11.12.04	5310-MAG	259,250	-	45,750	305,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-422T	Valley Life: Regionwide	Procure: Minivan with Ramp		11.13.04	5310-MAG	32,300	-	5,700	38,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
MAG	2014	PNP14-423T	Chandler Gilbert Arc: Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Mobility Manager Position		11.7L.00	5310-MAG	44,000	-	11,000	55,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-424T	Foothills Caring Corps: Cave Creek, Carefree, North Phoenix, North Scottsdale.	Mobility Manager Position		11.7L.00	5310-MAG	71,352	-	17,838	89,190	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-425T	Marc Community Resources: Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley.	Mobility Manager Position		11.7L.00	5310-MAG	44,000	-	11,000	55,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-426T	Terros: Regionwide	Mobility Manager Position		11.7L.00	5310-MAG	66,058	-	16,515	82,573	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-427T	Foothills Caring Corps: Regionwide	Add Vehicle Steps		11.42.20	5310-MAG	829	-	146	975	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-428T	Stand Together and Recover S.T.A.R.: Apache Junction, Chandler, Gilbert, Mesa, Tempe, Phoenix, North Gila River Indian Community.	Procure and Replace Vehicle Steps		11.42.20	5310-MAG	689	-	121	810	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
MAG	2014	PNP14-429T	City of Glendale: Regionwide	Taxi Voucher Program		30.09.00	5310-MAG	62,500	-	62,500	125,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-430T	Valley Metro RPTA: Regionwide	Alternatives Project - WV DAR, EV Taxi Subsidy, Scottsdale Trolley		30.09.00	5310-MAG	657,050	-	657,050	1,314,100	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG	2014	PNP14-431T	City of Phoenix: Regionwide	Program Administration Funds		11.79.00	5310-MAG	290,884	-	-	290,884	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2014	PEO14-421T	Peoria	Purchase bus: < 30 foot - 2 replace (dial-a-ride)		11.12.04	STP-AZ-Flex	-	-	-	163,958	Delete. Unprogrammed buses in FY 2011.	The deleted project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2014	PEO14-101T	Peoria: Citywide Paratransit	Preventive Maintenance		11.7A.00	5307	-	-	-	-	Amend: Delete. PM Overage in previous grants.	The deleted project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2014	PHX13-909T	Laveen/59th Avenue	Pre-design regional park-and-ride (Laveen/59th Avenue)		11.31.04	5307	115,497	28,874	-	144,371	Amend: Funding is showing 85%/15%. Should be 80%/20%. Change federal/local amount from \$122,129/\$22,242 to \$115,497/\$28,874	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Phoenix	2014	PHX14-103T	Regionwide	Preventive Maintenance		11.7A.00	5307	10,991,787	-	2,747,947	13,739,733	Amend: Update PM with NTD data. Reduce total FY 14 PM by close out funds of \$26,390 Change federal/local amount from \$11,613,337/\$2,903,334 to \$10,991,787/\$2,747,947	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2014	PHX14-412T	Regionwide	Preventive Maintenance		11.7A.00	5339	224,671	-	56,168	280,839	Amend: Update PM with NTD data and to balance the program. Change federal/local amount from \$50,861/\$12,715 to \$224,671/\$56,168	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2014	PHX14-413T	Regionwide	Preventive Maintenance		11.7A.00	STP-AZ-Flex	407,980	-	101,995	509,975	Amend: Balances the STP program. Change federal/local amount from \$77,190/\$19,298 to \$407,980/\$101,995	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2014	PHX14-414T	Regionwide	Preventive Maintenance		11.7A.00	5337-HI	646,511	-	161,628	808,139	Amend: Update PM with NTD data and to balance the program. Change federal/local amount from \$557,261/\$139,315 to \$646,511/\$161,628	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2014	PHX14-106T	Regionwide	Purchase bus: Articulated - 10 replace		11.12.06	5307	6,698,000	1,182,000	-	7,880,000	Admin: Update ALI Code	A minor project revision is needed to change fund code. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2014	PHX14-416T	Regionwide	Purchase bus: standard 40 foot - 2 replace		11.12.01	5307	911,200	160,800	-	1,072,000	Amend: New project. To account for buses not programmed in FY2013.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2014	PHX14-409T	Regionwide	Purchase bus: standard 40 foot - 7 replace		11.12.01	5307	3,314,150	584,850	-	3,899,000	Amend: Increase from 2 to 7 buses due to under programming in FY 2013. Change federal/local amount from \$946,900/\$167,100 to \$3,314,150/\$584,850	The project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Phoenix	2015	PHX15-421T	Regionwide	Purchase bus: standard 40 foot - 11 replace		11.12.01	5307	5,413,650	955,350	-	6,369,000	Amend: Four buses moved to PHX14-417T. Reduce from 15 to 11 buses.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX14-417T	Regionwide	Purchase bus: standard 40 foot - 4 replace		11.12.01	5307	1,968,600	347,400	-	2,316,000	Amend: New project. Utilize funds from deferring VMT14-105T to FY 2015 and moving \$682,523 from MES10-808T to VMR15-433T. Decrease PHX15-421T by 4 buses.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2014	SCT14-101T	Scottsdale: Fixed Route	Preventive Maintenance		11.7A.00	5307	285,307	-	71,327	356,634	Amend: Update PM with NTD data. Change federal/local amount from \$150,811/\$38,203 to \$285,307/\$71,327	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2014	SUR13-902T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)		11.12.04	5307	-	-	-	-	Amend: Delete. Surprise no longer operates service	The deleted project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2014	SUR14-101T	Surprise: Citywide Paratransit	Preventive Maintenance		11.7A.00	5307	-	-	-	-	Amend: Delete. Surprise no longer operates service	The deleted project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2014	VMR14-110T	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance		11.7A.00	5307	1,106,433	-	276,608	1,383,041	Amend: Update PM with NTD data. Reduce by close out funds of \$924,800 Change federal/local amount from \$2,146,533/\$536,633 to \$1,106,433/\$276,608	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Valley Metro Rail	2014	MES10-808T	Main St/Mesa Dr	Construct regional transit center (6-bay) (Main ST/Mesa Dr)		11.33.01	5307	272,744	68,186	-	340,930	Amend: Change lead Agency to Valley Metro Rail. \$682,523 moved to VMR15-433T. Change federal/local amount from \$818,762/\$204,691 to \$272,744/\$68,186	A minor project revision is needed to change agency and funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2014	MES09-805T	Main St/Mesa Dr	Design regional transit center (6-bay) Main St/Mesa Dr (FY 13 FGM Funds)		11.31.01	5309-FGM	161,273	40,318	-	201,591	Admin: Change lead Agency to Valley Metro Rail.	A minor project revision is needed to change agency. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2015	VMR15-433T	Main Street/Gilbert Road Bus Turn-Around (Construct)	Main Street/Gilbert Road bus turn-around (construct)		11.33.01	5307	2,519,790	629,948	-	3,149,738	Amend: Moved \$682,523 from Main ST/Mesa Dr (MES10-808T). Change federal/local amount from \$1,973,772/\$493,443 to \$2,519,790/\$629,948	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2014	VMR14-437T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Right of way acquisition		13.22.01	PTF	-	6,000,000	-	6,000,000	Admin: Update ALI Code	A minor project revision is needed to change fund code. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro Rail	2014	VMR14-404T	Regionwide	Overhaul friction brakes - Phase 2		12.17.00	5337-FGM	340,563	542,572	-	883,135	Amend: Update federal amount to match apportionment. Total Cost unchanged. Change federal/local amount from \$331,125/\$552,010 to \$340,563/\$542,572	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2014	PHX14-101T	Citywide	Install bus stop improvements (1% enhancement)		11.92.02	5307	492,001	-	123,000	615,001	Amend: Adjust to 1% of apportionment. Change federal/local amount from \$475,160/\$118,790 to \$492,001/\$123,000	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2014	PEO13-902T	Peoria	Pre-design regional transit center (4-bay) Peoria		11.31.02	5307	40,132	10,033	-	50,165	Admin: Change lead Agency to Valley Metro/RPTA	A minor project revision is needed to change agency. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2014	VMR14-399T	Regionwide	Purchase bus: standard 35 foot - 3 Expand (Scottsdale)		11.13.02	5307	1,721,250	303,750	-	2,025,000	Amend: Update ALI code. Change description to 35 foot bus. Change federal/local amount from \$1,541,079/\$271,955 to \$1,721,250/\$303,750	A minor project revision is needed to change fund code, project description, and funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Valley Metro/RPTA	2014	VMT14-106T	Regionwide	Purchase vanpools: 19 expand		11.13.15	STP-AZ-Flex	722,152	-	-	722,152	Amend: Reduce vanpool buses by 6 to be purchased with close-out funds. Change federal/local amount from \$950,200/\$0 to \$722,152/\$0	The revised project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT14-105T	Regionwide	Purchase bus: standard - 3 expand (Scottsdale/Rural BRT)		11.13.01	5307	1,593,888	281,274	-	1,875,162	Amend: Move from FY 2014 to FY 2015	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2014	VMT14-101T	Regionwide: Fixed Route	Preventive Maintenance		11.7A.00	5307	4,329,488	-	1,082,372	5,411,860	Amend: Update PM with NTD data. Reduce by close out funds of \$924,800 Change federal/local amount from \$3,979,663/\$994,916 to \$4,329,488/\$1,082,372	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2014	VMT13-913TA	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. Link		11.32.02	5307	5,144,501	1,286,125	-	6,430,626	Amend: Moved \$260,368 from VMT13-913TB to balance FY14. Change federal/local amount from \$4,884,133/\$1,221,033 to \$5,144,501/\$1,286,125	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2015	VMT13-913TB	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT		11.32.02	5307	5,428,614	1,357,154	-	6,785,768	Amend: Moved \$260,368 to VMT13-913TA to balance FY14. Change federal/local amount from \$5,168,246/\$1,292,062 to \$5,428,614/\$1,357,154	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2014	VMT14-110T	Southwest Valley	Administration: Rural Route 685		11.79.00	5311	56,352	14,088	-	70,440	Amend: New project. ADOT awarded project	The new project is considered exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning activities conducted pursuant to titles 23 and 49 U.S.C." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2014	VMT14-108T	Southwest Valley	Operating Assistance: Rural Route 685 (Scope 30000)		30.09.02	5311	109,272	79,128	-	188,400	Amend: New project. ADOT awarded project	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	ALI	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Valley Metro/RPTA	2014	VMT14-109T	Southwest Valley	Operating Assistance-Intercity: Rural Route 685 (Scope 63400)		30.09.02	5311	213,542	154,633	-	368,175	Amend: New project. ADOT awarded project	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2014	TMP14-101T	Tempe: Fixed Route	Preventive Maintenance		11.7A.00	5307	2,638,896	-	659,724	3,298,620	Amend: Update PM with NTD data. Change federal/local amount from \$2,925,470/\$731,368 to \$2,638,896/\$659,724	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length (miles)	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Consultation
CHN110-09C	Chandler	Chandler Blvd at Alma School Rd	Construct intersection improvement	2016	0.25	HSIP-AZ	1,334,806	4,208,929	-	5,543,735	2016	HSIP-AZ	4,208,929	Amend: Defer project from 2015 to 2016 based on ADOT programming.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
CHN14-102CZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening	2014	1	HSIP-AZ	4,856,124	2,250,773	-	7,106,897	2014	HSIP-AZ	2,250,773	Amend: Increase total cost from \$6,081,169 to \$7,106,897 due to a new engineer's estimate. Increase local cost from \$3,830,396 to \$4,856,124.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA13-118RWZ	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening	2014	2.5	STP-MAG	116,876	1,933,575	-	2,050,451	2014	STP-MAG	1,933,575	Amend: Advance reimbursement from FY2015 to FY2014 resulting from the FY2014 NACOG loan.	A minor project revision is needed to advance reimbursement. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX14-101CZ	Phoenix	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2014	6	STP-MAG	629,732	10,418,197	-	11,047,929	2014	STP-MAG	10,418,197	Amend: Advance \$2,000,000 of STP-MAG funds from FY 2015 to FY 2014 as part of the FY 2014 NACOG loan. Increase total costs in listing from \$9,811,710 to \$11,047,929.	A minor project revision is needed to advance funding and change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX15-101CZ	Phoenix	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2015	6	STP-MAG	236,837	3,918,197	-	4,155,034	2015	STP-MAG	3,918,197	Amend: Advance \$2,000,000 of STP-MAG funds from FY 2015 to FY 2014 as part of the FY 2014 NACOG loan. Decrease total costs in listing from \$12,984,790 to \$4,155,034.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT11-123DZ	Scottsdale	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Design intersection improvement	2012	0.5	RARF	30,178	-	70,142	100,319	2014	RARF	70,142	Amend: Correct clerical error to match FY 2014 approved ALCP. Regional amount should be \$70,141.51 not \$70,414.51.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT13-123RWZ	Scottsdale	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Acquisition of right-of-way for intersection improvement	2013	0.5	RARF	30,178	-	70,142	100,319	2014	RARF	70,142	Amend: Correct clerical error to match FY 2014 approved ALCP. Regional amount should be \$70,141.51 not \$70,414.51.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length (miles)	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Consultation
VMR14-101DZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Design light rail extension	2014	2	CMAQ	34,545	571,500	-	606,045	2014	CMAQ	571,500	Amend: Add new TIP listing. Accelerate \$571,500 from FY2019 to FY 2014 as part of the FY 2014 NACOG loan.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR17-101FZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Finance Charges	2017	2	STP-MAG	207,261	3,428,895	-	3,636,156	2019	STP-MAG	3,428,895	Amend: Advance \$571,500 of federal funds from FY 2019 to FY2014 as part of the FY 2014 NACOG loan. Reduce TIP listing from \$4,242,200 to \$3,636,156.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA13-106CLZ	Maricopa County	Northern Parkway: Sarival to Dysart	Construct and landscape roadway widening	2012	4.1	STP-MAG	27,758	495,970	-	523,728	2012	STP-MAG	495,970	Amend: Funding was obligated as part of the Northern Parkway: Sarival to Dysart Phase I project. Move from RTPID ACI-NOR-10-03-A to ACI-NOR-30-03-A.	A minor project revision is needed to change funding to another project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

May 7, 2014

SUBJECT:

Approval of the Draft MAG Public Participation Plan

SUMMARY:

In response to requirements included in the federal transportation legislation known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), enacted August 10, 2005, MAG developed a Public Participation Plan. The Plan was recommended for approval by the MAG Management Committee in November of 2006 and approved by the MAG Regional Council in December of 2006.

This plan has now been updated to reflect advancements in the public participation process and updates to plan development timelines. For example, the updated plan calls for quarterly public involvement progress reports to be forwarded to the MAG Regional Council. It also adds language necessary to meet the requirements of new federal guidelines known as Moving Ahead for Progress in the 21st Century (MAP-21). As with SAFETEA-LU, MAP-21 requires the Public Participation Plan to “define a process for providing 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, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than Title 49, United States Code (U.S.C), Chapter 53, and other interested parties with reasonable opportunities to be involved in the transportation metropolitan planning process.” By including the MAP-21 language, the Public Participation Plan, pending approval, will meet all current federal guidelines and will remain MAG’s guide when conducting the public involvement process.

PUBLIC INPUT:

As required by federal guidelines, the Draft MAG Public Participation Plan has been made available for public comment, and will be available for 45 days prior to being presented to the MAG Regional Council for requested approval at the May 28, 2014, meeting. MAG advertised the 45-day comment period via a public notice in *The Arizona Republic* on April 11, 2014. The Plan is available on the MAG website, in the MAG library and in the Saguaro Room, where all policy committee meetings take place, for review at any time during the 45-day period. To date, no input has been received on the Plan.

PROS & CONS:

PROS: The Draft MAG Public Participation Plan defines a process for providing Valley residents and affected agencies opportunities for input into the transportation planning and programming decision-making process prior to approval by MAG policy committees, in accordance with federal law. The Plan also provides information regarding the meeting process, content, and results to participants, staff, decision makers, federal agencies and other interested parties.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This input will be considered in the development of the Draft Public Participation Plan.

POLICY: MAG conducts a robust public involvement process. This plan updates the Public Participation Plan to reflect advancements in the public participation process and updates to plan development timelines, and includes language required under new federal transportation legislation known as Moving Ahead for Progress in the 21st Century Act (MAP-21).

ACTION NEEDED:

Recommend approval of the draft MAG Public Participation Plan.

PRIOR COMMITTEE ACTIONS:

On December 13, 2006, the MAG Regional Council approved the MAG Public Participation Plan.

MEMBERS ATTENDING

- * Mayor James M. Cavanaugh, Goodyear, Chair
- Mayor Mary Manross, Scottsdale, Vice Chair
- + Councilmember Dave Waldron for Mayor Douglas Coleman, Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Bobby Bryant, Buckeye
- * Mayor Edward Morgan, Carefree
- Vice Mayor Dick Esser, Cave Creek
- Mayor Boyd Dunn, Chandler
- * Mayor Fred Waterman, El Mirage
- President Raphael Bear, Fort McDowell Yavapai Nation
- Mayor Wally Nichols, Fountain Hills
- # Mayor Daniel Birchfield, Gila Bend
- * Governor William Rhodes, Gila River Indian Community
- Mayor Steven Berman, Gilbert
- * Mayor Elaine Scruggs, Glendale
- * Mayor Bernadette Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Supervisor Max Wilson, Maricopa County
- Mayor Keno Hawker, Mesa
- Mayor Ed Winkler, Paradise Valley
- Vice Mayor Vicki Hunt for Mayor John Keegan, Peoria
- Councilmember Claude Mattox for Councilmember Peggy Neely, Phoenix
- Mayor Art Sanders, Queen Creek
- * President Joni Ramos, Salt River Pima-Maricopa Indian Community
- Councilmember Cliff Elkins for Mayor Joan Shafer, Surprise
- # Mayor Hugh Hallman, Tempe
- * Mayor Adolfo Gamez, Tolleson
- * Mayor Ron Badowski, Wickenburg
- Mayor Michael LeVault, Youngtown
- * Joe Lane, State Transportation Board
- Felipe Zubia, State Transportation Board
- F. Rockne Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

At the November 6, 2006, MAG Management Committee meeting, the MAG Public Participation Plan was recommended for approval.

MEMBERS ATTENDING

- Ed Beasley, Glendale, Chair
- Jan Dolan, Scottsdale, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- Jeanine Guy, Buckeye
- * Jon Pearson, Carefree
- * Usama Abujbarah, Cave Creek
- Mark Pentz, Chandler
- Mark Fooks for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
- # Tim Pickering, Fountain Hills

- * Lynn Farmer, Gila Bend
- * Joseph Manuel, Gila River Indian Community
George Pettit, Gilbert
- * Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Jim Huling for Christopher Brady, Mesa
- * Tom Martinsen, Paradise Valley
John Wendersky for Terry Ellis, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek

- * Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman for Will Manley, Tempe
- * Reyes Medrano, Tolleson
- # Shane Dille, Wickenburg
Lloyce Robinson, Youngtown
Dale Buskirk for Victor Mendez, ADOT
Mike Ellegood for David Smith,
Maricopa County
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Jason Stephens, MAG Public Involvement Planner, (602) 254-6300 or jstephens@azmag.gov.

Public Participation Plan



Maricopa Association of Governments

PUBLIC PARTICIPATION PLAN

TABLE OF CONTENTS

1. INTRODUCTION..... 1

2. BACKGROUND 2

3. MAJOR MILESTONES..... 3

4. MAG PUBLIC PARTICIPATION PROCESS 4

5. FEDERAL LAW 6

6. FEDERAL REQUIREMENTS AND MAG PUBLIC PARTICIPATION STRATEGIES..... 6

7. APPENDIX A: OPEN MEETINGS..... 13

8. APPENDIX B: PUBLIC COMMENT AT MAG MEETINGS..... 14

9. APPENDIX C: MAG PUBLIC INVOLVEMENT PROGRESS REPORT 16

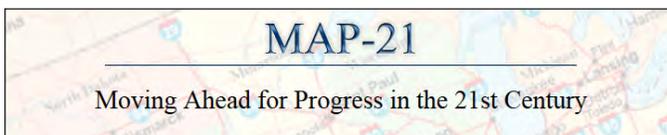


302 North 1st Avenue, Suite 300, Phoenix, Arizona 85003

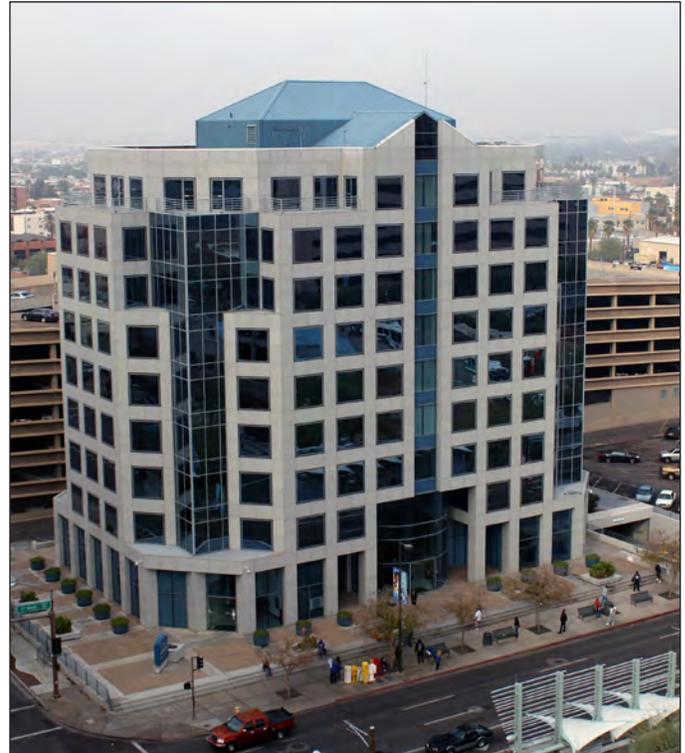
The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations 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 statutes for religion, sex, disability, and age. 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 the Title VI Coordinator at (602) 254-6300.

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).



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	<p>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.</p>
Mid-Phase	<p>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.</p>
Final Phase	<p>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.</p>
Continuous Involvement	<p>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.</p>

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.

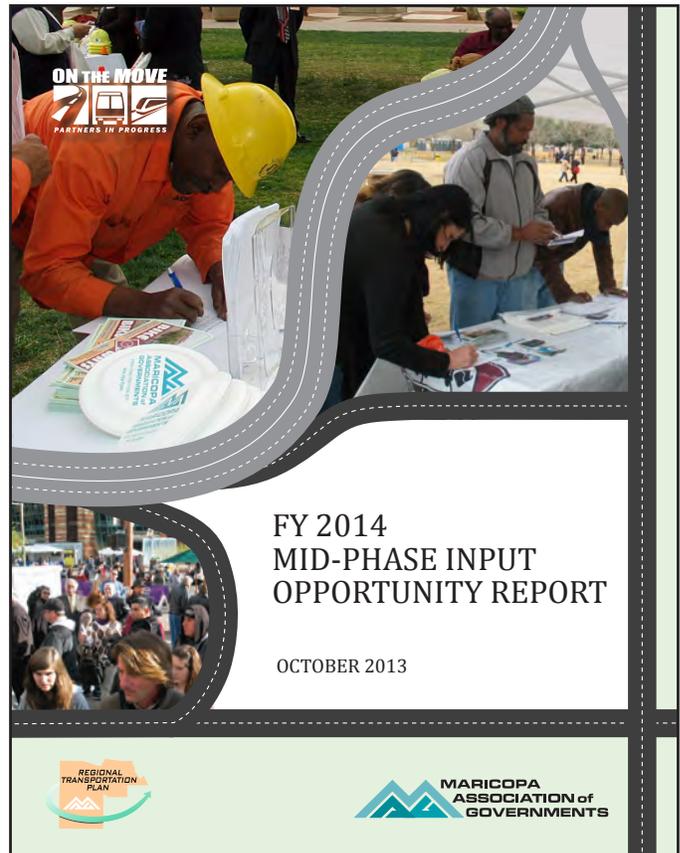
In addition, all MAG public meetings and public input opportunities are posted on the MAG website at www.azmag.gov. A calendar listing major MAG meetings is included on the final page of every issue of *MAGAZine*, MAG's quarterly newsletter. MAG public meetings are also posted 24 hours in advance as 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 10, 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 Sarval 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 Maricopa County 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 pro-

vider agreements for this area are now in place—Northern Parkway is well-positioned to attract quality development in the coming years."

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

Mayor Michael LeVault, Town of Youngtown

Mayor Jerry Weiers, City of Glendale

Mayor Lana Mook, City of El Mirage

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 Gnaack 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.



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.*

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.

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



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 ISTEPA, 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.

The image shows a screenshot of a web browser displaying the 'PUBLIC RECORDS REQUEST FORM' from the Maricopa Association of Governments. The form is titled 'PUBLIC RECORDS REQUEST FORM' and includes the following sections:

- Header:** MARICOPA ASSOCIATION of GOVERNMENTS logo and 'Today's Date: _____'.
- Form Fields:**
 - YOUR NAME: _____ PHONE NUMBER: _____
 - ADDRESS: _____
 - City: _____ State: _____ Zip: _____
 - Your e-mail: _____ EMail: _____
- Statement:** '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.'
- Information Section:** 'The following information is needed before a records search can be conducted for your information. PLEASE PRINT CLEARLY.' This section includes a line for 'If the record will be used for a commercial purpose, please state that purpose below:'.
- Options:**
 - 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)
- Footer:** '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 speak for information at a meeting.

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

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 _____
 Issue on which you wish to speak: _____
 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

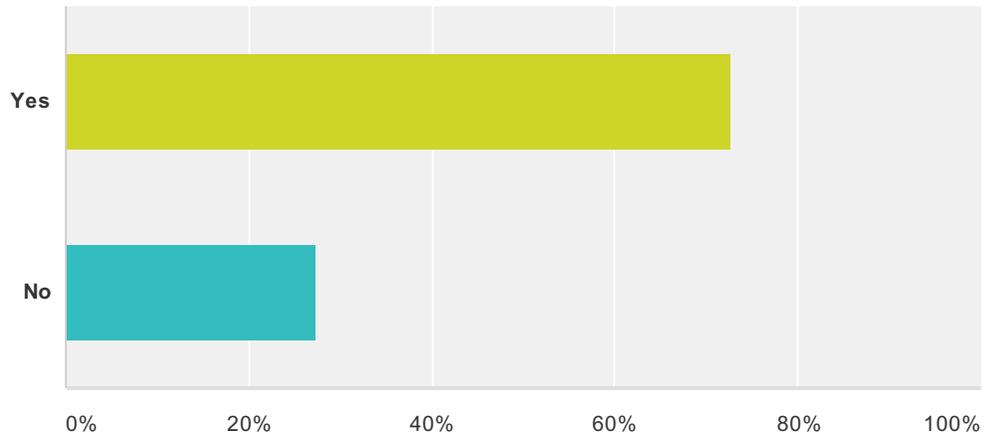
CONTACT MAG

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 Public Involvement Planner: jstephens@azmag.gov
 Community Outreach Specialist: lgamiz@azmag.gov

Q1 Do you have an Innovation Economy economic development strategy?

Answered: 33 Skipped: 0

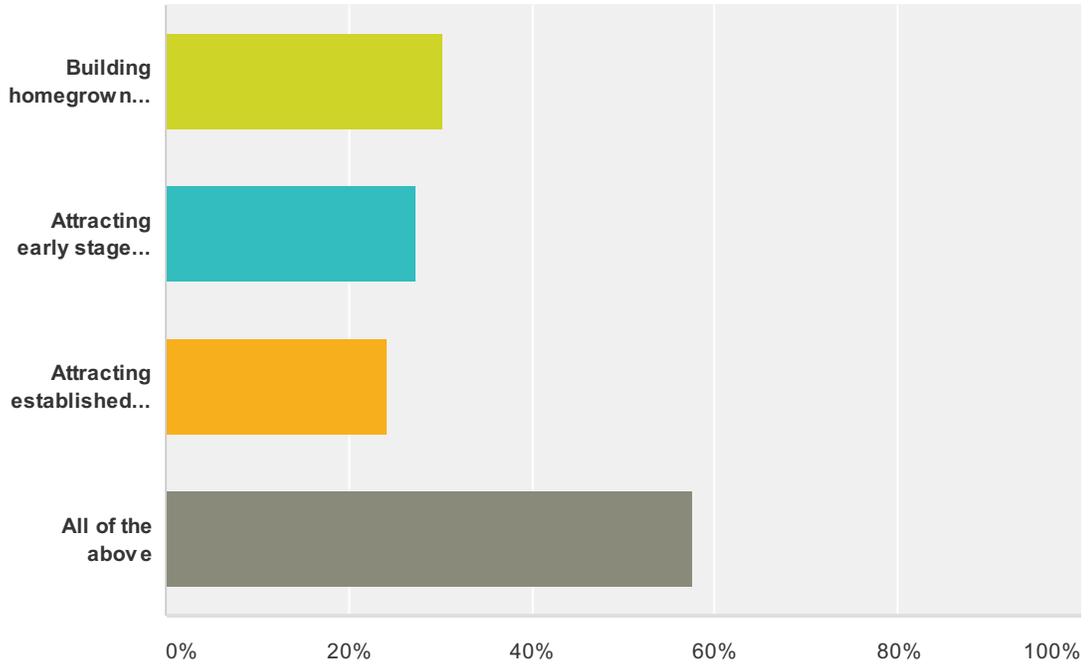


Answer Choices	Responses
Yes	72.73% 24
No	27.27% 9
Total	33

#	Other (please specify)	Date
1	in process of completing one	2/20/2014 1:06 PM
2	working on developing one to be compelted in May	1/27/2014 12:23 PM

Q2 Which of these best describes your Innovation Economy economic development strategy?

Answered: 33 Skipped: 0

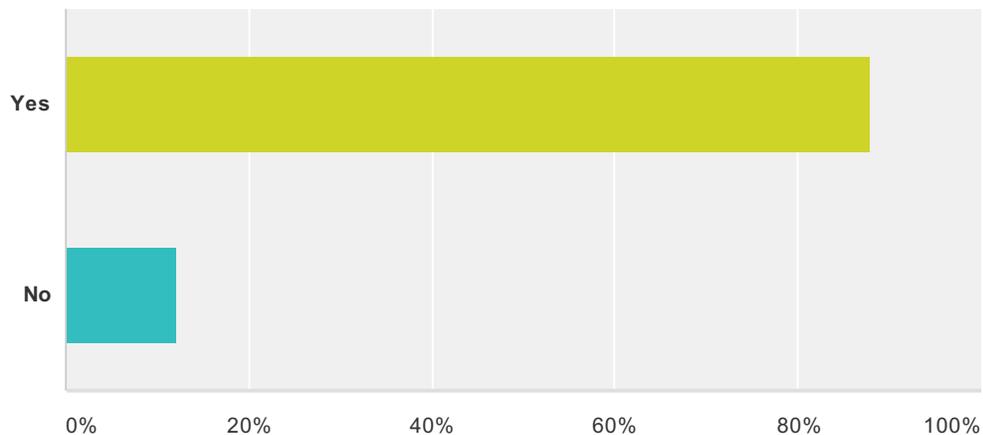


Answer Choices	Responses
Building homegrown startups	30.30% 10
Attracting early stage companies from outside of the region and building them in my city	27.27% 9
Attracting established companies from outside of the region and retaining them in my city	24.24% 8
All of the above	57.58% 19
Total Respondents: 33	

#	Other (please specify)	Date
1	We don't have this strategy.	1/27/2014 4:35 PM
2	None	1/27/2014 12:33 PM

Q3 Do you see innovation and startup activity as a key to the economic development strategy of your city?

Answered: 33 Skipped: 0



Answer Choices	Responses
Yes	87.88% 29
No	12.12% 4
Total	33

#	Other (please specify)	Date
1	it is a component of, but not necessarily a key	2/19/2014 10:59 AM
2	To a certain degree -	2/7/2014 1:32 PM
3	Not the only key, but an important part of a whole ED strategy	1/28/2014 3:12 PM

Economic Development Survey

Q4 What are your top 5 core competencies in terms of economic development?

Answered: 27 Skipped: 6

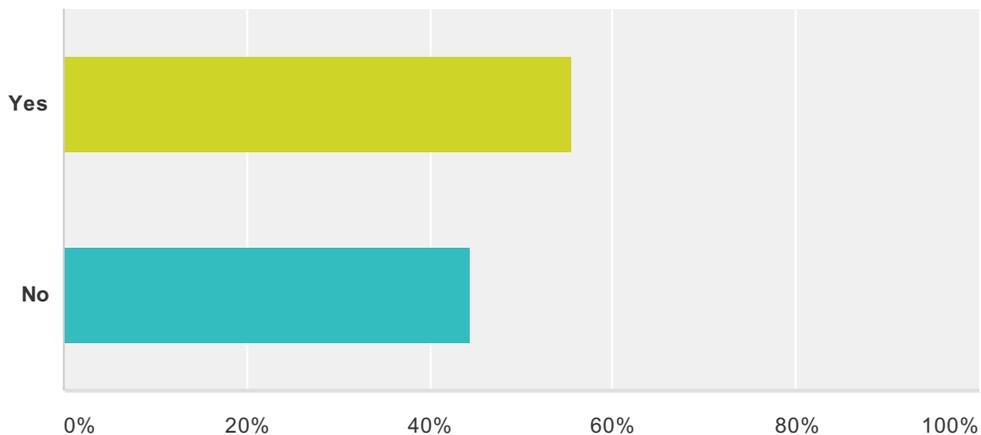
#	Responses	Date
1	1) City-owned campus dedicated toward business innovation and development. 2) Two areas (Southwest Railplex/City Center) that offer robust public infrastructure and facilities for new and expanding business. 3) Community growth projected to increase steadily for next 20 years. 4) Widening of US 60 and completion of Loop 303, providing better connectivity to central Phoenix, northern Arizona and California. 5) City programs (FTZ/5-day Permitting/Custom Development Agreements/Tiered Tenant Leasing) that enhance new and expanding business opportunities for growth.	2/20/2014 2:45 PM
2	labor infrastructure taxes real estate	2/20/2014 1:08 PM
3	Healthcare Higher Education Aviation/Aerospace Sustainable Communities Retail/Entertainment	2/20/2014 1:07 PM
4	Transportation access Workforce Proximity to two metropolitan areas Housing growth Available land	2/20/2014 10:11 AM
5	retention, growth and recruitment of STEM human capital, STEM business development, STEM capacity development, marketing & communications and capital formation	2/19/2014 5:35 PM
6	1111	2/19/2014 1:33 PM
7	Streamlined, Rapid, and Unparalleled Processing Strong Political Support Large Available, and Easily Assembled Land Tracts Connectivity (Transportation) Technical Expertise in Sustainability	2/19/2014 1:19 PM
8	semiconductor industry, back office/advanced business services, aerospace and defense, Innovations and startup, standard manufacturing and high-tech manufacturing.	2/19/2014 11:20 AM
9	No	2/19/2014 10:50 AM
10	Small Business Development Community Entrepreneurship Development Tourism Business Attraction and Retention	2/17/2014 8:23 AM
11	Both broad and deep knowledge of economic development. Solid relationship with Mayor and Council Strong relationships with allies Strong desire on part of Mayor and Council to develop and sustain the Town's economy	2/7/2014 1:34 PM
12	business attraction business retention and expansion redevelopment business assistance	2/7/2014 9:10 AM
13	Business retention Business attraction Workforce development Redevelopment Small business assistance	2/3/2014 12:30 PM
14	Labor Force Real Estate Competitive Operating Environment Educational System Business Friendly	2/3/2014 11:09 AM
15	1. 2 3 4 5	2/3/2014 8:56 AM
16	Job creation	1/29/2014 1:07 PM
17	Organization and leadership for growth of the town. Recruitment of expanding companies to our town. Retention and expansion of existing employers. Cultivation of new, entrepreneurial ideas and people. Branding your community, differentiating from the competition, and marketing that brand.	1/28/2014 3:40 PM
18	Workforce Talent Focus Research base	1/28/2014 1:46 PM
19	Competitive advantage and/or competitive opportunity in several important industry segments/clusters including healthcare, education, aerospace/aviation, technology and tourism. Large, educated workforce and workforce pipeline coming out of more than 15 higher-ed institutions, many of which are receiving technology-based degrees coming out of ASU Polytechnic. Large investment in a robust utilities and transportation infrastructure. Large amounts of available, shovel-ready land and redevelopment opportunities that are particularly suited for technology companies. Strong education system (K-Higher Ed) including ASU Polytechnic's College of Technology and Innovation, as well as more than 15 other higher-ed institutions.	1/28/2014 8:23 AM

Economic Development Survey

20	Redevelopment, retention, tourism, community focus, quality of life	1/28/2014 7:49 AM
21	Attract businesses in the following sectors: Healthcare, technology, youth/amateur, and entrepreneurship. Define who we are as a city, revitalize the City's historic area, enhancing coordination between departments	1/27/2014 4:43 PM
22	Our program started 3 months ago, so we haven't developed them yet.	1/27/2014 4:36 PM
23	11111111	1/27/2014 2:25 PM
24	Healthcare (esp. addiction treatment) Basic Manufacturing Ranching/Equestrian/Agriculture Education Tourism	1/27/2014 12:35 PM
25	not sure what you mean by this - in our department, or as a COMMUNITY?	1/27/2014 12:24 PM
26	attraction expansion retention relationship building lobbying	1/27/2014 12:03 PM
27	health care	1/24/2014 2:13 PM

Q5 Have you declared a specific area of expertise for the city to develop your strategy around?

Answered: 27 Skipped: 6



Answer Choices	Responses
Yes	55.56% 15
No	44.44% 12
Total	27

#	Other (please specify)	Date
1	Yes	2/7/2014 1:34 PM
2	ready May 2014	1/27/2014 12:24 PM

Economic Development Survey

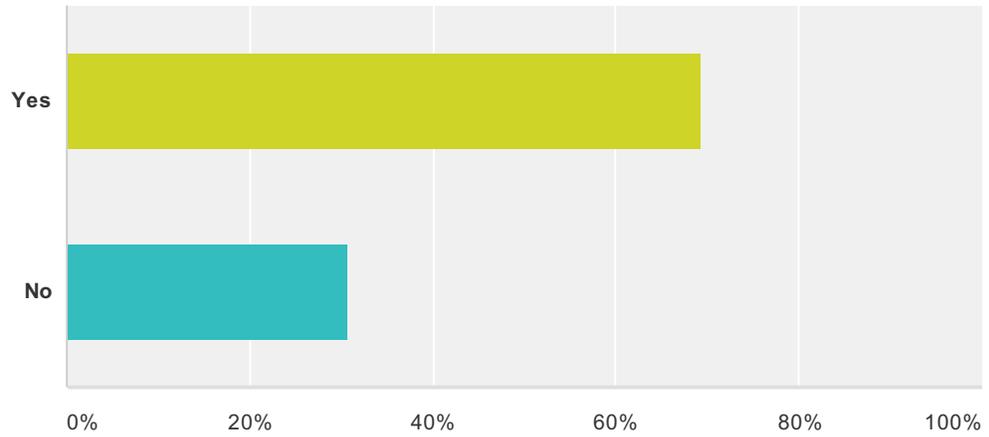
Q6 If so, what is it?

Answered: 16 Skipped: 17

#	Responses	Date
1	STEM	2/19/2014 5:35 PM
2	s	2/19/2014 1:33 PM
3	Energy- Renewable (Solar) and Non-Renewable (Natural Gas)	2/19/2014 1:19 PM
4	High-tech manufacturing	2/19/2014 11:20 AM
5	Right now, it is redevelopment	2/7/2014 1:34 PM
6	Advanced business services, including data centers, Bioscience, Healthcare, High-Tech business operations.	2/3/2014 12:30 PM
7	Phoenix Sky Harbor International Airport	2/3/2014 11:09 AM
8	Aerospace/Defense Healthcare Retail/Entertainment/Hospitality High Tech/Manufacturing	2/3/2014 8:56 AM
9	Job creation	1/29/2014 1:07 PM
10	Business Attraction	1/28/2014 3:40 PM
11	Our HEAT Initiative, which includes Healthcare, Education, Aerospace/Aviation, Technology and Tourism.	1/28/2014 8:23 AM
12	Our natural amenities (tourism draws, quality of life, land/growth potential)	1/28/2014 7:49 AM
13	Economic Development and public private partnerships	1/27/2014 4:43 PM
14	wwwwww	1/27/2014 2:25 PM
15	Manufacturing/Distribution and Healthcare	1/27/2014 12:35 PM
16	transportation/logistics	1/27/2014 12:03 PM

Q7 Have you allocated funds to grow, develop, attract and retain startups to support job creation and wealth creation in your city?

Answered: 26 Skipped: 7



Answer Choices	Responses
Yes	69.23% 18
No	30.77% 8
Total	26

#	Other (please specify)	Date
1	New economic development department	2/7/2014 1:34 PM

Economic Development Survey

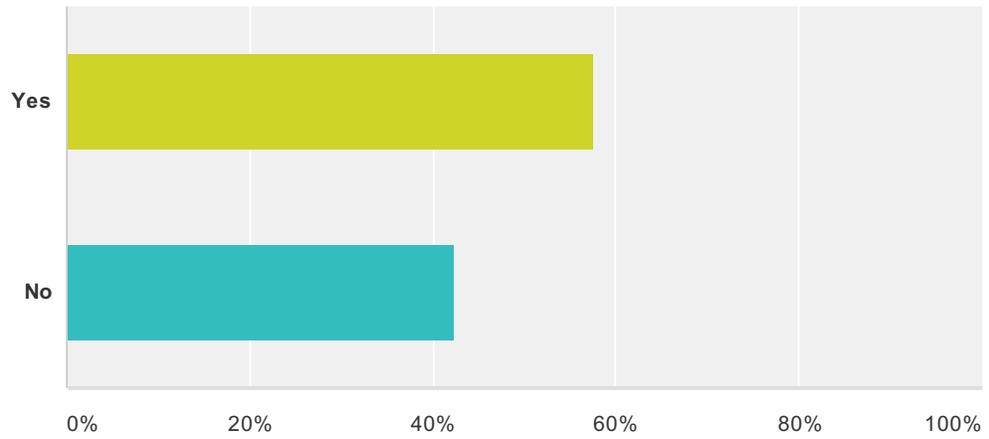
Q8 What are the key initiatives you have funded to support your economic development strategy focused on startups?

Answered: 21 Skipped: 12

#	Responses	Date
1	1) AZ TechCelerator campus operations. 2) Tiered Tenant Leasing. 3) Advisor Programs. 4) Professional Development.	2/20/2014 2:50 PM
2	Business Incubator in partnership with ASU Alexandria Network. The space is located at the Goodyear Library and is called The InnovationHub @ GoodyearAZ	2/20/2014 1:09 PM
3	Silver King Marketplace is a town-owned business incubator.	2/20/2014 10:12 AM
4	over the last 5 years Gilbert has invested over \$250,000 in strategies for start ups.	2/19/2014 5:36 PM
5	asaffddf	2/19/2014 1:33 PM
6	Acceleration and Streamlining of Processing (from years to weeks), Agreement and Funding of Chamber of Commerce, Redevelopment District Formation	2/19/2014 1:23 PM
7	Funding for key facilities for start-ups	2/19/2014 11:22 AM
8	Office style business incubator	2/17/2014 8:25 AM
9	Rents are attractive to startups; as mentioned, focusing on second stage.	2/7/2014 1:34 PM
10	Partnership with MCC/GCC to initiate a Glendale Small Business and Entrepreneurship Center	2/7/2014 9:14 AM
11	Medical Device Incubator to grow the Bioscience/Healthcare industry within the community.	2/3/2014 12:32 PM
12	None	2/3/2014 11:09 AM
13	Incubators Accelerator Economic Development Initiatives	2/3/2014 8:57 AM
14	Innovation	1/29/2014 1:08 PM
15	An business incubator, JumpStartBiz.	1/28/2014 3:40 PM
16	LAUNCHPOINT (Technology Accelerator)	1/28/2014 8:24 AM
17	None	1/28/2014 7:49 AM
18	Partnership with Tallwave on an upcoming Avondale Venture Blueprint 12- week training program	1/27/2014 4:44 PM
19	wwwwwww	1/27/2014 2:26 PM
20	Funding to outside groups to provide tourism marketing and economic development services	1/27/2014 12:36 PM
21	fund 2 different economic development groups in the county along with a county wide department. Also support the local COG and their economic development initiatives.	1/27/2014 12:05 PM

Q9 Do you have an incubator or an accelerator?

Answered: 26 Skipped: 7



Answer Choices	Responses
Yes	57.69% 15
No	42.31% 11
Total	26

#	Other (please specify)	Date
1	We have Gangplank that is identified as a co-working space	1/27/2014 4:44 PM
2	private only, not public	1/27/2014 12:24 PM

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

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

SUMMARY:

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

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

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

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

This Near-Term Improvements Strategy is considered preliminary and is still under study, Subject to final environmental clearances, as well as approvals of the MAG Regional Council for incorporation into the Transportation Improvement Program (TIP), it is anticipated that the strategy will be recommended for inclusion in the MAG TIP later this year. The Arizona Department of Transportation (ADOT) is leading the effort for implementing this near-term improvement strategy for Interstate 10 and Interstate 17.

PUBLIC INPUT:

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

PROS & CONS:

PROS: The bottleneck locations that these near-term improvement strategies address are presently some of the most highly-congested locations in Metro Phoenix. According to simulation model results, these improvements, particularly those that address the current weaving difficulties along Interstate 10 between SR-143 and US-60, dramatically enhance traffic flows and facilitate improved travel times for the corridor. In addition, the significant traffic operations and intelligent transportation system (ITS) investments will provide more than 43 percent of all daily travel in Metro Phoenix with better information about accessing the 35-mile segment of Interstate 10 and Interstate 17.

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The Transportation Policy Committee received a presentation on proposed multi-phase approach for addressing improvements to the Interstate 10 and Interstate 17 corridor on November 14, 2012. At that time, no specific actions were identified for the Near-Term Improvements strategy.

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

Revisions to the Arterial Life Cycle Program Policies and Procedures

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 (Policies), which were last approved by the MAG Regional Council on December 9, 2009.

On April 29, 2013, the MAG Managers Working Group held a meeting to discuss potential changes to the Policies. At the meeting, there was general consensus to strengthen project commitment, better define the annual program development/budget process, and develop a toolkit of program rebalancing methodologies. The Managers Working Group requested that the ALCP Working Group develop specific revisions to accomplish these ends. The ALCP Working Group met a total of seven times from August 2013 through February 2014. To address project commitment, proposed revisions to the Policies include the annual submission of a project commitment letter signed by an agency's city/county/town manager (page 4) and establishment of programming principles to require attainment of certain milestones before reimbursement can be programmed (pages 5-6). Further, the proposed revisions provide for the establishment of advancement priorities that give reimbursement priority to completed projects and projects underway (page 15).

Proposed revisions also include refinements to the annual program/budget process. Proposed revisions state that decisions relating to program funding – such as a program deficit or surplus – should first go to the Managers Working Group for direction (page 16). A toolbox of rebalancing methodologies was developed to provide the Managers Working Group with options for such occasions (page 7).

Lastly, proposed revisions to the Policies include updates to language pertaining to federally funded ALCP projects and changes to administrative requirements. The federal fund invoice approval and payment process, as has been practiced for several years, was documented in Appendix B (page 46). Proposed revisions also address requirements relating to the 30 percent ALCP match for federally funded projects; under current policies, the federal reimbursement amount and the entire 30 percent match must be federally eligible. Under the revised policies, only the federal reimbursement and minimum federal match must be federally eligible while the remaining match must meet the eligibility requirements stated in the Policies. This policy would apply to expenditures retroactively so long as they are consistent with Section 340. The Policies also include revisions to streamline administrative requirements of agencies.

Please refer to the revised Policies; text added to the Policies has been underlined, text removed from the Policies has been ~~struck-out~~, and notes are denoted by "NOTE." Notes will not be contained in the approved version.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Proposed revisions to the Arterial Life Cycle Program will strengthen project commitment, ensure reimbursements are programmed in an efficient manner, improve development of the annual update, improve delivery of federally funded projects, and streamline administrative requirements.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will be able to continue implementation of the Arterial Life Cycle Program.

POLICY: A.R.S. 28-6352 (B) requires that MAG performs life cycle management for the arterial street component of the Regional Transportation Plan.

ACTION NEEDED:

Recommend approval of the proposed revisions to the Arterial Life Cycle Program Policies and Procedures.

PRIOR COMMITTEE ACTIONS:

On April 24, 2014, the Transportation Review Committee recommended approval of the proposed revisions to the Arterial Life Cycle Program Policies and Procedures.

MEMBERS ATTENDING

- | | |
|---|---|
| Avondale: David Fitzhugh, Chair | Litchfield Park: Julius Diogenes for Woody Scoutten |
| Phoenix: Rick Naimark, Vice Chair | Maricopa (City): Paul Jepson |
| ADOT: Kwi-Sung Kang for Floyd Roehrlich | Maricopa County: John Hauskins |
| Buckeye: Jose Heredia for Scott Lowe | Mesa: Jeff Martin for Scott Butler |
| # Cave Creek: Ian Cordwell | * Paradise Valley: Jim Shano |
| Chandler: Dan Cook | Peoria: Andrew Granger |
| El Mirage: Jorge Gastelum | Queen Creek: Mohamed Youssef |
| Fountain Hills: Randy Harrel | Surprise: Martin Lucero for Dick McKinley |
| Gila Bend: Ernie Rubi | Tempe: Marge Zylla for Shelly Seyler |
| * Gila River: Tim Oliver | Valley Metro: John Farry |
| Gilbert: Kristin Myers for Leah Hubbard | * Wickenburg: Vince Lorefice |
| Glendale: Debbie Albert | Youngtown: Grant Anderson |
| Goodyear: Cato Esquivel | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|---|
| * Street Committee: Charles Andrews, Avondale | * Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County |
| * ITS Committee: Catherine Hollow, Tempe | * Transportation Safety Committee: Renate Ehm, Mesa |
| FHWA: Ed Stillings | |

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

Attended by Audioconference

CONTACT PERSON:

John Bullen, Transportation Planner II, (602) 254-6300.

TABLE OF CONTENTS

BACKGROUND	I
I. ARTERIAL LIFE CYCLE PROGRAM MANAGEMENT AND ADMINISTRATION	- 1 -
SECTION 100: PROGRAM OBJECTIVES	- 1 -
SECTION 110: APPLICABILITY OF ARTERIAL LIFE CYCLE PROGRAM POLICIES AND PROCEDURES.....	- 2 -
SECTION 120: PROGRAM REPORTING	- 2 -
SECTION 130: MAG COMMITTEE PROCESS.....	- 3 -
II. PROGRAMMING THE ARTERIAL LIFE CYCLE PROGRAM	- 4 -
SECTION 200: PROGRAMMING THE ALCP	- 4 -
SECTION 210: UPDATING ALCP PROJECTS IN THE ALCP	- 8 -
SECTION 220: TYPES OF ALCP PROJECT UPDATES	- 8 -
SECTION 230: PROGRAM OR PROJECT AMENDMENTS AND ADMINISTRATIVE ADJUSTMENTS	- 11 -
SECTION 240: INFLATION IN THE ALCP.....	- 12 -
SECTION 250: ALCP RARF CLOSEOUT (PREVIOUSLY 260)	- 13 -
SECTION 260: USE OF SURPLUS OR DEFICIT PROGRAM FUNDS (PREVIOUSLY 270).....	- 15 -
SECTION 270: REALLOCATION OF PROJECT SAVINGS (PREVIOUSLY SECTION 350)	- 16 -
III. PROJECT DETAILS	- 18 -
SECTION 300: LEAD AGENCIES	- 18 -
SECTION 310: ALCP PROJECT BUDGETS	- 19 -
SECTION 320: PROJECT ELIGIBILITY	- 20 -
SECTION 330: REIMBURSABLE EXPENDITURES	- 24 -
SECTION 340: LOCAL MATCH AND INELIGIBLE EXPENDITURES (NEW SECTION)	- 27 -
SECTION 350: PUBLIC INVOLVEMENT AND INPUT (NEW SECTION)	- 29 -
IV. ALCP PROJECT REQUIREMENTS	- 31 -
SECTION 400: PROJECT OVERVIEW	- 31 -
SECTION 410: PROJECT AGREEMENT	- 32 -
SECTION 420: PROJECT REIMBURSEMENT REQUESTS	- 34 -
SECTION 430: PROGRESS REPORTS (NEW SECTION)	- 38 -
APPENDIX A. GLOSSARY AND ACRONYMS	- 39 -
APPENDIX B. ADOT FEDERAL FUND INVOICE APPROVAL & PAYMENT PROCESS -	39 - 38
APPENDIX C. EXAMPLE OF FEDERALLY-FUNDED PROJECT AND MATCH REQUIREMENTS	

BACKGROUND

In 2004, the Maricopa Association of Governments (MAG) initiated the development of the Arterial Life Cycle Program (ALCP, or the “Program”) to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP, or the “Plan”). MAG is the designated Metropolitan Planning Organization (MPO) for the Maricopa region. MAG serves the role designated in ARS: 28-6308 as the “regional planning agency” for this region.

The Policies and Procedures were developed in coordination with the Transportation Review Committee in workshops held in 2004 and early 2005 and are consistent with the requirements in House Bill 2456, passed in 2004 in association with the development of the Regional Transportation Plan (RTP) and Proposition 400. House Bill 2456 allocated 10.5 percent of Regional Area Road Funds collected for arterial streets, including capital expenses and implementation studies.

The original version of the ALCP Policies and Procedures were approved by the Transportation Policy Committee on June 21, 2006 and by the Regional Council on June 28, 2006. ~~The current version of the ALCP Policies and Procedures was approved by the Regional Council on April 22, 2009. Since then, the ALCP Policies and Procedures have been periodically updated five times. All updates to the ALCP Policies and Procedures are submitted to the are generated with input from the ALCP Working Group and/or Managers Working Group for review and input before revisions are presented through the MAG Committee Process for approval.~~

The ALCP relies upon two main elements:

1. Policies and Procedures. Policies, which provide direction to decisions and processes, in conjunction with procedures, which specify the steps needed to implement these specified policies; and,
2. Project Requirements. Project Agreements (PA), which define the roles and requirements for agencies participating in the implementation of each Project; Project Overviews (PO), which define the scope of the project and ensure that it aligns with the intent of the Regional Transportation Plan; and Project Reimbursement Requests (PRR), which define the reimbursements for the project per the program amount and fiscal year.

I. ARTERIAL LIFE CYCLE PROGRAM MANAGEMENT AND ADMINISTRATION

SECTION 100: PROGRAM OBJECTIVES

A. The ALCP has five key objectives:

1. Effective and Efficient Implementation of the RTP: Facilitate the effective and efficient implementation of the arterial component of the RTP. In support of this objective, the Program should:
 - a. Ensure Projects are implemented in a manner consistent with the RTP, including any updates or amendments;
 - b. Include the means to track Project implementation against requirements established in the RTP and the ALCP; and,
 - c. Be administratively simple.
2. Fiscal Integrity: Ensure the fiscal integrity of the regionally funded arterial component of the RTP. In support of this objective, the Program should:
 - a. Establish comprehensive financial and reporting requirements for each Project; and
 - b. Coordinate with the RTP and the other modal programs on key financial, accounting and reporting policies, procedures and practices.
3. Accountability: Provide the means to track and ensure effective and efficient Project implementation. In support of this objective, the Program should:
 - a. Employ comprehensive Project Agreements, or other legal instruments, that detail agency roles and responsibilities in the implementation of specific Projects; and
 - b. Provide the means within each Project Agreement, Project Overview and Project Reimbursement Request to track Project implementation, performance and successful completion of individual Projects and the Program.
4. Transparency: Provide members of the public, elected officials, stakeholders, participating agencies and others with ready access to information on the Program and on each Project. In support of this objective, the Program should:
 - a. Include substantial public and stakeholder consultation as part of the implementation process for each Project; and
 - b. Require that material project changes to Projects in the Program be subject to public and stakeholder consultation-involvement through the MAG Committee Process ~~as well as any other consultation processes, including within the community or communities affected, as specified in the associated Project Agreements.~~
5. Compliance: Comply with all applicable federal, state and local requirements in the implementation of Projects.

B. Consistency with the RTP generally means that an ALCP Project meets Project the eligibility requirements specified in Section 300, the Project regional reimbursement is fiscally constrained, and the reimbursement is in the original RTP phase.

- C. The Program must be flexible and allow adjustments as needed in support of meeting the key objectives.

SECTION 110: APPLICABILITY OF ARTERIAL LIFE CYCLE PROGRAM POLICIES AND PROCEDURES

- A. The requirements established in this document are limited to arterial street and/or intersection Projects ~~(including arterial intersections)~~ as specified in the RTP that receive regional funds, including federal, state and regional (including half-cent) funds.
- B. Projects receiving any federal funding in the ALCP must satisfy all federal, state, and local requirements as defined by FHWA, ADOT, and local parties, in addition to the requirements in addition to the requirements established in this document.
 - 1. Only select Projects will have federal funding allocated to them. Federally funded ALCP Projects will be identified and the Lead Agency designated for that Project will work with MAG, ~~and~~ the ADOT Local Government Section, and the Federal Highway Administration to ensure ~~conformity compliance to~~ with federal and ALCP requirements.
- C. To make changes to the ALCP Policies and Procedures:
 - 1. MAG staff will suggest new provisions, additions, and revisions to the ALCP Policies and Procedures, when necessary.
 - 2. Member agencies may submit suggested changes to MAG and /or the chairperson of the Transportation Policy Committee.

SECTION 120: PROGRAM REPORTING

- A. Prior to the beginning of each fiscal year, the Arterial Life Cycle Program will be approved through the MAG Committee Process unless otherwise prohibited due to outstanding issues.
 - 1. MAG Staff will notify MAG Member Agencies if there will be a delay in approving the ALCP.
- A.B. The adopted Arterial Life Cycle Program will:
 - 1. ~~It will Provide~~ the status of the Projects: Project additions, Project deletions, changes to Project schedules, Program and Project financing and other necessary components.
 - 2. ~~It will also e~~ Certify the revenues and regional reimbursement costs in the ALCP.
 - 3. Be incorporated into the ~~MAG will use this information for the~~ Annual Report on the Implementation of Proposition 400, the Transportation Improvement Program, the State Transportation Improvement Program, RTP updates or revisions, the ALCP Status Report, and other documents. Programmed amounts shall match the adopted ALCP.
- B.C. The ALCP Status Report will provide the MAG committee members an update on all Project requirements and ALCP financial information. Information provided in the status report will include the number of Project Overviews, Project Agreements, and Project Reimbursement Requests submitted and processed by MAG Staff.

~~C~~.D. Audits: All participating agencies must cooperate and provide requested information, if available, as part of the performance audit to be conducted by the Auditor General beginning in 2010, and every fifth year thereafter. ARS: 28-6313.A

1. All participating agencies will provide information to meet the minimum requirements for the audit report by way of the Project Overview and Project Reimbursement Request.

SECTION 130: MAG COMMITTEE PROCESS

- A. The MAG Committee Process is defined in Appendix A - Glossary and Acronyms.
- B. Final decisions regarding the ALCP rest with the MAG Regional Council with recommendations from the Transportation Review Committee (TRC), MAG Management Committee and the Transportation Policy Committee (TPC). Variations to the MAG Committee Process may be applied. These include, but are not limited to:
 1. Other committees, including MAG modal committees, MAG Street Committee, and the MAG ITS Committee, or bodies outside this process may consider and advise on the same item; and
 2. Consultation with the Citizens Transportation Oversight Committee (CTOC), which will be conducted as appropriate and consistent with requirements in ARS: 28-6356(F) & (G).
- C. The MAG Committee Process will apply for the:
 1. Approval of amendments to the ALCP Policies and Procedures;
 2. Adoption of the Arterial Life Cycle Program;
 3. Approval of amendments to the ALCP, TIP, and RTP; and,
 4. ~~Approval of administrative adjustments to the ALCP.~~ Approval of projects selected for RARF Closeout
 - 4.5. Approval of projects selected for ALCP Federal Funds closeout

II. PROGRAMMING THE ARTERIAL LIFE CYCLE PROGRAM

SECTION 200: PROGRAMMING THE ALCP

- A. The RTP establishes regional funding limits, reimbursement phases, as well as general locations, scopes, and priorities for all ALCP Projects.
1. The regional funding is guided by the funding recommendations set forth in the MAG Regional Transportation Plan (RTP).
 - a. House Bill 2456 allocated 10.5 percent of Regional Area Road Funds collected for arterial streets, including capital expenses and implementation studies.
 - i. The RTP allocates 10.2-96.5305 percent of the Regional Area Road Funds (RARF) dedicated to arterials for ~~to~~ capital expenses for streets.
 - ii. The RTP allocates 0.33.4695 percent of the RARF funds dedicated to arterials for implementations studies.
 2. The regional funding for the ALCP is comprised of three revenue sources: the regional area road fund (RARF), otherwise known as the 1/2 cent sales tax, federal surface transportation program (STP) funds targeted for the MAG region, and federal congestion mitigation and air quality (CMAQ) targeted for the MAG region.
 3. The RARF funding distribution to the ALCP is bound by the requirements set forth in House Bill 2456 (2004).
 - a. The RTP and ALCP include four reimbursement phases as outlined below.
 - i. Phase I - Fiscal Years 2006 - 2010
 - ii. Phase II - Fiscal Years 2011 - 2015
 - iii. Phase III - Fiscal Years 2016 - 2020
 - iv. Phase IV - Fiscal Years 2021 -2026
- B. All ALCP Projects must be programmed in the local government agencies Capital Improvement Program (CIP) and the approved MAG Transportation Improvement Program (TIP) before they may be ~~implemented or~~ reimbursed.
1. ~~During the annual update of the ALCP, MAG Staff will review and analyze the Lead Agency's, and partnering agency's approved and/or draft Capital Improvement Program when programming ALCP Projects for reimbursement in the current and following fiscal year for fiscal commitments.~~
- C. The certification of Local Funds and required supporting documentation serve as the basis for ~~A commitment letter from the City/County/Town Manager or designee will be the basis of~~ programming decisions for work and/or reimbursement in the first two years of the ALCP.
- D. For a project to ~~Before a project may~~ be programmed for work and/or reimbursement in the first two years of the current or draft ALCP, the Lead Agency must:
1. Demonstrate sufficient local funding for the project is programmed in the Lead Agency's CIP or TIP

- a. For multi-jurisdictional projects, the Lead Agency is responsible for collecting CIP and other budgetary documents from the project partners that demonstrate the availability of local funds.
2. Submit a completed Certification of Local Funds form commitment letter signed by the City/County/Town manager or designee, and supporting documentation as outlined in 200.D.3, and and copies of the current draft of the agency's CIP that demonstrates local funding for the project.
- a. The Certification of Local Funds commitment letter form must be signed by the City/County/Town Manager or designee. The designee must be department director level or higher.
 - ~~—The Certification of Local Funds form will be provided by MAG.~~
 - b. A commitment letter template will be provided by MAG. Modifications to the Certification of Local Funds form will not be accepted.
 - c. The commitment letter shall certify that that local funds, staff time, and resources are committed to develop, obligate, implement, and complete the project as requested.
- ~~—Submit the necessary supporting documentation as outlined below.~~
- ~~—An ALCP Progress Report must be submitted for requests to program:

 - ~~—Design work in excess of \$500,000; or~~
 - ~~—Design work in excess of 50% of the total programmed reimbursement for design.~~
 - ~~—Any work and/or reimbursement for Right-of-Way acquisition or construction activities.~~~~
 - ~~—A Project Overview must be submitted for requests to program work for Right-of-Way acquisition activities.~~
 - ~~—A Project Overview and Project Agreement must be submitted and accepted as complete for requests to program:

 - ~~i. Work and reimbursement for Right-of-Way acquisition activities.~~
 - ~~ii. Work and/or reimbursement for construction activities.~~~~
- E. During the annual ALCP update, Project Reimbursements will be programmed in accordance with the following guidelines:
1. RARF Funded Projects:
- a. Design must be programmed in the local government agency's Capital Improvement Program (CIP) before any regional reimbursement may be programmed within the next two fiscal years.
 - b. A project overview must be submitted and accepted by MAG before any regional right-of-way reimbursement may be programmed in the next fiscal year.
 - c. A project must have substantial design and any right-of-way acquisition (if applicable) in process or completed before any regional construction reimbursement may be programmed in the next fiscal year.

2. Federally Funded Projects:

- a. Before federal funds may be programmed within the next two fiscal years, the lead agency must develop a project work schedule that demonstrates a reasonable expectation of project obligation. The timeline should be consistent with the standard development timeline of federally funded projects.
- b. A project must have an ADOT project number before any federal right-of-way or construction funds can be programmed in the next fiscal year.
- c. If a project programmed to receive federal funds fails to obligate, and funds are swept from the region as a result, those funds will be lost from the project.
- d. MAG will work with ADOT and the Lead Agency to make any funding adjustments to ensure all federal funds committed to the ALCP are obligated in the year for which they are programmed.

3. Exceptions to the programming guidelines may be approved through the MAG committee process.

- a. Requests should go to the MAG Street Committee for a technical review and recommendation.

~~— For a project to be programmed in the ALCP and the MAG Transportation Improvement program, the Lead Agency must demonstrate the commitment of local funds and progress on the project.~~

- ~~a. Once a project has been initiated, the Lead Agency must show continuous progress towards the completion of the project. Failure to work continuously on a project may result in the deferral of the project:~~
 - ~~a. Outside the approved and/or draft TIP period; and,~~
 - ~~b. Outside the first five years of the current or draft ALCP.~~

~~D.F.~~ Programming of Projects funded by the ALCP must be consistent with the ALCP Program and the ALCP Policies and Procedures. The Maricopa Association of Governments (MAG) is the agency designated by law to implement the Arterial Life Cycle Program ensuring the estimated cost of the program improvements does not exceed the total amount of available revenues.

~~2.1.~~ Initially, Projects will be programmed based on the regional funding specified in the RTP plus local match contributions, as well as scopes and termini as described in the RTP.

- a. In order to support the development of Project Agreements that include a scope and schedule for each Project, programming of each ALCP Project shall include a separate scoping or design phase that precedes right-of-way acquisition and construction, unless otherwise agreed to by MAG. Environmental clearances may be funded as part of the scoping or design phase.

3-2. All ALCP Projects will be updated annually and the ALCP will be programmed and produced at the beginning of each fiscal year.

a. The Lead Agency for each ALCP Project will be responsible for Project updates.

b. MAG Staff will produce an ALCP update schedule at the beginning of each fiscal year.

c. If a program deficit occurs, MAG will consult the Managers Working Group and may use the following strategies to balance the program:

i. Elimination of program bonding

ii. Elimination or reduction of program inflation

iii. Elimination of projects

iv. Percentage reduction in project funding

d. If a program surplus occurs, MAG will consult the Managers Working Group and may use the following strategies to balance the program:

i. Restoration of program bonding

ii. Restoration of program inflation

iii. Restoration of projects

iv. Percentage increase in project funding

4-3. All ALCP Project Reimbursements are dependent upon the availability of regional funds.

a. During the annual update, all project change requests will be reviewed by MAG Staff for compatibility with Section 110(-A) and ~~the current, and~~ projected regional funding sources (-RARF, STP, and CMAQ).

b. MAG Staff will coordinate with Lead Agency Staff to resolve project change requests that are not compatible with the availability of regional funds or Section 110(-A). Methods to resolve these issues may include the:

i. Advancement/deferral of project reimbursements, projects, project segments, or work phases per Section 250, Section 260, and Section 270~~Section 270~~260;

ii. Change in fund type allocated to a project or work phase based on available funding;

iii. Change in the reimbursement amount allocated to a project, project segment, and/or work phase over multiple fiscal years.

5-4. Federal funds will be allocated to Projects, considering:

a. A request from the Lead Agency.

- b. It is on a new alignment, has a potential impact on sensitive areas and/or populations or that it may readily accommodate the federal process given the length, amount of Project Regional budget or schedule.
- c. Project eligibility under federal requirements.
- d. The availability of federal funds.

6-5. _____ If a Project programmed to receive federal funds is deferred (Project A) and another Project programmed to receive federal funds is able to use the federal funds that year (Project B), then Project B may be accelerated to expend the maximum amount of committed federal funds in the ALCP that year. It is the ALCP's goal to expend the maximum amount of committed STP-MAG and CMAQ funds for a given year in the ALCP.

- a. Projects programmed to receive federal funds can be accelerated from one phase to another to use federal funds. This does not pertain to Projects programmed to receive RARF funds.
- b. If a Project is programmed to receive both, federal and RARF, funds, the portion of the Project that is programmed to receive federal funds may be accelerated. The portion of the Project programmed to receive RARF funds cannot be accelerated from one phase to another.
- c. MAG staff will work with the Lead Agency on the Project's new schedule and reimbursement matters.

SECTION 210: UPDATING ALCP PROJECTS IN THE ALCP

- A. All ALCP Projects will be updated annually (refer to Section 200(F)C-2).
- B. Any necessary changes to an ALCP Project must be submitted by a written request stating the new updated schedule and budget and any other necessary justifications.
 - 1. Requests will be approved through the MAG Committee Process by the approval of the ALCP.
 - 2. Update forms will be provided by MAG.
- C. All ALCP Projects that are moved, changed or updated from their original schedule in the RTP must consider the impact of the proposed changes on other RTP Projects and on neighboring communities.
- D. MAG, the Lead Agency, and other agency (ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed changes or updates.

SECTION 220: TYPES OF ALCP PROJECT UPDATES

- A. Projects may be advanced by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement, who must pay the costs of advancing the Project and wait for reimbursement from the Program in the fiscal year the Project or Projects are scheduled in the ALCP to receive regional funds. To do so, it is required that:
 - 1. In advancing a Project, the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement must bear all costs and risks associated with advance design, right-of-way acquisition, construction and any related activities for ALCP Projects.

2. Financing costs and any other incremental costs associated with the advancement are not eligible for reimbursement.
 3. The reimbursement for the advanced Project must be in the currently approved programmed ALCP.
 - a. Reimbursement for a Project will be the amount listed, plus inflation to the year the Project is programmed for reimbursement in the ALCP.
 - i. MAG Staff will use inflation factors as noted in Section 240.
 4. ~~The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement may request to revert to the original Project schedule as long as all non-recoverable costs incurred or committed are paid for by the Lead Agency and/or other agency(ies)/jurisdiction(s) listed in the Project Agreement, and there are no other unacceptable adverse impacts associated with the reversion.~~
 5. ~~For Projects advanced as segments of a larger RTP Project, the amount of regional reimbursement will be determined following the completion of the process for segmenting Projects and must be specified in the Project Overview and Project Agreement.~~
 6. Upon completion of an advanced Project, all Project Reimbursement Requests must be submitted to MAG. Reimbursement payments will follow the schedule established in ~~the Project Agreement and Project Overview~~ the currently approved ALCP.
 - a. Reimbursement payments may be accelerated for projects approved for RARF Closeout Funds through the MAG Committee Process, per Section ~~260~~250.
- B. Lead Agencies may ~~An ALCP Project has the option of~~ segmenting an original RTP Project as long as the resulting Project segments would provide for the completion of the original Project as specified in the RTP.
1. A Design Concept Report or equivalent may be used to determine major Project elements within each jurisdiction and to develop recommendations for budget allocations.
- C. Projects may be deferred at the request of the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and/or MAG.
1. If a Project is deferred, other Projects will be moved in priority order at that time, taking into account: Project readiness, local match available and funding source preferences.
- D. A Lead Agency may exchange two Projects in the ALCP if:
1. Project 1 is deferred from Phase I, II or III to Phase II, III, or IV, AND Project 2 is advanced from Phase II, III or IV to Phase I, II, or III.
 2. When Projects are exchanged, the advanced Project 2 may receive regional reimbursement up to the maximum of the budgeted reimbursement amount of Project 1 or the maximum budget of Project 2, whichever is less.
 3. Funding for all Projects involved in a Project exchange must be documented for the ALCP Program both before and after the proposed exchange in order to demonstrate that there will be no negative fiscal impact on the ALCP.

- E. If an original ALCP Project is deemed not feasible, a substitute Project may be proposed for substitution in the same jurisdiction as the original Project.
 - 1. The Lead Agency may propose a substitute Project that would use the regional funds allocated to the original Project. The substitute Project shall relieve congestion and improve mobility in the same general area addressed by the original Project, if possible.
 - 2. Substitute projects may not be completed prior to inclusion in the Arterial Life Cycle Program.
 - 3. The Lead Agency must submit a written request to MAG. The written request must include:
 - a. Justification, such as a feasibility study, level of service justification, or other documents explaining why the Project is deemed not feasible, and the description of steps to overcome any issues related to deleting the original Project from the ALCP and RTP.
 - b. How the proposed project would relieve congestion and improve mobility; and,
 - c. The proposed substitute project budget and schedule.
 - d. MAG Staff will work with jurisdictions on a case-by-case basis to ensure proper justification.

- F. An original ALCP Project can change its original Project scope due to environmental issues, public concerns, costs and other factors.
 - 1. The Lead Agency must submit a written request to MAG. The written request must include justification, such as a feasibility study, level of service justification, revised budget and/or other documents explaining why the change to the original Project is required, and the description of steps to overcome any issues related to changing the original scope of the ALCP Project.
 - a. MAG Staff will work with jurisdictions on a case-by-case basis to ensure proper justification.
 - 2. The scope change should relieve congestion and improvement mobility in the same area addressed by the original planned Project, if possible.
 - 3. Project scope changes may not include completed portions of a project or project segment, which are not included in an Arterial Life Cycle Program approved through the MAG Committee process.

- G. All Material Project Change requests ~~to change original ALCP project scope or a substitute a project in the ALCP~~ must meet all requirements established in Sections 200, Section 210, and Section 220.
 - 1. Before being approved through the ~~standard~~ MAG Committee Process, the requests:
 - a. Must be reviewed and approved by MAG for consistency with the ALCP Policies and Procedures and the Regional Transportation Plan goals and objectives
 - b. ~~Will~~ Will be presented by an employee of the Lead Agency to the MAG Street Committee for a technical review and recommendation. The presentation will address:
 - i. The reason(s) the original project was deemed not feasible;

- ii. Explain how the change the original ALCP project scope or substitute project would relieve congestion and improve mobility;
 - iii. The new/revised project cost estimate; and
 - iv. ~~And e~~Other information as requested by the MAG Street Committee.
1. After the Streets Committee technical review and recommendation on the proposed changes, the project(s) will ~~be approved presented brought forth~~ through the MAG Committee Process for approval.
 2. Requests to change original ALCP project scope or substitute a project must be made by the deadline established in the ALCP Schedule published annually in the MAG Transportation Programming Guidebook.
 3. Reimbursements for substitute projects will :
 - c. Be programmed in the same fiscal year(s) as the original project
 - d. Be programmed with the same funding amount and type as the original project
- H. To use Project Savings on another ALCP Project, a Project must follow the policies and procedures outlined in Section ~~350~~280. If those are followed, a Lead Agency is allowed to request that Project Savings be reallocated to another ALCP Project.
- a. The written request must include name of the Project with the Project Savings, the amount of Project Savings, the Project that will use the Project Savings and Project Budget showing that the Project Savings applied to the new Project will not exceed 70% of the total Project costs.

NOTE: Sections 230 (Program or Project Amendments) and 250 (ALCP Administrative Adjustments) have been consolidated into one section.

SECTION 230: PROGRAM OR PROJECT AMENDMENTS AND ADMINISTRATIVE ADJUSTMENTS

- A. If a necessary Program or Project update (Section 220) falls outside of the ALCP, TIP or RTP update schedule, then an amendment to the ALCP, RTP and the TIP, will be required, as appropriate.
 1. Proposed amendments that in whole or in part negatively impact Projects in the TIP, RTP and/or ALCP may not be approved.
 2. Amendments are subject to approval through the MAG Committee Process on a case-by-case basis.
 - a. ~~The TIP Amendment process is conducted on a quarterly basis.~~
 3. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed changes.
- B. Amendments or administrative adjustments affecting the fiscal balance of the ALCP are prohibited outside the annual update process.
- C. The Lead Agency listed in the Project Agreement, typically initiates the amendment process by making a written request to MAG.
 1. If an amendment is approved by MAG, corresponding amendments are required for the appropriate programs.

2. The request must explain the need for the Program or Project change outside of the annual ALCP update schedule.
 - a. The request must specifically address and justify the proposed changes in scope, budget or schedule relating to:
 - i. Project length;
 - ii. Through lane capacity;
 - iii. Facility location or alignment;
 - iv. All other key Project features;
 - v. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;
- D. An administrative adjustment will adjust the ALCP regional reimbursement Project budgets in the current and later fiscal years of the ALCP due to actual Project expenditures and regional reimbursements.
 1. Administrative adjustments do not require a Program or Project amendment because the adjustment does not qualify as a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
 2. Regional reimbursement budgets cannot be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.
- E. Amendments and administrative adjustments may occur each fiscal quarter. Changes will be reported in the approved ALCP, and the ALCP will be reprinted at least once per year or as needed.
- B. MAG Staff will review each request for:
 1. Funding changes identified from the original Project allocation, the contingency allowance, the overall revised budget and other key aspects of the funding, reimbursement or reallocation. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;
 2. Potential negative impacts to meeting all applicable federal, state, regional and local requirements, including but not limited to, any applicable requirements for air quality conformity and any that may be imposed directly or indirectly following a performance audit.
 3. Consistency with the approved ALCP Policies and Procedures.

SECTION 240: INFLATION IN THE ALCP

- A. The original Project budgets listed in the 2003 approved RTP were expressed in 2002 dollars. The annual update of the ALCP requires that the remaining budget of ALCP Projects be carried forward to the next year and adjusted to account for the past year's² inflation.
- B. Programmed reimbursements may not be inflated when there is a deficit of program funds. Any exception to this Section will be approved through the MAG Committee process.

- C. The regional funding specified in the original RTP for a Project will be adjusted annually for inflation based on the All Items United States Consumer Price Index (CPI), All Urban Consumers
 - 1. Information on the inflation factors is located on the US Department of Labor, Bureau of Labor Statistics website at <http://www.bls.gov/cpi>, under 'Get Detailed CPI Statistics.' The specific series used for calculating inflation is All Urban Consumers (Current Series), West Region All Items, 1982-84=100 - CUUR0400SA0_
 - a. The inflation rate is calculated using the month of March of the previous year and March of the current year.
- D. For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ALCP Policies and Procedures, the jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.
 - 1. Each year, MAG will update and release the inflation rate information to the jurisdictions.

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 230:

SECTION 250: ALCP ADMINISTRATIVE ADJUSTMENT

- ~~A. An administrative adjustment will adjust the ALCP regional reimbursement Project budgets in the current and later fiscal years of the ALCP due to actual Project expenditures and regional reimbursements.

 - 1. Administrative adjustments do not require a Program or Project amendment because the adjustment does not qualify as a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
 - 2. Regional reimbursement budgets cannot be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.~~
- ~~B. An administrative adjustment is needed when:

 - 1. Project expenditures for a Project work phase or a Project segment are lower than the estimate, causing the 70% regional reimbursement to be less than the amount programmed in the current ALCP.
 - 2. The remaining regional reimbursement funds may be moved within the original Project, to another work phase or a Project Segment that is programmed in that fiscal year or a later fiscal year.

~~At that time, the ALCP and Project budgets will be adjusted to reflect the remaining Project funds.~~~~
- ~~C. Administrative Adjustments may occur each fiscal quarter. Changes will be reported in the ALCP Status Report, and the ALCP will be reprinted.~~

SECTION 260250: ALCP RARF CLOSEOUT (PREVIOUSLY 260)

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout.

1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.
- B. Lead Agencies should submit a RARF Closeout Notification to MAG per eligible project.
- ~~1. MAG Staff will provide a RARF Closeout Notification Form on the MAG ALCP website.~~
- C. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.
1. The ALCP Schedule published annually in the MAG Transportation Programming Guidebook will specify all deadlines pertaining to the ALCP RARF Closeout Process, including relevant due dates ~~to submit RARF Closeout Notification forms and ALCP Project Requirements.~~
 2. MAG Staff will notify the ALCP Working Group, in advance, if a change in the ALCP Project Schedule is required.
- D. To be considered as an eligible project for reimbursement with RARF Closeout funds:
1. The Project or Project segment must be completed/closed out at the time the project is submitted for consideration.
 2. The Lead Agency must have completed and submitted final copies the following Project Requirements:
 - a. Project Overview;
 - b. Project Agreement, ~~;~~ and;
 - c. Project Reimbursement Request.
 3. All three requirements must be accepted by MAG Staff as complete.
- E. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):
1. Projects scheduled for reimbursement in the next fiscal year;
 2. All other Projects according to the chronological order of the programmed reimbursements.
- F. If two or more eligible projects are programmed for reimbursement in the same fiscal year, the reimbursement of the eligible projects will be made according to the following additional priorities (in sequential order):
1. The payment date by the Lead Agency of the ~~P~~project's final invoice.
 2. The date the Project Reimbursement Request was accepted by MAG Staff.

SECTION 260: ALCP FEDERAL FUNDS CLOSEOUT

- A. Annually, MAG staff will determine the availability of federal funds to use in the ALCP Federal Funds Closeout.
 1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP federal fund Closeout options.
 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the award of federal funds in the Closeout process to another Project, portion or segment.
 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive federal Closeout funds will not be liable to reimburse the federal funds to the Program if a Program deficit occurs in the future.

SECTION 270: ~~AVAILABILITY OF PROGRAM FUNDS~~~~USE OF SURPLUS OR DEFICIT PROGRAM FUNDS~~

- A. If there is a balance of program funds in a given year~~If a surplus of Program funds occurs,~~ existing Projects may be accelerated. Any acceleration will occur according to priority order of the ALCP.
 1. For Projects to be accelerated, matching local funds must be committed.
 - ~~2. If there are no current Projects ready for acceleration, the next Project scheduled for reimbursement may be accelerated.~~

~~If there are surplus funds available upon the full completion of the ALCP, the MAG Transportation Policy Committee will discuss options regarding additional Projects.~~
- ~~B. 2. If a surplus of program funds occurs within the first two-year programming window, and the Program cash flow does not support RARF closeout, reimbursements will be advanced in the following order:~~
 1. Completed Project
 2. Completed Phase
 3. Construction Underway
 4. Construction Ready/Bonded
 5. Construction Ready
 6. Right-of-Way Underway
 7. Right-of-Way Ready
 8. Design underway
 9. Design Ready
3. If there are surplus funds available upon the full completion of the ALCP, the MAG Transportation Policy Committee will discuss options regarding additional Projects.

~~B. ALCP Projects may be delayed if there is a deficit of Program funds. ALCP Projects will be delayed in priority order of the ALCP. If a deficit of program funds occurs, MAG Staff will request guidance from the Managers Working Group ALCP Working Group and the MAG Transportation Policy Committee on the appropriate methodology to restore the fiscal balance to the ALCP.~~

1. The methodology used to balance the program will be addressed in the Annual Report of the Implementation of Proposition 400 and the Regional Transportation Plan.

SECTION 280: REALLOCATION OF PROJECT SAVINGS

- A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:
 1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,
 - a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.
 2. If applicable, right-of-way or other capital assets acquired with ALCP funds not used in the ALCP Project are disposed of at market rates and the funds returned to the ALCP.
 3. The project segment has been reimbursed or the Final PRR documenting all project costs has been accepted by MAG.
- B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to another ALCP Project depending on the availability of Program funds. Project savings may be applied:
 1. To another ALCP Project or Projects to address a budget shortfall, not to exceed 70% of the actual total Project costs.
 2. To advance a portion or entire existing ALCP Project or Projects up to the amount of available Project Savings.
- C. If there are ALCP Project Savings that are not reallocated to another project or project segment currently programmed in the ALCP and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.
 1. Project savings may not be reallocated to a new Project when there is:
 - a. A deficit of program funds in the ALCP; or
 - b. Unfunded reimbursements in the program
- D. Project savings may be reallocated after the completion of an ALCP Project segment.
 1. For project savings from completed ALCP project segments contained and administered wholly within one jurisdiction:

- a. The Lead Agency responsible for the project segment may reallocate the project savings to another project currently programmed in the ALCP.
2. When project savings occurs on a completed ALCP project segment located in multiple jurisdictions:
 - a. The project savings must be reallocated to another project segment located on the same corridor unless:
 - i. All project segments located on the corridor are completed. If all project segments pertaining to a corridor currently programmed in the ALCP are complete, then the Lead Agency may reallocate the project savings to another project or project segment currently programmed in the ALCP under the Lead Agency's jurisdiction.
 - b. An exception to ~~270280(D)2.a-D-2.a~~ may be granted by MAG to a Lead Agency requesting the reallocation of project savings to another corridor prior to the completion of the original corridor where the funds were programmed for reimbursement if the Lead Agency obtains consensus from the partnering agencies from each project segment on the corridor.
 - i. The Lead Agency must submit a formal request in writing requesting the exception and documenting the requested reallocation of project savings. The written request must include the signed endorsement of a designated signer from each partnering agency before the reallocation will be programmed in the ALCP.

III. PROJECT DETAILS

SECTION 300: LEAD AGENCIES

- A. A Lead Agency must be identified for each ALCP Project in the RTP.
1. The Lead Agency is expected to be a MAG member agency.
 2. One Lead Agency per Project will be accepted. For segmented Projects, please refer to Section 300(D)(~~b~~).
 3. The designation of a Lead Agency for each Project will be accomplished through the signed Project Agreement with MAG.
- B. The Lead Agency is responsible for all aspects of Project implementation, including, but not limited to, Project management, financing, risk management, public involvement, design, right-of-way acquisition and construction.
1. The Lead Agency and MAG will be signatories to the Project Agreement.
 2. The Lead Agency and the agency(ies)/jurisdiction(s) listed in the Project Agreement are expected generally to use accepted financial and project management policies, practices and procedures in the use of funds received from the ALCP and in the implementation of the ALCP Project.
- C. Projects in One Jurisdiction
1. If a Project falls entirely within one jurisdiction, then that jurisdiction is expected to be the Lead Agency.
 - a. If there is change in jurisdictions due to annexation that affects a Project, the Lead Agency designated at the time of Project implementation will continue to serve as the Lead Agency.
 2. An alternative agency may be specified as the Lead Agency if the local jurisdiction in which the Project is located agrees.
 - a. An agreement between the local jurisdiction and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees.
 - b. A copy of that written agreement must be provided to MAG.
- D. Projects in Multiple Jurisdictions
1. In cases where the RTP Project is located in more than one jurisdiction, the Project may be implemented as either:
 - a. One Project with a single Lead Agency as agreed to by the agency(ies)/jurisdiction(s) listed in the Project Agreement.
 - i. The agreement to this effect between the local jurisdictions and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees in a Memorandum of Understanding (MOU) and/or an Intergovernmental Agreement (IGA).
 - A The agreement will be used to explain multi-jurisdictional roles, responsibilities, local and regional funding, the reimbursement process

between the project partners, and other terms of the Project, which will be referenced in the Project Agreement signed by the Lead Agency.

B A copy of this agreement must be provided to MAG, who must agree to the proposed Lead Agency designation.

b. The Project may be segmented and implemented as separate Projects by local jurisdictions, if agreed to by all agencies/jurisdictions listed in the Project Agreement, and following the Project Update process specified in Section 220.

E. Lead Agency responsibilities may be transferred from one agency to another MAG Member Agency.

1. The currently approved Lead Agency must submit a formal request to MAG.

a. The request must address the project segment name, location, and regional funding to be transferred.

b. The request must be signed by the Transportation/Public Works Director or City/Town Manager from each partnering agency on the segment.

2. Lead Agency change requests must be approved through the MAG Committee process before the change will be incorporated into an approved ALCP.

SECTION 310: ALCP PROJECT BUDGETS

A. The regional funding for each ALCP Project as specified in the RTP establishes the maximum amount payable from regional funds for that Project.

1. Every payment obligation of MAG under the RTP, ALCP and any Project Agreement or related legal agreement is conditional upon the availability of funds appropriated or allocated for the payment of such obligation.

2. The ALCP budget and timeline may change to account for surplus or deficit Program funds.

B. The budget for each ALCP Project:

1. Is limited to the regional contribution amount specified in the ALCP for the Project, or 70% of the total Project expenditures, whichever is less; ~~and,~~

2. ~~Will be established in the Project Agreement and Project Overview.~~

3. The Lead Agency is responsible for all of the Project costs over the regional contribution and, if applicable, will need to work with the other agency(ies)/jurisdiction(s) listed in the Project Agreement to cover those costs consistent with any Memorandum of Understanding (MOU) or Intergovernmental Agreement (IGA) that may be in place; and -

4. Will be published in the approved Arterial Life Cycle Program.

C. Credits for local match requirements are not transferable between Projects.

D. For federally funded projects, FHWA and/or ADOT will be responsible for determining credits for local match requirements except as provided in Section 340(H).~~-~~

E. If the total reimbursement for a project and/or project segment exceeds either 70% of eligible expenditures or the project budget as established in this Section, then:

1. MAG Staff will notify the Lead Agency that a fiscal adjustment is required to maintain the fiscal balance and integrity of the program, as originally established in the RTP; and,
2. The Lead Agency will be responsible for restoring the fiscal balance in the program by:
 - a. Reducing the Project Budget of another project programmed in the ALCP led by that agency;
 - b. Applying unused expenditures from a completed or closed out project; or.
 - c. Applying unused expenditures from a project or project programmed for reimbursement in the first two years of the currently approved or draft Arterial Life Cycle Program.
3. The fiscal adjustment will not exceed the amount of the excess reimbursement.
4. MAG Staff will coordinate with Lead Agency Staff to determine the appropriate method to restore the fiscal balance of the program.

E.F. _____ The ALCP Project Budget for a Project(s) or Project segment(s) in the ALCP that is approved as a High Priority Project (HPP) and receives an 'earmark' of federal funds in a federal authorization or federal appropriations bill will be reprogrammed, as needed.

SECTION 320: PROJECT ELIGIBILITY

A. To be funded or constructed under the ALCP Program, Projects must:

1. Have a scope, budget (including amounts of regional funding and local match contributions) and a schedule consistent with the Project as included in the RTP, ALCP, and as appropriate, the TIP. In addition, Projects must be consistent with federal requirements, where applicable.
2. Be considered new in keeping with voter expectations, and as such:
 - a. Cannot include costs for any pre-existing, programmed or planned element or improvement that is not part of the specific improvement Project described or included in the RTP as of November 25, 2003 or later.
 - b. Cannot have started design, acquired right-of-way or started construction before the date specified in Section ~~330340~~ or the date of the Project addition to the RTP.
 - c. Must address ~~congestion and mobility~~ congestion, mobility, and safety in the region.

B. Facilities eligible for improvements under the ALCP include:

1. Major arterials as defined in Appendix A. Major arterials include:
 - a. Roadway facilities on the regional arterial or mile arterial grid system;
 - b. Roadway facilities that connect freeways, highways or other controlled access facilities; and,
 - c. Other key arterial corridors.
2. Intersections of eligible major arterials.

- C. All Projects must be designed to the standards agreed to by the designated local jurisdictions and the Lead Agency established in the Project Agreement.
1. The agreed standards, which may be higher than the standards used in the local jurisdiction(s), must be specified or referenced in the Project Agreement.
 2. Standards for multi-jurisdictional Projects should be consistent to the extent feasible.

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 330:

~~D. Reimbursable items for regionally funded Projects are limited to:~~

- ~~1. Design, right-of-way and construction, as required in ARS: 28-6304(C)(5) and ARS: 28-6305(A). Design Concept Reports, planning studies and related studies, such as environmental and other studies, are also eligible.~~
- ~~2. Capacity Improvement Projects.~~
- ~~3. Safety Improvement Projects.~~
- ~~4. Projects or components directly related to capacity and safety improvements, including:
 - ~~a. Intelligent Transportation Systems (ITS);~~
 - ~~b. Signals;~~
 - ~~c. Lighting;~~
 - ~~d. Transit stops and pullouts, as well as queue jumper lanes, for example, for bus rapid transit;~~
 - ~~e. Bicycle/pedestrian facilities integral to the roadway, including wide sidewalks separated from curbs;~~
 - ~~f. Utility relocations, including under grounding of utility lines where required for safety or other reasons relating to function, and not purely for aesthetic reasons, and not otherwise considered an enhancement;~~
 - ~~g. Drainage improvements for the Project (with limitations), such as retention basins required for the Project that would not normally be handled through County or other drainage funds, within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);~~
 - ~~h. Landscaped medians, shoulders, and other improvements within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);~~
 - ~~i. Reconstruction Projects, as identified in or supported by the RTP and as specified in Project Agreements, for eligible Project elements;~~
 - ~~j. Access management;~~
 - ~~k. Rubberized asphalt and concrete paving;~~
 - ~~l. Staff time directly attributable to Project; and,~~
 - ~~m.a. Noise, privacy and screen wall, and other buffers, if found to be necessary to meet applicable local, state or federal standards.~~~~

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 340:

~~E. Notwithstanding findings or recommendations from the Design Concept Report or a similar study, Projects, Project components or other costs that are not reimbursable from the ALCP include:~~

- ~~1. Enhancement Projects or enhancement components of Projects.
 - ~~a. If a Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement request an enhancement to a Project funded in the ALCP, the local jurisdiction and/or Lead Agency shall pay all costs associated with the enhancement.~~~~
- ~~2. Right-of-way not used by the ALCP Project, with potential exceptions on a case-by-case basis for land that is identified by the Lead Agency and/or the local jurisdiction or jurisdictions as not marketable for sale.~~
- ~~3. Any Project or Project element that exceeds the reasonable limits or typical practice for the local jurisdiction in which the Project or Projects are located.~~
- ~~4. Administrative overhead costs by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement that are not attributed to the Project.~~
- ~~5. Other expenses, such as bad debts and lump-sum incentives, as determined by MAG.~~
- ~~6. Expenditures that occur after a project or project segment is completed. This includes salaries, applied overhead, record keeping and facility maintenance.~~
- ~~7. Salaries and other administrative expenditures pertaining to the completion of ALCP Project Requirements.~~

~~F.D. The use of federal funds or other funding sources may involve further restrictions on the use of funds or eligible matching contributions.~~

~~G. Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds that have already been accounted for in the RTP (“below the line funding”) are not eligible for reimbursement or the local match under the Arterial Life Cycle Program. Any previous commitments to provide local funding for arterial projects included in the TIP, RTP, or ALCP should be maintained.~~

- ~~1. If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal authorization act, which reduces the distribution of federal funds to the region, the Project will be restricted as follows:
 - ~~a. The earmarked federal funds will be ineligible for reimbursement through the ALCP.~~
 - ~~b. The earmark federal funds will not be applicable towards the ALCP Project local match requirement.~~~~
- ~~2. If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal appropriations act, which does not reduce the distribution of federal funds to the region, the Project will be restricted as follows:~~

- a. ~~The earmarked federal funds will be ineligible for reimbursement through the ALCP.~~
- b. ~~The earmark federal funds may be applied to towards the ALCP local match requirement.~~

~~H. Eligible local match contributions include:~~

1. ~~Locally funded expenditures on eligible Projects or elements as listed above in this section; or~~
2. ~~Third party contributions, which must have supporting documentation. Third party contributions will be taken at market value at the time of the donation and mutually agreed upon between the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and MAG.~~

~~I. Determining the value of third party contributions:~~

1. ~~The jurisdiction's real estate department will value and appraise any right-of-way given to a Project by a developer.~~
2. ~~Costs related to the construction of a road must be documented and certified for the value of the road by the authorized representative of the jurisdiction. To do so, a jurisdiction shall do the following in priority order:~~
 - a. ~~First, work with the developer(s) to turn in cost documentation related to the road improvement as soon as a jurisdiction is aware the improvement is being made to an ALCP Project, even if the ALCP Project is not scheduled for construction or reimbursement until a later date. If this cannot be done, then;~~
 - b. ~~Second, generate cost figures from known developer fees, final construction documents, as-built documents, et cetera. If this cannot be done, then;~~
 - c. ~~Third, use cost figures from the actual ALCP Project construction bid for a cost per unit figure, which then could be applied the developer contribution to generate a total cost. If this cannot be done, then;~~
 - d. ~~Fourth, use cost figures from a similar Project in location, size, and scope, which then could be applied to the developer contribution to generate a total cost.~~
3. ~~MAG Staff will review the valuation method and documentation for quality assurance purposes.~~
- 4.1. ~~_____ All documents used to determine the value of third party contributions shall be kept in accordance with Section 320H.~~

E. The Project Overview for each Project must identify all Project components for which reimbursement of the regional share is sought from the ALCP, including the components of the Project that will be funded locally or by third parties.

F. Each ALCP Project shall have a reimbursement timeline specified in the Project Agreement and Project Overview.

1. Reimbursement timelines may shift due to project schedule changes and/or the availability of program funds.

J.G. _____ The MAG Committee Process has the final determination on the eligibility of any Project or Project component for reimbursement from the ALCP Program.

SECTION 330: ~~ELIGIBLE COSTS FOR REIMBURSEMENT~~ REIMBURSABLE EXPENDITURES

~~Reimbursable expenditures are limited to ALCP Projects meeting the requirements set forth in Section 320 (Project Eligibility).~~

- A. Reimbursable items for regionally funded Projects are limited to:
1. Design, right-of-way and construction, as required in ARS: 28-6304(C)(5) and ARS: 28-6305(A). Design Concept Reports, planning studies and related studies, such as environmental and other studies, are also eligible.
 2. Capacity Improvement Projects.
 3. Safety Improvement Projects.
 4. Projects or components directly related to capacity and safety improvements, including:
 5. Intelligent Transportation Systems (ITS);
 6. Signals;
 7. Lighting;
 8. Transit stops and pullouts, as well as queue jumper lanes, for example, for bus rapid transit;
 9. Bicycle/pedestrian facilities integral to the roadway, including wide sidewalks separated from curbs;
 10. Utility relocations, including under grounding of utility lines where required for safety or other reasons relating to function, and not purely for aesthetic reasons, and not otherwise considered an enhancement;
 11. Drainage improvements for the Project (with limitations), such as retention basins required for the Project that would not normally be handled through County or other drainage funds, within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);
 12. Landscaped medians, shoulders, and other improvements within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);
 13. Reconstruction Projects, as identified in or supported by the RTP and as specified in Project Agreements, for eligible Project elements;
 14. Access management;
 15. Rubberized asphalt and concrete paving;
 16. Staff time directly attributable to Project;
 17. Noise, privacy and screen wall, and other buffers, if found to be necessary to meet applicable local, state or federal standards; and,
 18. Public involvement and outreach activities.
- B. Prior right-of-way acquisitions and/or work that is part of a designated ALCP Project are eligible for reimbursement if:
1. Specified in a Project Agreement and/or Project Overview.

2. Purchased/completed after November 1, 2002, for design, environmental and related planning studies and right-of-way acquisition.
 3. Completed construction and related activities after November 25, 2003.
- C. Eligible prior right-of-way acquisition and/or work is limited to ALCP Projects scheduled or programmed for completion in Phase I of the RTP (which ends June 30, 2010), including ALCP Projects accelerated or advanced from later phases.
- D. Reimbursements for prior right-of-way acquisition and/or work will be payable only to the agency that paid for the right-of-way acquired and/or work, unless that agency assigns the payment to another party or other terms are developed in the Project Agreement for the ALCP Project.
- E. The use of federal funds or other funding sources may involve further restrictions on the use of funds or eligible matching contributions.
- F. No reimbursements will be made:
1. Prior to the execution of a Project Agreement.
 2. Prior to the approval of a Project Reimbursement Request endorsed by MAG and the ADOT Finance Division.
 3. For projects or project work phases not listed in an approved Transportation Improvement Program.
 4. Prior to the year in which the funds for that ALCP Project are programmed or would normally be received following the schedule in the TIP and RTP, unless it is part of the annual closeout of RARF funds per Section 260, or there are surplus program funds, Section 270.
 1. ~~Each ALCP Project shall have a reimbursement timeline specified in the Project Agreement and Project Overview.~~
- G. The Lead Agency shall send the Project Reimbursement Requests to MAG for payment from the Arizona Department of Transportation (ADOT). The Lead Agency is responsible for:
1. All Project expenditures.
 2. Providing all Project Reimbursement Requests to MAG for reimbursement.
 3. Distributing ALCP reimbursements to project partners per the signed and effective Project Agreement.
- H. Reimbursements will be made for expenditures paid with tax or public revenue only, including development and impact fees collected by a jurisdiction.
1. Reimbursements will not be made for Project elements donated or funded via cash or cash equivalent donations, right-of-way donations, exactions and/or other third party or non-tax funding sources.
 2. Reimbursements from the ALCP will not be made for expenditures that have already been reimbursed from other sources, either in cash or cash equivalents or through third party contributions including, but not limited to, the provision of a transportation improvement Project such as a design or related study, right-of-way acquisition or donation or construction.

- I. ~~Project elements not eligible for reimbursement under subsection 330 (A) and (B) may be eligible as credit toward matching costs if the requirements specified in Section 340 (Eligible Prior Right-of-Way Acquisition and/or Work for Reimbursement) and Section 320 (Project Eligibility) are satisfied.~~
- J. Reimbursements, including local match contributions, will generally be commensurate with progress unless otherwise agreed to in the Project Agreement, such as for specific lump sum for right-of-way acquisitions and/or work.
- K. Right-of-way or other capital assets acquired included as an eligible Project cost, but not used in the ALCP Project, must be disposed of at market rates and the funds returned to the ALCP for reallocation following the requirements contained in Section 350.

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 330:

SECTION 340: ELIGIBLE PRIOR ROW ACQUISITION AND/OR WORK FOR REIMBURSEMENT

- A. ~~Prior right-of-way acquisitions and/or work that is part of a designated ALCP Project are eligible for reimbursement if:~~
 - 1. ~~Specified in a Project Agreement and/or Project Overview.~~
 - 2. ~~Purchased/completed after November 1, 2002, for design, environmental and related planning studies and right-of-way acquisition.~~
 - 3. ~~Completed construction and related activities after November 25, 2003.~~
- B. ~~Eligible prior right-of-way acquisition and/or work is limited to ALCP Projects scheduled or programmed for completion in Phase I of the RTP (which ends June 30, 2010), including ALCP Projects accelerated or advanced from later phases.~~
- C. ~~Reimbursements for prior right-of-way acquisition and/or work will be payable only to the agency that paid for the right-of-way acquired and/or work, unless that agency assigns the payment to another party or other terms are developed in the Project Agreement for the ALCP Project.~~
- D. ~~The Project Overview will identify, as appropriate, the priorities for reimbursement for prior right-of-way acquisition and/or work if more than one agency is requesting such reimbursement for that Project.~~

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 340:

- E. ~~If prior right-of-way acquisition and/or work is not eligible for reimbursement, it may be credited toward the local match requirement if:~~
 - 1. ~~The Project or work was included in the local jurisdiction or Lead Agency CIP or in the MAG TIP approved after the start of MAG Fiscal Year 2001 (July 1, 2000).~~
 - 2. ~~The Project or work is not otherwise excluded in whole or in part elsewhere in these requirements.~~

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 240:

- F. ~~For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ALCP Policies and Procedures, the jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.~~

1. ~~Each year, MAG will update and release the inflation rate information to the jurisdictions.~~
2. ~~The inflation rate and method will be the same as mentioned in Section 240.~~

SECTION 340: LOCAL MATCH AND INELIGIBLE EXPENDITURES

- A. Notwithstanding findings or recommendations from the Design Concept Report or a similar study, Projects, Project components or other costs that are not reimbursable from the ALCP include:
1. Enhancement Projects or enhancement components of Projects.
 - a. If a Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement request an enhancement to a Project funded in the ALCP, the local jurisdiction and/or Lead Agency shall pay all costs associated with the enhancement (costs in excess of reasonable limits/the local jurisdiction's typical practice).
 2. Right-of-way not used by the ALCP Project, with potential exceptions on a case-by-case basis for land that is identified by the Lead Agency and/or the local jurisdiction or jurisdictions as not marketable for sale.
 3. Any Project or Project element that exceeds the reasonable limits or typical practice for the local jurisdiction in which the Project or Projects are located.
 4. Administrative overhead costs by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement that are not attributed to the Project.
 5. Other expenses, such as bad debts and lump-sum incentives, as determined by MAG.
 6. Expenditures that occur after a project or project segment is completed. This includes salaries, applied overhead, record keeping and facility maintenance.
 7. Salaries and other administrative expenditures pertaining to the completion of ALCP Project Requirements.
 8. Expenditures related to special events and related materials, such as t-shirt, hats, pens, food/beverages, etc.
 9. Non-project specific expenditures, such as computers, data storage devices, etc.
- B. Project elements not eligible for reimbursement under subsection ~~330-320 and 330 (F) (A) and (B)~~ may be eligible as credit toward matching costs if the requirements specified in Section ~~330(B)40~~ (Eligible Prior Right-of-Way Acquisition and/or Work for Reimbursement) and Section 320 (Project Eligibility) are satisfied.
- C. Prior right-of-way acquisition and/or work is not eligible for reimbursement, it may be credited toward the local match requirement if:
1. The Project or work was included in the local jurisdiction or Lead Agency CIP or in the MAG TIP approved after the start of MAG Fiscal Year 2001 (July 1, 2000).
 2. The Project or work is not otherwise excluded in whole or in part elsewhere in these requirements.
- D. Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds

that have already been accounted for in the RTP (“below the line funding”) are not eligible for reimbursement or the local match under the Arterial Life Cycle Program. Any previous commitments to provide local funding for arterial projects included in the TIP, RTP, or ALCP should be maintained.

1. If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal authorization act, which reduces the distribution of federal funds to the region, the Project will be restricted as follows:
 - a. The earmarked federal funds will be ineligible for reimbursement through the ALCP.
 - b. The earmark federal funds will not be applicable towards the ALCP Project local match requirement.
2. If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal appropriations act, which does not reduce the distribution of federal funds to the region, the Project will be restricted as follows:
 - a. The earmarked federal funds will be ineligible for reimbursement through the ALCP.
 - b. The earmark federal funds may be applied to towards the ALCP local match requirement.

3. Funds awards to a member agency by the Arizona Department of Transportation will be considered “above the line” earmark unless deemed otherwise by the MAG Transportation Improvement Program Manager or the MAG Transportation Director. “Above the line” funding awards include:

- a. State Highway Safety Improvement Program (HSIP) funds
- b. State Transportation Alternatives (TA) funds
- c. Stimulus funding approved by the US Congress

E. Eligible local match contributions include:

1. Locally funded expenditures on eligible Projects or elements as listed ~~above~~ in ~~this~~ section 300; or
2. Third party contributions with supporting documentation that have been donated, which must have supporting documentation. ~~Third party contributions will be taken at market value at the time of the donation and mutually agreed upon between the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and MAG.~~
3. “Above the line” funding awards from ADOT

F. Determining the value of third party contributions:

1. The jurisdiction’s real estate department will value and appraise any right-of-way given to a Project by a developer.
2. Costs related to the construction of a road must be documented and certified for the value of the road by the authorized representative of the jurisdiction. To do so, a jurisdiction shall do the following in priority order:

- a. First, work with the developer(s) to turn in cost documentation related to the road improvement as soon as a jurisdiction is aware the improvement is being made to an ALCP Project, even if the ALCP Project is not scheduled for construction or reimbursement until a later date. If this cannot be done, then;
 - b. Second, generate cost figures from known developer fees, final construction documents, as-built documents, et cetera. If this cannot be done, then;
 - c. Third, use cost figures from the actual ALCP Project construction bid for a cost per unit figure, which then could be applied the developer contribution to generate a total cost. If this cannot be done, then;
 - d. Fourth, use cost figures from a similar Project in location, size, and scope, which then could be applied to the developer contribution to generate a total cost.
3. MAG Staff will review the valuation method and documentation for quality assurance purposes.
 4. All documents used to determine the value of third party contributions shall be kept in accordance with Section 340(G)320H.

G. Federally funded projects

1. Projects programmed to receive federal funds must satisfy all federal requirements for the portion of expenses for which they wish to seek reimbursement
2. Projects programmed to receive federal funds must meet the minimum federal match share
3. Project costs that are not eligible for federal reimbursement, but are otherwise eligible per Sections 330, 340 (B), 340 (C), 340 (D), and 340 (E), may count toward the regional local match requirement
 - a. The project must have enough federally eligible costs to meet the minimum federal match share
 - b. Any project costs that are not eligible for federal reimbursement in excess of the regional local match requirement will not be reimbursed
 - a. Project costs that are federally eligible and federally ineligible must be clearly documented
4. Project costs that are federally eligible and federally ineligible must be clearly documented See Appendix C for a project-based example.

SECTION 350: PUBLIC INVOLVEMENT AND INPUT

- A. The Lead Agency is responsible for conducting public and stakeholder involvement as part of the development and implementation process for each Project or Project Segment
 1. For multi-jurisdictional projects, public involvement activities may be conducted by one or more of the jurisdictions or by a qualified neutral third-party, such as a consultant or other government agency.

B. The Lead Agency is responsible for public consultation and involvement on proposed material project changes.

C. MAG will provide members of the public, elected officials, stakeholders, participating agencies and others with ready access to information on the Program and on each Project or Project Segment upon request.

D. Public involvement activities conducted for a Project or Project Segment must be documented in the ALCP Project Overview. The Project Overview should address activities that have occurred and that are expected to occur during the life of the project.

E. Material Project Change Request forms developed and published by MAG will include a component regarding the public consultation and involvement conducted by the Lead Agency.

F. Proposed project change requests must be presented through the MAG Committee process.

1. Public and stakeholder input received by MAG regarding a proposed project change will be noted as the change progresses through the MAG Committee Process.

Public and stakeholder input may be submitted to MAG through the public comment period at Committee meetings or electronic and/or written communications.

IV. ALCP PROJECT REQUIREMENTS

SECTION 400: PROJECT OVERVIEW

- A. For each ALCP Project, the Lead Agency must submit a complete Project Overview to MAG before a Project Agreement will be initiated or signed.
- B. The Lead Agency must use the latest Project Overview form.
 - 1. The form will be posted on the MAG website.
 - 2. All fields must be completed and any necessary paperwork must be included at the time of submission.

~~For advanced Projects, a Project Overview must be submitted prior to the purchase of right-of-way.~~

- C. The Project Overview may be updated throughout the Project as long as it is not a material or material project change.
 - 1. MAG Staff may require a new or revised Project Overview in the event of a substantial-material project change or the termination of a project agreement per Section 410~~(-D)~~.
- D. ~~Adequate and secure funding from the local, regional, and if applicable, the federal level, must be identified in the Project Overview.~~

~~E. The Project Overview will provide at a minimum:~~

- ~~1. Lead Agency contacts and oOther agency(ies)/jurisdiction(s) involved in the Project;~~
- ~~2. Project scope, Project alignment, Project history, Project considerations, ITS components, multi-modal issues, public involvement and outreach activities, Project development process including any environmental, utility and right-of-way clearances, as needed;~~
- ~~3. A copy of the Lead Agency's current Capital Improvement Program demonstrating funding has been allocated to the project;~~
- ~~4. Funding sources;~~
- ~~5. Map/photographs;~~
- ~~6. Timeline;~~
- ~~7. Management plan;~~
- ~~8. Project data;~~
- ~~9. Cost estimates;~~
- ~~10. Contingencies;~~
- ~~11. Cost savings;~~
- ~~12. Summary of work, including: year of work, total cost, local share, federal share, regional share, year for reimbursement; and,~~

~~13. Project documents, if needed: IGA, MOU, DCR, Corridor Study, Project Assessment, supporting document for developer contributions, Project amendments, environmental overview.~~

~~F.—A Project Overview template will be provided by MAG.~~

SECTION 410: PROJECT AGREEMENT

- A. A Project Agreement between MAG and the designated Lead Agency is required for each Project before the reimbursement of expenditures will be initiated.
1. If a Project is completed and eligible for reimbursement following the stipulations in Section 330 ~~and 340~~, a Project Agreement must be in place before Project Reimbursement Requests are submitted for reimbursement.
 - a. If a Project is advanced, a Project Agreement must be in place before the completion of the Project.
 2. The scope, regional funding and schedule specified in the Project Agreement must correspond with the schedule specified in the RTP for the Project.
 - a. Project segmentation must be approved through the MAG Committee Process as described in Section 130 and the RTP and, as appropriate, the TIP amended showing those segmented Projects before Project Agreements can be executed for any of the segmented Projects.
 - i. The Project Agreement may be in a developmental stage while the amendment is being approved through the MAG Committee Process.
 - b. A Project Agreement will not be executed for segmented Projects or Projects with scopes less than that specified in the RTP, even if proposed subdivisions are already listed for preliminary programming and financial planning purposes in the TIP, unless the RTP and ALCP is amended.
 3. A Memorandum of Understanding (MOU) may be used as a bridge to a full Project Agreement.
 - a. Design studies may be initiated under a MOU to determine Project scope, costs and schedule by a jurisdiction, as needed, for multi-jurisdiction Projects.
 - b. The MOU may address other considerations, such as the roles and responsibilities for local jurisdictions in a multi-jurisdiction Project, or early right-of-way acquisition, as needed, in a preliminary manner prior to a full Project Agreement.
- B. Signed and effective Project Agreements may need to be amended or terminated due to substantial-material project changes or failing to submit a Material or Substantial Project Reimbursement Request, as outlined below.
1. Changes to project expenditures and regional reimbursements that do not require the amendment or termination of a project agreement include:
 - a. The advancement or deferral of project, project segment or work phase within the 5-year period of the TIP listed in the effective project agreement.
 - b. The reallocation of programmed funds between work phases for that project or project segment.
 - c. Changes to project work phases, such as the addition or deletion of a work phase.

- d. The annual inflation of programmed reimbursements per Section 240.
2. A signed and effective Project Agreement may require an amendment due to project amendments or administrative modifications in the TIP or ALCP, which.
 - a. Change the project limits.
 - b. Require a revised Project Overview due to a material or significant change in the project scope.
 - c. Defer the Project schedule outside the years of the approved TIP listed in the effective Project Agreement
3. An effective Project Agreement may be terminated if:
 - a. The Project undergoes a ~~substantial~~material project change. Examples of ~~substantial~~material project changes include:
 - i. The Project improvement type (arterial or intersection) listed in the agreement changes;
 - ii. The Project change affects more than one project or project segment in the ALCP
 - iii. The Project change affects more than one effective Project Agreement; or
 - iv. The Lead Agency of a Project changes.
 - b. A Material Project Reimbursement Request has not been accepted by MAG within 18 months.
 - c. A Substantial Project Reimbursement Request has not been accepted by MAG within 30 months.
- C. Each Project Agreement will be based on a standard agreement provided by MAG and customized for each Project.
 1. ~~Any material changes to the standard Project Agreement or template for a specific Project must be identified in a clear and concise manner in the summary section of the Project Overview for that Project.~~
- D. The Project Agreement will address at a minimum:
 1. Project scope, type of work, schedule of work and reimbursement, the regional share and federal funding if applicable;
 2. Lead Agency and other agency(ies)/jurisdiction(s) involved in the Project;
 3. Applicable Design Standards;
 4. Responsibilities of the Parties;
 5. Risk and indemnification;
 6. Records and audit rights;
 7. Term and termination;
 8. Availability of Funds; and,
 9. Conflicts of Interest.

- E. Upon approval of the Arterial Life Cycle Program, an update will be provided to the MAG Committees regarding the status of Projects, including active Project Agreements and new Project Agreements that will be executed during that fiscal year.
- F. RTP and/or TIP amendments will still be required to go through the MAG Committee Process for any changes involving material cost, scope or schedule changes to the Project.
- G. The Lead Agency and MAG must be signatories to the Project Agreement:
 1. To indicate their agreement to the Lead Agency designation and the terms of the agreement, the authorized representative must be the signing authority for that jurisdiction.
 2. To indicate roles and responsibilities in Project implementation.

SECTION 420: PROJECT REIMBURSEMENT REQUESTS

A. Any request for payment must use the latest MAG Project Reimbursement Request form.

1. The form will be posted on the MAG website.
2. All fields must be completed and any necessary paperwork must be included at the time of submission.

~~A. A Project Reimbursement Request must contain a request for payment and, an invoice, and a progress report.~~

- ~~1. The request for payment, invoice, and progress report forms will be provided by MAG.~~

~~B. For a current ALCP Project, the Project Reimbursement Request:~~

~~C. May be submitted by the Lead Agency to MAG as needed~~

- ~~1. must be submitted by milestone completion (Section 420(D)(4)a-k) unless otherwise agreed to in the Project Overview upon completion of the project.~~

~~D. C. If an ALCP Project is advanced, progress reports must be submitted and based on the milestones of the Project even though a full Project Reimbursement Request is not required at that time.~~

~~E.B. _____ A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of Project completion.~~

~~F.C. _____ Project Reimbursement Requests may not be submitted more than once per month.~~

~~G.D. _____ All Project Reimbursement Requests shall be submitted to MAG for authorization for payment.~~

~~H.E. _____ Participating agencies/jurisdictions may invoice the Lead Agency for any item including, but not limited to, work conducted or capital assets acquired for the Project or as part of the Project, subject to other terms in this agreement.~~

~~I.F. The work conducted and/or received must meet all the requirements of the MAG ALCP Policies and Procedures as well as any and all other applicable federal, state, regional and local requirements.~~

~~J.G.~~ The Lead Agency may inflate project expenditures to current year dollars, per Section 240. It is the responsibility of the Lead Agency to calculate the inflation for project expenditures in the ALCP project requirements submitted to MAG, including Project Reimbursement Requests.

~~K.H.~~ The Lead Agency must retain, certify, and make available all vendor receipts, invoices and as needed, any related Project records.

1. Vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees may make possible requests.
2. Receipts and invoices for Projects advanced by a jurisdiction may have a longer retention period.

~~L.I.~~ Project Reimbursement Requests must be signed by the Lead Agency's Transportation/Engineering Director or designee. An authorized representative of the Lead Agency must sign all Project Reimbursement Request forms: the request for payment, invoice and a progress report, certifying that the request is true and correct per the terms of the Project Agreement and Project Overview.

1. The duly authorized representative for the Lead Agency may be the respective Town/City Managers, County/Community Administrator, designee or a higher level representative of the organization that is designated to sign MAG funding request documents on behalf of that jurisdiction has signing authority. In addition, the authorized representative must be listed as a designated signatory on the Lead Agency's signature card for that fiscal year.
2. Each Lead Agency must have a signature card on file with MAG.
3. Annually, MAG will verify the validity of the signature card.
4. Lead Agencies may change the designated signatories at any time.
5. Electronic or scanned signatures on the signature card will not be accepted.

~~M.J.~~ Matching contributions, as required in the ALCP Policies and Procedures must be fully documented, invoiced and/or received, and cannot be in arrears.

~~N.~~ The request for payment shall be approved and signed by the duly authorized representative from the Lead Agency. Then, the request will be processed and approved at MAG and forwarded to ADOT for payment to the Lead Agency. The request for payment form must include the:

~~O.~~ Project name, description and RTP ID;

~~P.~~ Estimated total Project costs;

~~Q.~~ Expenditures to date;

~~R.~~ Regional fund budget;

~~S.~~ Previous Regional fund payments;

~~T.~~ Amount of Regional fund requests;

~~U.~~ Remaining Regional funds;

~~V.~~ Status of Project development/completion;

- ~~W. Type of work being requested for reimbursement;~~
- ~~X. Mailing address for payment; and,~~
- ~~Y. Signatures of authorized representatives from Lead Agency, MAG and ADOT.~~
- ~~Z. The invoice form must include:~~
- ~~AA. Invoice number;~~
- ~~BB. Project name, description and RTP ID;~~
- ~~CC. Amount of Regional fund requests;~~
- ~~DD. Remaining Regional funds;~~
- ~~EE. Type of work being requested for reimbursement;~~
- ~~FF. Signatures of authorized representatives from the Lead Agency.~~
- ~~GG. Proper documentation/description of the reimbursable items and/or work performed. Proper documentation may include:~~
- ~~HH. A copy of the invoice from the contractor is sufficient documentation for contracted work;~~
- ~~II. An administrative breakdown chart including staff name, hours on Project, hourly rate, and total costs is sufficient documentation for administrative work;~~
- ~~JJ. A copy of the Court Order;~~
- ~~KK. A copy of the Settlement Statement;~~
- ~~LL. A copy of the City's payment documentation; or,~~
- ~~MM-K. A completed Cost Attachment Form. If the Cost Attachment form is explaining dedicated right-of-way, easements, or Public Utility and Facilities Easements (PUFE), a signed letter from the appropriate department (Real Estate, Transportation, etc) must be included verifying the items in the cost attachment form. Please use costs that are relevant to the time of dedication and if necessary, use the inflation chart to inflate the costs to the current value.~~
- ~~NN.L. If an item for reimbursement (design, ROW, construction, etc.) has more than one backup invoice, a chart summary table must be provided with each reimbursement request that:~~
- ~~1. Lists each invoice/backup documentation number and/or a describes the item(s) being considered for reimbursement;~~
 - ~~2. Documents the dollar amount of item; and~~
 - ~~3. Includes the total dollar amount of all invoices, per each item for reimbursement. This total dollar amount should match the invoice;~~
 - ~~4. Includes the inflation rate and inflated amount, where applicable;~~
 - ~~5. Lists the associated work phase; and,~~
 - ~~3-6. Includes a subtotal of costs by work phase.~~

4.7. _____ MAG will provide an summary table examples and templates chart/form.

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 430:

~~00. _____ The progress report of the Project Reimbursement Request shall explain the status of the Project, milestones and other necessary information.~~

~~1. It is the responsibility of the jurisdiction to document the work accomplished for each invoice and/or milestone during the reporting period.~~

~~2. Advanced Projects prior to the approved ALCP Policies and Procedures, will have special progress report requirements.~~

~~3. For each progress report, the Lead Agency must provide the:~~

~~a. Percent of work complete;~~

~~b. Work accomplished;~~

~~c. Estimate v. real cost analysis;~~

~~d. Work schedule analysis;~~

~~e. Grievance/complaints reports;~~

~~f. Procurement process update (when necessary); and,~~

~~g. Documents produced.~~

~~4. Milestones may be used to trigger a Project Reimbursement Request for a current Project. Milestones must be used to trigger a progress report for an advanced Project. The milestones are:~~

~~a. Studies;~~

~~b. Preliminary Design - 60%;~~

~~c. Final Design - 100%;~~

~~d. Construction - 25%;~~

~~e. Construction - 60%;~~

~~f. Final Acceptance; and,~~

~~g. Project Closeout.~~

~~PP.M. _____ Upon MAG approval, the Project Reimbursement Request will be forwarded to ADOT for payment.~~

~~1. ADOT maintains the arterial street fund and will be responsible for issuing bonds, through the State Transportation Board, on behalf of the street program, as designated in ARS: 28-6303.D.2.~~

~~a. MAG will work with ADOT regarding budget, invoicing process and other fiscal matters.~~

~~2. MAG will work with ADOT to expedite payment dependent on availability of funds.~~

~~3. Checks will be distributed from ADOT and sent to Lead Agency.~~

~~QQ-N.~~ Lead Agencies shall not submit reimbursement requests directly to the Arizona Department of Transportation. Submitting requests directly to ADOT may result in the termination of an executed Project Agreement.

SECTION 430: PROGRESS REPORTS

~~A. Lead Agencies with Projects programmed for work and/or reimbursement in the first two years of the current ALCP must submit an ALCP Progress Report to MAG ~~semi-annually.~~~~

~~B. Lead Agencies must use the latest Progress Report form.~~

~~1. The form will be posted on the MAG website.~~

~~2. All fields must be completed and any necessary paperwork must be included at the time of submission.~~

~~B. The Progress Report will address at a minimum:~~

~~1. Percent of work complete;~~

~~2. Work accomplished;~~

~~3. Change in project scope~~

~~4. Estimate v. real cost analysis;~~

~~5. Work schedule analysis;~~

~~6. Project Change History~~

~~7. Grievance/complaints reports;~~

~~8. Procurement process update (when necessary);~~

~~9. Documents produced; and,~~

~~10. Public involvement and outreach activities.~~

~~C.~~

~~C. At minimum, Lead Agencies must submit a progress report annually. The annual progress report shall have the same due date as the commitment letter (section 200).~~

~~D. The annual progress report must be turned in before the commitment letter if:~~

~~1. Design has been completed.~~

~~2. Right-of-Way acquisition has been completed.~~

~~3. Construction has been completed.~~

APPENDIX A. GLOSSARY AND ACRONYMS

Acceleration	Acceleration means that all of the remaining Projects, including the reimbursements for advanced Projects, in the Arterial Life Cycle Program are moved forward in priority order.
ADOT	Arizona Department of Transportation
Administrative Adjustment	The ALCP and Project budgets will be adjusted annually to reflect the final Project reimbursement in the fiscal year. This falls after the adoption of the ALCP and will not require a program amendment.
Advancement	Advancement of a Project means that its implementation is moved earlier in time than previously scheduled in the MAG RTP and/or TIP, with the interest and any other incremental costs associated with the earlier implementation borne by the Lead and/or local agencies requesting the advancement. Reimbursement for the Project will remain in the year(s) in which the Project was scheduled before the proposed advancement.
ALCP	Arterial Life Cycle Program, or the “Program”
ALCP Regional Funds	ALCP Regional Funds are generated from the Maricopa County one-half cent sales tax extension and Federal Transportation Funds, including STP and CMAQ funds.
ARS	Arizona Revised Statutes
Certification Report	Periodic report produced, at least annually, for the ALCP to provide an update on the status of the Program, current revenue and cost projections. The report will provide supporting information for the RTP Annual Report
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality. A categorical Federal-aid funding program that directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).
CTOC	Citizens Transportation Oversight Committee as referenced in ARS 28-6356
DCR	Design Concept Report, meeting the standards established for federal aid arterial projects. Key elements of the DCR for the ALCP include,

but are not limited to:

- the development and provision of labor and material quantity based cost estimates for the entire ALCP Project, as specified in the RTP; categorized by Project phase, segment and jurisdiction, as appropriate;
- projected monthly cash flow requirements for financial planning purposes; and,
- appropriate contingency amounts for the completion of the Project.

Deficit of Program Funds

When programmed reimbursements, plus inflation if applicable) exceeds the actual and forecasted revenues for the remaining life of the program

Enhancement

“an addition that exceeds generally accepted engineering or design standards for the specific type of facility.” (HB 2456, 28-6351(2)) For the purposes of the ALCP, the term “enhancement” is defined more specifically as:

1. Projects, Project elements or Project additions that are not design, right-of-way or construction related, including any Project, Project element or addition that is not a needed study, right-of-way acquisition or capacity or safety-related infrastructure improvement. Examples include drainage in excess of typical needs for the roadway or intersection, “improvements” that tend to reduce through capacity, such as deletion of lanes and other traffic calming measures.
2. Project additions after the completion of a Design Concept Report, unless otherwise agreed to in the approved Project Agreement.
3. Additional limitations or requirements may apply, depending on the funding source.

EA Environmental Assessment

EIS Environmental Impact Statement

Federal Aid Project Any Project in which any federal aid funding is received. These Projects must follow the implementation processes established or required by the FHWA and administered through the ADOT Local Government Section.

Federal Fiscal Year October 1 - September 31, example: October 1, 2005 - September 31, 2006

FHWA Federal Highway Administration

Fiscal Year July 1 - June 30 (i.e. July 1, 2005 - June 30, 2006)

Incentives	Any expenditure, which involves a monetary reward for the inducement of behavior, as related to a project in the ALCP (i.e. Giving a contractor/consultant a bonus for completing a project ahead of schedule).
ITS	Intelligent Transportation System
MAG	Maricopa Association of Governments
MAG Committee Process	Items are placed for action on the agendas of the MAG Transportation Review Committee (TRC), Management Committee, Transportation Policy Committee (TPC), as appropriate, and Regional Council
Major Arterial	“an interconnected thoroughfare whose primary function is to link areas in the region and to distribute traffic to and from controlled access highways, generally of region wide significance and of varying capacity depending on the travel demand for the specific direction and adjacent land uses.” (ARS 28-6304(c)(5))
Material Change	<p><u>In general, significant project changes include Project or Project Segment deletions, substitutions, or changes in project scope, such as:</u></p> <ul style="list-style-type: none"> • <u>A change in the alignment of the original or existing project;</u> • <u>A change in the length of the project by ½ mile or more;</u> • <u>A change in the number of lanes;</u> • <u>A change in Lead Agency;</u> • <u>A change in improvement type;</u> • <u>A change that affects more than one project, project segment or executed Project Agreement; or,</u> • <u>Another change as determined by MAG Staff.</u> <p>In general, a material change is any change that could reasonably cause a change in decision regarding a Project or an amendment to a Project.</p> <p>It is further defined as any proposed change to a Project that:</p> <ol style="list-style-type: none"> 1. changes a Project scope by: <ol style="list-style-type: none"> a) modifying Project termini by a quarter-mile or more; b) changing a freeway or highway arterial interchange location by a quarter mile or more, or changing the location so as to cause increased costs for the freeway or highway program, or any change in the design and/or location of the arterial Project affecting the freeway or highway not agreed by ADOT; c) changing the vertical alignment at a freeway or highway interchange between at-grade, depressed and elevated, or changing the alignment in such a way so as to cause increased costs for the freeway or highway program, or any change in vertical alignment affecting an interchange or grade separation not agreed by ADOT or as appropriate, any light rail crossing not agreed by Valley Metro;

~~d) changing major design elements including, but not limited to, the number of lanes;~~

~~e) otherwise significantly modifying the scope of the Project itself or negatively impacting a freeway, highway or light rail facility as determined in consultation with MAG staff.~~

~~2. changes costs:~~

~~a) in excess of 5% of the Project budget as specified in the Project Overview or other agreement established for the Project, or in excess of \$1 million, but not less than \$200,000; and/or~~

~~b) to increase the regional share of the budget to an amount over the dollar amount specified in the RTP, or to an amount that represents over 70% of the Project costs.~~

~~3. changes the Project completion by:~~

~~a) one or more fiscal years from the year shown in the TIP or RTP;~~

~~b) changes Project completion from one phase to another in the RTP; and/or,~~

~~c) a) _____ results from a finding of a performance and/or financial audit.~~

Material Project Reimbursement Request

A Project Reimbursement Request that has been accepted by MAG Staff as complete and includes all required information, signatures, and backup documentation.

Memorandum of Understanding (MOU)

A type of agreement used as a bridge to a Project Agreement. For example, in the development of Project cost estimates and allocations across multiple jurisdictions, which then may be agreed to and incorporated into a more formal Project Agreement to be executed before further Project implementation.

MPO

Metropolitan Planning Organization

Participating Agency

Any agency involved in the implementation of an ALCP Project. All partner agencies are participating agencies.

Program

ALCP or TIP, depending on context.

Project

ALCP arterial, arterial intersection and/or ITS Project, as described in the RTP and Project-related documents. The Project description includes funding, schedule, Project termini and number of lanes added and other Project features. See also Segmented Projects.

Project Component

ALCP Projects may include several Project components or major elements, such as road widenings, grade separations, ITS applications, bike and pedestrian facilities, etc. The components together comprise the overall ALCP Project.

Project Agreement (PA)	A legally binding contract or agreement between MAG and the Lead Agency established for the ALCP Project.
Project Completion	<p>For the purposes of the material change policy, Project completion means all lanes of the roadway segment or intersection are open to traffic.</p> <p>For purposes of Project Agreements or other Project-related legal agreements, Project completion means when all requirements of the Agreements have been completed to the satisfaction of MAG (i.e. it is contract or agreement completion).</p> <p>A Project Agreement may establish dates for Project completion considering administrative requirements or other requirements or needs, as determined by MAG to be necessary.</p>
Project Overview (PO)	A managerial document Lead Agencies must complete for each ALCP Project prior to signing a Project Agreement. The Project Overview includes the Lead Agency information, Project data, summary of the Project, history and background, maps/photographs, ITS components, timeline, Project data, cost estimates, summary of work and local, regional, federal and total costs.
Project Reimbursement Request (PRR)	The guidelines and forms (request for payment, invoice and progress reports) a Lead Agency must complete when requesting reimbursement for an ALCP Project.
Project Savings	ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established in the ALCP Policies and Procedures is met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds.
RARF	Regional Area Road Fund(s). Revenues collected from the half-cent sales tax extension approved through Proposition 400 went into effect on January 1, 2006. (May refer to the account or the revenues.) As specified in ARS 42-6105.E, 56.2 percent of all sales tax collections will be distributed to freeways and highways; 10.5 percent will be distributed to arterial street improvements; and 33.3 percent of all collections will be distributed to transit.
Reallocation	Re-assignment or re-programming of funds unexpended or not expected to be needed from one ALCP Project to another ALCP Project.
Reimbursement	Payment or compensation for costs incurred.
ROW	Right-of-Way

RTP	Regional Transportation Plan. Must be in conformance for air quality purposes and approved by the MAG Regional Council. The RTP may be updated or amended from time to time. Any references to the RTP means the currently approved version unless indicated otherwise. It is also referred to as the “Plan.”
STIP	State Transportation Improvement Program
STP or STP-MAG	Surface Transportation Program. A federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. Funds may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities
Segmented Projects	Segments of RTP Projects where the original Project as specified in the RTP is Projects segmented or proposed for subdivision into smaller, shorter segments or components that together comprise the original RTP Project in its entirety.
Substantial Project Change	Changes to a project, such as a change in Lead Agency, change in improvement type, or any change that affects more than one project, project segment or executed Project Agreement.
Substantial Project Reimbursement Request	A Project Reimbursement Request (PRR) that invoices for at least \$100,000 or 10 percent of the programmed reimbursement for the fiscal year of the invoice, whichever is less.
Third Party Contribution	Contribution made to an ALCP Project other than cash or cash equivalent funding, typically involving the donation of right-of-way, but may also include other aspects of Project implementation, such as design and construction.
TIP	MAG’s Transportation Improvement Program. The TIP must be in conformance for air quality purposes, approved by the MAG Regional Council, and approved by the Governor for inclusion in the STIP. The TIP may be amended from time to time. Any references to the TIP mean the currently approved version unless indicated otherwise.
TPC	MAG Transportation Policy Committee
TRC	MAG Transportation Review Committee
<u>Unfunded Reimbursement</u>	<u>Any regional reimbursement, plus annual inflation, where applicable, that has been removed from the funded years of the Arterial Life Cycle Program in order to maintain the fiscal balance of the program due to a</u>

deficit of program funds.

|

APPENDIX B FEDERAL FUND INVOICE APPROVAL AND PAYMENT PROCESS

This process applies only to requests for reimbursement on *federally-funded* MAG Arterial Life Cycle Program (ALCP) projects. ~~ALCP projects are identifiable by the letter "Z" at the end of the MAG TIP number.~~ In addition to the ADOT project number and federal aid number, the MAG TIP number must be included on all federal aid authorization/modification requests.

This process assumes the ALCP project was appropriately authorized for federal aid funding before any work began or costs were incurred.

1. Requests for reimbursement for all federally-funded ALCP projects are first to be submitted by the local agency to the appropriate ADOT project manager (PM) for *review and validation of eligible costs*, and must be accompanied by the MAG ALCP Cost Eligibility Form (~~attached~~) and all required backup documentation. The cost review/validation only determines the federal aid eligibility of project costs and **does not** constitute approval to pay any invoice. Additionally, such review/validation does not preclude costs later being deemed ineligible through audits conducted by ADOT, the Federal Highway Administration (FHWA) or other state or federal agencies.
2. The ADOT PM will conduct a cost review within 7 days of the receipt of the request for reimbursement. If any item on the form is incorrect or ineligible for federal aid, the PM will notify the project sponsor and request a corrected/revised MAG ALCP Cost Eligibility Form to be sent reflecting the amount eligible.
3. Upon receipt of the finalized MAG ALCP Cost Eligibility Form, the ADOT PM will sign the form and scan it, along with all the backup documentation, into a single "Cost Eligibility Package" PDF. If the documentation is too large for one PDF, it should be split into two or more files with each individual part of the package identified as "Part X of Y".
4. After scanning the Cost Eligibility Package, the ADOT PM will then email the pdf document(s) to all of the following entities:
 - a. the local agency,
 - b. MAG's ALCP program (alcp@azmag.gov), and
 - c. ADOT's Contract Payables unit (Contractpayments@azdot.gov).
5. Upon receipt of the approved MAG ALCP Cost Eligibility Form from the ADOT PM, the local agency is then responsible for submitting it to MAG for approval, along with any other documentation/information required by MAG. (See ALCP Policies & Procedures IV, Section 420)
6. ADOT Contracts Payable will store the pending cost eligibility package in G\FMS\Contracts Payable\Pending Eligibility Packages awaiting receipt of MAG's approval to reimburse.
7. Upon MAG's verification and approval, MAG will submit a hard copy of the MAG ALCP Cost Eligibility Form to ADOT Financial Management Services (FMS) for approval by the CFO's office. It will then be forwarded to Contracts Payable to process and pay the reimbursement.
8. Upon release of payment, ADOT Contracts Payable will scan and merge the other documentation/information required by MAG with the corresponding Eligibility Package and save to

AIDW. In addition, ADOT Contracts payable will send out a notification of released payment via email to the ADOT PM and to the MAG ALCP email box.

~~The applicable MAG local agencies have been apprised of this process. Questions regarding this process should be directed to MAG or Contracts Payable in ADOT FMS.~~

APPENDIX C: FEDERALLY FUNDED PROJECT MATCH REQUIREMENT EXAMPLE

Agency X has \$94,300 of STP-MAG funding programmed for their Main Street project. The federal-aid requires a 5.7% match (94.3% federal).

- All \$94,300 of expenses programmed for reimbursement must be federally eligible.
- Local match totaling \$5,700 must also be federally eligible (5.7%)
- The remaining \$34,715 to meet the minimum regional match (30%) does not have to be eligible for federal reimbursement so long as it is eligible per section 330.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

Draft Transit Oriented Development Regional Strategy

SUMMARY:

In 2011, Valley Metro Rail, Inc. (VMR) created a Transit Oriented Development (TOD) Working Group comprising the member cities in order to respond to regional issues and opportunities regarding planning, design, and implementation of high-capacity transit. In 2013, with the merger of Valley Metro Rail and Regional Public Transportation Authority, participation in the TOD Working Group was opened to all Valley Metro member cities, the Arizona Department of Transportation (ADOT) and the Maricopa Association of Governments (MAG). The expanded TOD Working Group began meeting in January 2013. Participants include: City of Avondale, City of Chandler, City of Glendale, City of Goodyear, City of Mesa, City of Phoenix, City of Tempe, and ADOT.

The TOD Working Group agreed that as stewards of implementing the transit program in the region, Valley Metro and MAG should have a joint TOD strategy committing support to the improvement of connections between high demand transit, job centers, and housing. Since opening in December 2008, Valley Metro's 20-mile light rail line has outperformed expectations in terms of ridership and contributed to more than \$7 billion in development activity adjacent or near the corridor. The proposed TOD Strategy provides the opportunity to leverage these transportation investments and work collaboratively with communities to boost market opportunity to levels feasible for TOD and economic development.

The purpose of this TOD Strategy is to promote the integration of land use and transportation by leveraging the regional transit system. The focus will be on existing and future transit corridors as approved in the Regional Transportation Plan (RTP), as well as high-demand corridors associated with activity centers within the region. The TOD Strategy will establish a framework for implementation through collaborative partnerships with MAG, Valley Metro, member cities, and others, including the development community.

The overall goal is to develop collaborative relationships to foster TOD in the region. Specific roles and responsibilities for MAG, Valley Metro, and member cities are identified in the attached TOD Strategy. MAG's role will be to foster and facilitate transit-friendly, mixed-use, compact, walkable communities through education and outreach. Valley Metro and member cities will be working collaboratively to implement TOD principles along current and future transit corridors. Both MAG and Valley Metro will be seeking approval of the TOD Strategy from each of their governing bodies.

On April 17, 2014, the Valley Metro Board approved Transit Oriented Development (TOD) Regional Strategy.

PUBLIC INPUT:

No public input has been received concerning this specific request.

PROS & CONS:

PROS: The approval of this strategy will solidify and unify the collaborative partnerships in place today and continue to promote integrated land use planning with existing and future transit corridors as approved in the RTP.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will be collaborating with Valley Metro and local jurisdictions to develop a regional TOD plan.

POLICY: As outlined in the draft TOD Regional Strategy, MAG will consider TOD strategies and principles when updating it's regional planning goal.

ACTION NEEDED:

Recommend approval of the draft Regional Transit Oriented Development (TOD) Strategy and move forward with developing a regional TOD plan.

PREVIOUS COMMITTEE ACTIONS:

On April 24, 2014, the MAG Transportation Review Committee voted to recommend approval of the draft Regional Transit Oriented Development (TOD) Strategy and move forward with developing a regional TOD plan.

MEMBERS ATTENDING

- | | |
|---|---|
| Avondale: David Fitzhugh, Chair | Litchfield Park: Julius Diogenes for Woody Scoutten |
| Phoenix: Rick Naimark, Vice Chair | Maricopa (City): Paul Jepson |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | Maricopa County: John Hauskins |
| Buckeye: Jose Heredia for Scott Lowe | Mesa: Jeff Martin for Scott Butler |
| # Cave Creek: Ian Cordwell | * Paradise Valley: Jim Shano |
| Chandler: Dan Cook | Peoria: Andrew Granger |
| El Mirage: Jorge Gastelum | Queen Creek: Mohamed Youssef |
| Fountain Hills: Randy Harrel | Surprise: Martin Lucero for Dick McKinley |
| Gila Bend: Ernie Rubi | Tempe: Marge Zylla for Shelly Seyler |
| * Gila River: Tim Oliver | Valley Metro: John Farry |
| Gilbert: Kristin Myers for Leah Hubbard | * Wickenburg: Vince Lorefice |
| Glendale: Debbie Albert | Youngtown: Grant Anderson |
| Goodyear: Cato Esquivel | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|---|
| * Street Committee: Charles Andrews, Avondale | * Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County |
| * ITS Committee: Catherine Hollow, Tempe | * Transportation Safety Committee: Renate Ehm, Mesa |
| FHWA: Ed Stillings | |

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

On April 10, 2014, the MAG Transit Committee voted to recommend approval of the draft Regional Transit Oriented Development (TOD) Strategy and move forward with developing a regional TOD plan.

MEMBERS ATTENDING

- ADOT: Nicole Patrick
- # Avondale: Kristen Sexton
- # Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- El Mirage: Jorge Gastelum
- Gilbert: Kristin Myers
- Glendale: Debbie Albert for Cathy Colbath
- Goodyear: Cato Esquivel
- # Maricopa: David Maestas
- * Maricopa County DOT: Mitch Wagner
- Mesa: Jeff Martin for Jodi Sorrell
- * Paradise Valley: Jeremy Knapp
- Peoria: Bill Mattingly as Proxy
- Phoenix: Maria Hyatt
- Queen Creek: Mohamed Youssef
- Scottsdale: Madeline Clemann, Chair
- Surprise: David Kohlbeck
- # Tempe: Robert Yabes
- * Tolleson: Chris Hagen
- Valley Metro: Ben Limmer for Wulf Grote
- Youngtown: Grant Anderson

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

CONTACT PERSON:

Eileen O. Yazzie, Transportation Planning Project Manager, (602) 452-5073

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

Amendment to the FY 2014 Unified Planning Work Program and Annual Budget and the Burgess & Niple, Inc., Contract for the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS)

SUMMARY:

The fiscal year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, amended by the MAG Regional Council in October 2011, provided \$850,000 in Regional Area Road Funds (RARF) study funds for the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS). The study was at the direction of the Mayors of El Mirage, Glendale, Peoria, Phoenix, Surprise, and Youngtown, and a Maricopa County Supervisor to preserve US-60/Grand Avenue as an expressway facility that remains a state highway under the control of the Arizona Department of Transportation (ADOT). In their direction, MAG would develop this COMPASS project to identify a long-term solution for accommodating travel demand and adjacent property access in the corridor. The corridor under study is between the Loop 303/Estrella Freeway in Surprise and Willetta Street near Downtown Phoenix (the end of ADOT US-60 maintenance) for a distance of 23.8 miles.

Following the budget amendment and consultant selection process, the US-60/Grand Avenue COMPASS project was initiated in late 2012 and worked with a variety of planning partners to help establish the corridor vision. The most significant group that contributed to this effort was the project's Charter Partners that included the elected leadership for the six incorporated communities along Grand Avenue, the Maricopa County Supervisor representing the Sun City stakeholders, and the executive leadership from ADOT, MAG, and Valley Metro/RPTA that chartered the COMPASS planning process. As part of their guidance, the Charter Partners conveyed the need for the corridor to identify multi-modal recommendations as an important project outcome. This recommendation was reinforced by public comment from stakeholder meetings conducted by the project study team in 2013.

To address this guidance, the project study team recommended the Charter Partners consider four corridor concepts: (a) continuing with simply the current Regional Transportation Plan recommendations for additional grade separations; (b) revisiting the US-60 Expressway concept previously identified in the mid-1980s for the corridor; (c) planning for potential commuter rail opportunities along the Burlington Northern-Santa Fe freight line that parallels US-60; and (d) considering a high capacity transit investment option for Grand Avenue as a means for accommodating travel demand. After considerable study, the study team has identified moving forward by blending concepts (a) and (c) as the vision for US-60/Grand Avenue.

As the study effort is now nearing conclusion, additional funding is needed to complete a "high capacity" transit component for the US-60/Grand Avenue corridor to ensure the roadway recommendations can adequately accommodate a potential future commuter rail and/or bus rapid transit facility. This detailed transit component is beyond the original COMPASS scope and examines

surface traffic operations near potential high capacity transit stops that have been identified through previous MAG commuter rail studies and the Glendale West light rail planning effort that is currently being developed for Valley Metro.

PUBLIC INPUT:

In 2013, two stakeholder meetings and four focus group discussions were conducted by the project study team to identify recommendations and possibilities for the future vision of Grand Avenue. Most participants were interested in enhancing multimodal opportunities along US-60 and supported planning for an eventual high capacity transit operation that could be a commuter rail or bus rapid transit option.

PROS & CONS:

PROS: As the COMPASS planning process has been evolving since the project was initiated in 2012, the effort has identified a path forward for establishing a vision along US-60/Grand Avenue. At this point, the most significant effort is to balance the desire for more multimodal and ridesharing capabilities with roadway improvements that maintain significant commuter and freight activities. The additional services identified in this amendment provide an opportunity to establish this balance and blend the two corridor concepts.

CONS: None identified at this time as this effort enhances the vision for the US-60/Grand Avenue corridor.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: It is anticipated that recommendations from this COMPASS planning process will inform the next-generation MAG Regional Transportation Plan with specific multimodal projects, both roadway and transit, for accommodating the travel demand along Grand Avenue. In addition, the information from the specific additional services will guide ADOT and Valley Metro/RPTA in their decision process for implementing recommendations for improving travel along US-60.

POLICY: Presently, the MAG Regional Transportation Plan identifies up to six grade separations along US-60/Grand Avenue between Loop 303 and Downtown Phoenix. Of these six, three are in the funded Proposition 400 portion of the Plan. In addition, the MAG Regional Transit Framework Study, accepted by the MAG Regional Council in 2010, adopted an illustrative high capacity transit option along US-60 as an unfunded portion of the Regional Transportation Plan. As noted, this COMPASS project has been chartered and guided by the Mayors from the six communities, as well as the Maricopa County Supervisor, as a vision for Grand Avenue that will eventually be incorporated into the next-generation Regional Transportation Plan.

ACTION NEEDED:

Recommend amending the FY 2014 Unified Planning Work Program and Annual Budget and increasing the Burgess & Niple, Inc. contract by \$56,500 of Regional Area Road Funds (RARF) to conduct the additional work for the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS).

PRIOR COMMITTEE ACTIONS:

No previous committee actions have been taken on this matter.

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

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

SUMMARY:

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. The FY 2014 Arterial Life Cycle Program update was approved January 29, 2014. The last modification was approved by the MAG Regional Council on March 26, 2014, and agencies have requested project changes. This will be the third request for an amendment to the FY 2014-2018 MAG Transportation Improvement Program.

The attachment listings in Table A include requested changes and modifications to highway and transit projects in the FY 2014-2018 MAG TIP and include changes to the Arterial Life Cycle Program and related projects in Table B. A "Received by" column has been added to the right-hand side of the Tables to note the committees that have reviewed the proposed changes for individual listings. Conformity consultation on these projects is considered under a separate agenda item.

Highway Changes:

The Arizona Department of Transportation (ADOT) has included project changes related to updates in the Statewide Five Year Program, changes to the Regional Transportation Plan Freeway Program, and to maintenance and sub-programs. Member agencies have submitted various local and federally funded project changes.

The MAG Safety Committee has approved projects for advancement and deferrals based on agency requests, and some safety projects have added additional funding based on updated engineering estimates. Funding through the sub-allocated Highway Safety Improvement Program (HSIP-MAG) is available to meet these requests. MAG is requesting TIP amendments to consolidate funding based on federal and state guidance, and to make clerical corrections to the TIP. Placeholders for the actual (FFY 2014) and estimated (FFY 2015, 2016, 2017, and 2018) Congestion Mitigation and Air Quality Improvement Funds (CMAQ) Flex transfer to transit as noted in the Regional Transportation Plan are included for accounting and planning purposes.

Transit Changes:

Transit related TIP changes include new projects funded by the ADOT 5310 and 5311 programs. ADOT administered projects are FY 2013 apportioned funds that were awarded to MAG agencies through a competitive process and work will progress through 2015. FTA Section 5310 program of projects detailed TIP listing for the Phoenix-Mesa urbanized area are included and the project approval is listed under agenda item; FFY 2014 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program Recommendations for the Phoenix/Mesa Urbanized Area. Project updates and clerical corrections in the Valley Metro Transit Life Cycle Program and the MAG Program of Projects for the 5307, 5309, and 5337 programs are also included.

ALCP Changes:

The amendments include the correction of an administrative error on the Frank Lloyd Wright Blvd. at

76th/78th/82nd Streets project and the reassignment of FY 2012 Northern Parkway reimbursement totaling \$495,970 from the Northern Parkway: Sarival to Dysart landscaping project (ACI-NOR-10-03-A) to the Northern Parkway: Sarival to Dysart construction project (ACI-NOR-30-03-A). The reassignment is necessary to match the federal obligation. ADOT requested changes to HSIP funded work activities. Listings with a notation of "related to NACOG loan" in the Notes Column are for the advancement of three projects which are contingent on approval of the separate agenda item; please see Northern Arizona Council of Governments Loan Request, and Proposed Project Advancements.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds or are regionally significant need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accordance with MAG guidelines.

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

On April 24, 2014, the Transportation Review Committee (TRC) recommended the changes as noted in the TRC columns of Tables A and B.

MEMBERS ATTENDING

- | | |
|---|---|
| Avondale: David Fitzhugh, Chair | Litchfield Park: Julius Diogenes for Woody Scoutten |
| Phoenix: Rick Naimark, Vice Chair | Maricopa (City): Paul Jepson |
| ADOT: Kwi-Sung Kang for Floyd Roehrlich | Maricopa County: John Hauskins |
| Buckeye: Jose Heredia for Scott Lowe | Mesa: Jeff Martin for Scott Butler |
| # Cave Creek: Ian Cordwell | * Paradise Valley: Jim Shano |
| Chandler: Dan Cook | Peoria: Andrew Granger |
| El Mirage: Jorge Gastelum | Queen Creek: Mohamed Youssef |
| Fountain Hills: Randy Harrel | Surprise: Martin Lucero for Dick McKinley |
| Gila Bend: Ernie Rubi | Tempe: Marge Zylla for Shelly Seyler |
| * Gila River: Tim Oliver | Valley Metro: John Farry |
| Gilbert: Kristin Myers for Leah Hubbard | * Wickenburg: Vince Lorefice |
| Glendale: Debbie Albert | Youngtown: Grant Anderson |
| Goodyear: Cato Esquivel | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|---|
| * Street Committee: Charles Andrews, Avondale | * Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County |
| * ITS Committee: Catherine Hollow, Tempe | * Transportation Safety Committee: Renate Ehm, Mesa |
| FHWA: Ed Stillings | |

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

Approval of the increased funding and project advancements for Highway Safety Improvement Program (HSIP-MAG) was recommended at the April 9, 2014, Transportation Safety Committee meeting.

MEMBERS ATTENDING

- # Linda Gorman, AAA Arizona
- * Tom Burch, AARP
- # Kohinoor Kar, ADOT
- # Shane Kiesow, City of Apache Junction
- * Dana Chamberlin, City of Avondale
- * Thomas Chlebanowski, Town of Buckeye
- Martin Johnson, City of Chandler
- Bob Senita, City of El Mirage
- # Kelly LaRosa, FHWA
- Kristen Meyers for Erik Guderian, Town of Gilbert
- # Kiran Guntupalli for Chris Lemka, City of Glendale
- * Alberto Gutier, GOHS
- # Hugh Bigalk, City of Goodyear
- Nicolaas Swart, Maricopa County
- Renate Ehm (Chair), City of Mesa
- * Jeremy Knapp, Town of Paradise Valley
- + Mannar Tamirisa for Jamal Rahimi, City of Peoria
- * Kerry Wilcoxon, City of Phoenix
- # George Williams, City of Scottsdale
- * Martin Lucero for Jason Mahkovtz, City of Surprise
- # Julian Dresang, City of Tempe
- * Gardner Tabon, RPTA

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

CONTACT PERSON:

Stephen Tate, Transportation Improvement Program Planner, (602) 254-6300, or
Teri Kennedy, Transportation Improvement Program Manager, (602) 254-6300

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

Sort: Section, Agency, Location, Work Year

TIP Amendment #3																				Reviewed By ²				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2014	DOT14-431	TBD	10: 67th Ave & SR101L/SR51	Construct noise walls	0.5	10	10	-----	No	-----	Freeway	RARF	2014	-	800,000	-	800,000	Amend: Add a new noise wall construction project in FY 2014 for \$800,000.	✓			
ADOT	Highway	2015	DOT15-411	TBD	10: Dysart Rd - Black Canyon Hwy	Design pavement preservation	13.0	10	10	----	No	----	Freeway	NHPP	2015	301,760		18,240	320,000	Amend: Add a new pavement preservation design project in FY 2015 for \$320,000.	✓			
ADOT	Highway	2017	DOT17-417	TBD	10: Dysart Rd - Black Canyon Hwy	Construct pavement preservation	13.0	10	10	----	No	----	Freeway	NHPP	2017	4,432,100		267,900	4,700,000	Amend: Add a new pavement preservation construction project in FY 2017 for \$4,700,000.	✓			
ADOT	Highway	2015	DOT15-415D	TBD	10: Fairway Dr (EI Mirage Rd) TI	Design traffic interchange	0.2	10	10	-----	No	-----	Freeway	RARF	2015	-	1,000,000	-	1,000,000	Amend: Add a new traffic interchange design project in FY 2015 for \$1,000,000.	✓			
ADOT	Highway	2015	DOT15-415RW	TBD	10: Fairway Dr (EI Mirage Rd) TI	Right of way acquisition	0.2	10	10	-----	No	-----	Freeway	RARF	2015	-	900,000	-	900,000	Amend: Add a new right of way project in FY 2015 for \$900,000.	✓			
ADOT	Highway	2014	DOT14-421	TBD	10: Salome Rd - SR85	Construct pavement preservation	32.0	4	4	-----	No	-----	Freeway	NHPP	2014	1,291,910		78,090	1,370,000	Amend: Add a new pavement preservation construction project in FY 2014 for \$1,370,000.	✓			
ADOT	Highway	2014	DOT14-422	TBD	10: SR101/I-10 Ramp #2201 and Ramp SE #2202	Design bridge deck rehabilitation	1.0	10	10	-----	No	-----	Freeway	NHPP	2014	235,750		14,250	250,000	Amend: Add a new bridge deck rehabilitation design project in FY 2014 for \$250,000.	✓			
ADOT	Highway	2015	DOT12-118	TBD	10: SR101L (Agua Fria) - I-17	Utility relocation design	9.0	10	10	----	No	----	Freeway	RARF	2015		1,000,000	-	1,000,000	Amend: Defer project from FY 2014 to FY 2015.	✓			
ADOT	Highway	2017	DOT17-418	TBD	10: SR101/I-10 SW/SE Ramps	Bridge rehabilitation	0.2	10	10	----	No	----	Freeway	NHPP	2017	377,200		22,800	400,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$400,000.	✓			
ADOT	Highway	2014	DOT14-106	TBD	10: SR85 - Dysart Rd	Construct sign rehabilitation	18.0	6	6	-----	No	-----	Freeway	NHPP	2014	480,930		29,070	510,000	Amend: Increase total project budget by \$110,000 from \$400,000 to \$510,000.	✓			
ADOT	Highway	2015	DOT15-412	TBD	10: SR85 - Verrado (WB)	Design pavement preservation	8.0	4	4	----	No	----	Freeway	NHPP	2015	301,760		18,240	320,000	Amend: Add a new pavement preservation design project in FY 2015 for \$320,000.	✓			

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ADOT	Highway	2017	DOT17-419	TBD	10: SR85 - Verrado (WB)	Construct pavement preservation	8.0	4	4	----	No	----	Freeway	NHPP	2017	4,243,500		256,500	4,500,000	Amend: Add a new pavement preservation construction project in FY 2017 for \$4,500,000.	✓			
ADOT	Highway	2014	DOT14-423	TBD	10: University Dr TI Underpass, Str #2004	Design bridge rehabilitation	1.0	10	10	----	No	----	Freeway	NHPP	2014	235,750		14,250	250,000	Amend: Add a new bridge rehabilitation design project in FY 2014 for \$250,000.	✓			
ADOT	Highway	2015	DOT98-111	TBD	101 (Pima Fwy): Pima Rd Extension (JPA)	Design roadway extension	3.0	0	4	----	No	----	Freeway	RARF	2015		297,000	-	297,000	Amend: Defer project from FY 2014 to FY 2015.	✓			
ADOT	Highway	2014	DOT14-424	TBD	101(Price Fwy): Marlboro Ave	Utility relocation	0.1	8	8	----	No	----	Freeway	State	2014			50,000	50,000	Amend: Add a new utility relocation project in FY 2014 for \$50,000.	✓			
ADOT	Highway	2017	DOT17-420	TBD	17: 19th Ave TI Overpass	Bridge rehabilitation	0.2	6	6	----	No	----	Freeway	NHPP	2017	471,500		28,500	500,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$500,000.	✓			
ADOT	Highway	2014	DOT14-425	TBD	17: 19th Ave TI Overpass, Str #717	Design bridge rehabilitation	1.0	6	6	----	No	----	Freeway	NHPP	2014	254,610		15,390	270,000	Amend: Add a new bridge rehabilitation design project in FY 2014 for \$270,000.	✓			
ADOT	Highway	2014	DOT14-426	TBD	17: Jefferson St Underpass, Str #554	Design bridge rehabilitation	1.0	6	6	----	No	----	Freeway	NHPP	2014	253,667		15,333	269,000	Amend: Add a new bridge rehabilitation design project in FY 2014 for \$269,000.	✓			
ADOT	Highway	2017	DOT17-421	TBD	17: Jefferson Street Underpass	Bridge rehabilitation	0.2	6	6	----	No	----	Freeway	NHPP	2017	707,250		42,750	750,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$750,000.	✓			
ADOT	Highway	2017	DOT17-415	TBD	17: Mores Gulch	Bridge replacement	0.2	4	4	----	No	----	Freeway	NHPP-AZ	2017	4,243,500	-	256,500	4,500,000	Amend: Add a new bridge replacement project in FY 2017 for \$4,500,000.	✓			
ADOT	Highway	2016	DOT15-407	26407	17: MP 198 - MP 208.9	Construct pavement preservation	10.9	4	8	----	No		Freeway	NHPP	2016	3,583,400		216,600	3,800,000	Amend: Increase total project budget by \$1,554,000 from \$2,246,000 to \$3,800,000.	✓			
ADOT	Highway	2014	DOT14-430	TBD	17: New River Bridges Str. #1290 and #1291	Design scour retrofit	0.2	4	4	----	No	----	Freeway	NHPP	2014	148,051	-	8,949	157,000	Amend: Add a new scour retrofit design project in FY 2014 for \$157,000.	✓			
ADOT	Highway	2014	DOT12-133	TBD	17: SR101L - Anthem Way	Construct FMS	14.0	8	8	----	No	----	Freeway	CMAQ	2013	7,166,800	433,200	-	7,600,000	Amend: Project authorized in FY 2013, defer work from FY 2013 to FY 2014. Project will be rebid, need additional funding; See DOT12-133C2.	✓			

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2014	DOT12-133C2	TBD	17: SR101L - Anthem Way	Construct FMS	14.0	8	8	----	No	----	Freeway	NHPP	2014	659,000	39,834	-	698,834	Amend: New TIP listing. Increase total project budget by \$659,000 from \$7,600,000 to \$8,259,000. Add \$659,000 of NHPP fund. Defer work phase from FY 2013 to FY 2014. Total project construction cost is \$8,259,000; see DOT12-133.	✓			
ADOT	Highway	2015	DOT14-405	TBD	202 (South Mountain): I-10 Papago/SR202L system interchange (Seg 9)	Right of Way for New system traffic interchange	0.5	0	8	----	No	----	Freeway	RARF	2015		231,000,000	-	231,000,000	Amend: Defer project from FY 2014 to FY 2015.	✓			
ADOT	Highway	2014	DOT14-151	TBD	303: Camelback Rd - Glendale Ave	Landscape construction	2.0	6	6	----	No	----	Freeway	RARF	2014		3,020,000	-	3,020,000	Amend: Advance project from FY 2015 to FY 2014. Increase total project budget by \$620,000 from \$2,400,000 to \$3,020,000.	✓			
ADOT	Highway	2014	DOT13-172	TBD	303: El Mirage Rd	Construct traffic interchange improvement	0.2	4	4	----	No	----	Freeway	NHPP	2014	30,176,000	1,824,000	-	32,000,000	Amend: Increase total project budget by \$1,000,000 from \$31,000,000 to \$32,000,000.	✓			
ADOT	Highway	2014	DOT13-138	TBD	303: Glendale Ave - Peoria Ave	Landscape construction	3.0	6	6	----	No	----	Freeway	NHPP/ Local	2014	4,689,122	310,878	454,000	5,454,000	Amend: Increase total project budget by \$1,954,000 from \$3,500,000 to \$5,454,000. Use \$454,000 of City of Glendale.	✓			
ADOT	Highway	2014	DOT13-153	TBD	303: I-10/303L System Interchange, Phase II	Design new freeway interchange	1.0	4	6	----	No	----	Freeway	NHPP	2013	7,064,956	427,044	-	7,492,000	Amend: Increase total project budget by \$1,992,000 from \$5,500,000 to \$7,492,000.	✓			
ADOT	Highway	2014	DOT13-140	TBD	303: Thomas Rd - Camelback Rd	Landscape construction	2.0	6	6	----	No	----	Freeway	NHPP	2014	2,829,000	171,000	-	3,000,000	Amend: Increase total project budget by \$600,000 from \$2,400,000 to \$3,000,000.	✓			
ADOT	Highway	2014	DOT14-152	TBD	303: US60 Grand Ave/SR303L Interchange, Interim	Construct interim TI	0.2	6	6	----	No	----	Freeway	NHPP	2014	52,808,000	3,192,000	-	56,000,000	Amend: Increase total project budget by \$7,600,000 from \$48,400,000 to \$56,000,000.	✓			
ADOT	Highway	2014	DOT12-127	TBD	303: US60 Grand Ave/SR303L Interchange, Interim	Design interchange	0.2	6	6	----	No	----	Freeway	NHPP	2012	7,085,702	428,298	-	7,514,000	Amend: Increase total project budget by \$4,114,000 from \$3,400,000 to \$7,514,000.	✓			
ADOT	Highway	2014	DOT13-139	TBD	303: US60 Grand Ave/SR303L Interchange, Interim	R/W acquisition	0.2	6	6	----	No	----	Freeway	STP-AZ	2013	774,156	46,794	-	820,950	Amend: Decrease total project budget by \$2,450,000 from \$3,200,000 to \$820,950.	✓			
ADOT	Highway	2015	DOT14-413	TBD	303: Van Buren St - MC85	Right of Way	3.0	2	6	----	No	----	Freeway	NHPP	2015	4,054,900	245,100	-	4,300,000	Amend: Defer project from FY 2014 to FY 2015.	✓			

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ADOT	Highway	2015	DOT13-952	TBD	60 (Grand Ave): Bell Rd TI	R/W acquisition	0.3	6	6	----	No	----	Freeway	NHPP	2015	6,601,000	399,000	-	7,000,000	Amend: Defer project from State FY 2014 to FY 2015. Project will not have environmental clearance in time to obligate funds in State FY 2014. Anticipate Obligation Authority to remain in Federal FY 2014.	✓			
ADOT	Highway	2014	DOT14-427	TBD	60 (Grand Ave): Bethany Home Rd - 163rd Ave	Traffic study	18.0	6	6	----	No	----	Freeway	STP-RGC	2014	70,725		4,275	75,000	Amend: Add a new traffic study project in FY 2014 for \$75,000.	✓			
ADOT	Highway	2017	DOT17-416	TBD	60 (Grand Ave): New River West Bound	Bridge rehabilitation	0.2	6	6	----	No	----	Freeway	NHPP-AZ	2017	235,750	-	14,250	250,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$250,000.	✓			
ADOT	Highway	2014	DOT14-155	TBD	60 (Grand Ave): SR101L (Agua Fria Fwy) - Van Buren St, Phase 2	Construct spot improvements	14.0	4	4	---	No	---	Freeway	NHPP	---	19,331,500	1,168,500	---	20,500,000	Amend: Delete project from TIP.	✓			
ADOT	Highway	2015	DOT14-156	TBD	60 (Grand Ave): Thompson Ranch (Thunderbird)	R/W acquisition	0.2	6	6	----	No	----	Freeway	NHPP	2015	4,715,000	285,000	-	5,000,000	Amend: Defer project from State FY 2014 to FY 2015. Project will not have environmental clearance in time to obligate funds in State FY 2014. Anticipate Obligation Authority to remain in Federal FY 2014.	✓			
ADOT	Highway	2014	DOT14-999		60 (Grand Ave): Wickenburg Area	Construct retaining walls	1.0	4	4	----	No	----	Street	NHPP	2014	297,045	17,955	-	315,000	Amend: Increase total project budget by \$65,000 from \$250,000 to \$315,000.	✓			
ADOT	Highway	2016	DOT16-422	TBD	8: Bender Wash	Construct drainage improvements	1.0	4	4	---	No	---	Freeway	NHPP	2016	1,671,939		101,061	1,773,000	Amend: Add a new drainage improvement construction project in FY 2016 for \$1,773,000.	✓			
ADOT	Highway	2015	DOT15-414	TBD	85: Gila Bend Airport - MP 130.42	Design pavement preservation	8.9			---	No	---	Street	NHPP	2014	99,958	-	6,042	106,000	Amend: Add a new pavement preservation design project in FY 2014 for \$106,000.	✓			
ADOT	Highway	2014	DOT14-428	TBD	87: McDowell Rd	Traffic signal improvement	0.1	4	4	----	No	----	Street	NHPP	2014	400,775		24,225	425,000	Amend: Add a new traffic signal improvement project in FY 2014 for \$425,000.	✓			
ADOT	Highway	2016	DOT16-423C	20301	88: Apache Junction - Tortilla Flat	Spot safety improvements and pavement preservation	9.0	2	2	----	No	----	Street	NHPP	2016	4,590,455	-	277,472	4,867,927	Amend: Add a new spot safety improvement/pavement preservation project in FY 2016 for \$7,185,000. Use \$2,185,000 of HSIP-AZ & \$4,590,455 of NHPP-AZ. See DOT16-423C2.	✓			

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ADOT	Highway	2016	DOT16-423C2	20301	88: Apache Junction - Tortilla Flat	Spot safety improvements and pavement preservation	9.0	2	2	-----	No	-----	Street	HSIP-AZ	2016	2,185,000	-	132,073	2,317,073	Amend: Add a new spot safety improvement/pavement preservation project in FY 2016 for \$7,185,000. Use \$2,185,000 of HSIP-AZ & \$4,590,455 of NHPP-AZ. See DOT16-423C.	✓			
ADOT	Highway	2014	DOT14-429	TBD	MAG Regionwide	Light pole inventory and design	0.1	N/A	N/A	-----	No	-----	Freeway	STP-AZ	2014	280,071		16,929	297,000	Amend: Add a new light pole inventory and design project in FY 2014 for \$297,000.	✓			
ADOT	Highway	2015	DOT15-413	TBD	MAG Regionwide	Drainage tunnel improvements	0.5	8	8	----	No	----	Freeway	STP-AZ	2015	1,487,111		89,889	1,577,000	Amend: Add a new drainage tunnel improvement project in FY 2015 for \$1,577,000.	✓			
ADOT	Highway	2016	MAR18-403D	12942	SR347: UPRR Overpass	Design Phase III: Grade Separation-Overpass	0.4	0	4	-----	No	-----	-----	Unfunded	2016	6,124,785	-	370,215	6,495,000	Amend: Divide project into Three segments and work phases. Programmed local cost of Phase III from City CIP and AK-Chin. City of Maricopa requests statewide funding.	✓			
ADOT	Highway	2017	MAR18-403RW	12942	SR347: UPRR Overpass	ROW Phase III: Grade Separation-Overpass	0.4	0	4	-----	No	-----	-----	Unfunded	2017	9,264,975	-	560,025	9,825,000	Amend: Divide project into Three segments and work phases. Programmed local cost of Phase III from City CIP and AK-Chin. City of Maricopa requests statewide funding.	✓			
ADOT	Highway	2018	MAR18-403C	12942	SR347: UPRR Overpass	Construction Phase III: Grade Separation-Overpass	0.4	0	4	-----	No	-----	-----	Unfunded	2018	25,442,140	-	1,537,860	26,980,000	Amend: Divide project into Three segments and work phases. Programmed local cost of Phase III from City CIP and AK-Chin. City of Maricopa requests statewide funding.	✓			
Apache Junction	Highway	2014	APJ12-401	TBD	IRONWOOD DR, SOUTHERN AVE & IDAHO RD IN APACHE JCT	Design concrete sidewalks, curb and gutter, ADA ramps, bike lane striping.	-	4	4	-----	No	SF003 02D	Safety	SRTS	2012	86,504	-	-	86,504	Amend: Add Project to TIP	✓			
Apache Junction	Highway	2015	APJ15-402	TBD	IRONWOOD DR, SOUTHERN AVE & IDAHO RD IN APACHE JCT	Construct concrete sidewalks, curb and gutter, ADA ramps, bike lane striping.	-	4	4	-----	No	SF003 01C	Safety	SRTS	2015	313,094	-	-	313,094	Amend: Add Project to TIP	✓			

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Apache Junction	Highway	2014	APJ14-403	28237	SR88 at Old West Highway	Construct Roadway Safety Improvements	0.3	6	6	----	No	----	Safety	HSIP-MAG	2014	343,970	-	34,868	378,838	Amend: Add \$161,746 additional HSIP-MAG funding to work phase. Cost increase due to updated construction cost estimates; due to unit cost increases from original project estimate (FY2011). Total of \$14,077 of non-eligible costs, \$364,761 of eligible costs.	✓			
Avondale	Highway	2014	AVN15-103	17590	Avondale (Citywide)	Construct Pedestrian Countdown Signals	0	0	0	----	No	----	Safety	HSIP-MAG	2014	105,840	-	-	105,840	Amend: Transfer \$30,000 to AVN14-109	✓			
Avondale	Highway	2014	AVN14-109	17590	Avondale (Citywide)	Preliminary Engineering for Pedestrian Countdown Signals	0	0	0	----	No	----	Safety	HSIP-MAG	2014	45,000	-	-	45,000	Amend: Increase budget by \$30,000 from AVN15-103	✓			
Chandler	Highway	2014	CHN12-118C2	6240	Various Locations - Citywide	Street Name Sign Upgrade to Clearview font	0	0	0	----	No	SH54701C	Safety	HSIP-MAG	2014	39,286	-	-	39,286	Amend: FY 2012 project, add \$39,286 HSIP-MAG to address square inch calc. Total workphase cost is \$110,526.	✓			
Florence	Highway	2015	FLO14-402	18528	Main Street: Ruggles St to Butte Ave	Construct Roadway Improvements	0.25	2	2	----	No	----	Street	STP-TEA	2015	500,000	-	30,223	530,223	Amend: Defer construction work year from FY2014 to FY2015.	✓			
Fountain Hills	Highway	2016	FTH14-103	36535	Fountain Hills (Citywide)	Preliminary Engineering for Arterial Street STOP Sign Upgrade	0	0	0	----	No	----	Safety	HSIP-MAG	2016	15,000	-	-	15,000	Amend: Defer from FY2014 to FY2016	✓			
Fountain Hills	Highway	2017	FTH15-101	36535	Fountain Hills (Citywide)	Procure and Install Arterial Street STOP Sign Upgrade	0	0	0	----	No	----	Safety	HSIP-MAG	2017	31,800	-	-	31,800	Amend: Defer from FY2015 to FY2017	✓			
Gilbert	Highway	2014	GLB11-104	38425	Gilbert Schools	Crossings and sidewalk safety improvement	0	0	0	----	No	----	Safety	SRTS		300,000	-	-	300,000	Amend TIP: Delete project. Project was cancelled by ADOT in 2013.				
Gilbert	Highway	2016	GLB16-401	41961	Northwest Gilbert Area	Fiber Installation and ITS Components	0	0	0	----	No	----	ITS	CMAQ	2016	1,095,671	-	66,309	1,161,980	Amend TIP: Increase total project budget by \$579,080 to reflect combination of project with GLB16-402.				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Gilbert	Highway	2016	GLB16-402	14262	Northwest Gilbert Area	Fiber Installation and ITS Components	0	0	0	---	No		ITS	CMAQ	2016	546,072	-	33,008	579,080	Amend TIP: Delete project. The project is now combined with GLB16-401.				
Gilbert	Highway	2014	GLB12-102D	23182	Various Gilbert School Locations	Design pedestrian crossing improvements	0	0	0	----	No	SF039 03D	Safety	SRTS		130,000	-	-	130,000	Amend TIP: Reinstate project and create a design phase. This SRTS project was awarded in 2012, Cycle 6, and was removed in error from the TIP.				
Gilbert	Highway	2016	GLB12-102C	23182	Various Gilbert School Locations	Construct pedestrian crossing improvements	0	0	0	----	No	SF039 03D	Safety	SRTS		270,000	-	-	270,000	Amend TIP: Reinstate project and create a construction phase. This SRTS project was awarded in 2012, Cycle 6, and was removed in error from the TIP.				
Gilbert	Highway	2014	GLB14-104C2	45276	Various Locations - Town Wide	Pedestrian Countdown Signal Heads- Phase 2	0	0	0	----	No	SH545 01C	Safety	HSIP-MAG	2014	23,579	-	-	23,579	Amend: Add new project phase. Change work year from 2015 to FY2014. Portion of this project authorized early in FFY2013 with GLB13-105. Adjust federal and total cost to reflect updated actual engineering cost (decrease by \$13,101 for FFY2014.)				
MAG	Highway	2014	MAG14-103		Region wide	Purchase PM-10 certified street sweepers FY2014 and program implementation.	0	0	0	-----	0	0	Air Quality	CMAQ	2014	1,880,769	-	113,684	1,994,453	Amend: Update TIP listing to match partial cost of FY2014 Call For Street Sweepers and change description to include "program implementation". Add \$10,000 from RRST program for implementation. Split project to accommodate federal authorization timeline.				
MAG	Highway	2014	MAG14-104	31336	Region wide	Regional rideshare and telework program	0	0	----		No	----	Air Quality	CMAQ	2014	500,032	-	-	500,032	Amend: Decrease funding by \$10,000.				
MAG	Highway	2015	MAG15-110	32136	Region wide	MAG Bicycle and Pedestrian Program	0	0	0	---	No	---	Bicycle	CMAQ	-----	9,231,000	-----	3,956,143	13,187,143	Amend: Delete placeholder listing. Programming completed.				
MAG	Highway	2015	MAG15-109	11143	Region wide	MAG Intelligent Transportation System (ITS) Program	0	0	0	---	No	---	ITS	CMAQ	-----	7,276,000	-----	3,118,286	10,394,286	Amend: Delete placeholder listing. Programming completed.				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
MAG	Highway	2015	MAG14-103C2		Region wide	Purchase PM-10 certified street sweepers FY2014 and program implementation.	0	0	----		No	----	Air Quality	CMAQ	2015	647,262	-	39,124	686,386	Amend: Add new TIP listing for FY2014 Call for Street Sweepers approved by RC on 3-25-14 (moved to FFY2015 to accommodate federal authorization timeline.).	✓			
MAG	Highway	2015	MAG15-432	23273	Region wide	Regional Rideshare and Telework Program	0	0	0	----	No	----	Air Quality	CMAQ	2015	660,000	-	-	660,000	Admin: Corrected amount return to \$660,000. Change MAG Mode to Air Quality, incorrectly noted in database as "Other".	✓			
MAG	Highway	2015	MAG14-107	23273	Region wide	Transportation planning and air quality studies and support	0	0	0	----	No	----	Other	STP-MAG	2015	5,400,000	-	326,405	5,726,405	Amend: add in FY2015 listing. Inadvertently omitted from listings.	✓			
MAG	Highway	2015	MAG15-433	23273	Region wide	Travel Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2015	135,000	-	-	135,000	Clerical: Change from "other" to "Air Quality".	✓			
MAG	Highway	2015	MAG15-434	23273	Region wide	Trip Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2015	962,347	-	-	962,347	Admin: Corrected amount return to \$962,347. Change MAG Mode to Air Quality, incorrectly noted in database as "Other".	✓			
MAG	Highway	2016	MAG16-432	23273	Region wide	Regional Rideshare and Telework Program	0	0	0	----	No	----	Air Quality	CMAQ	2016	660,000	-	-	660,000	Clerical: Change from "other" to "Air Quality".	✓			
MAG	Highway	2016	MAG16-433	23273	Region wide	Travel Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2016	135,000	-	-	135,000	Clerical: Change from "other" to "Air Quality".	✓			
MAG	Highway	2016	MAG16-434	23273	Region wide	Trip Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2016	962,347	-	-	962,347	Clerical: Change from "other" to "Air Quality".	✓			
MAG	Highway	2017	MAG17-432	23273	Region wide	Regional Rideshare and Telework Program	0	0	0	----	No	----	Air Quality	CMAQ	2017	660,000	-	-	660,000	Clerical: Change from "other" to "Air Quality".	✓			
MAG	Highway	2017	MAG17-433	23273	Region wide	Travel Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2017	135,000	-	-	135,000	Clerical: Change from "other" to "Air Quality".	✓			
MAG	Highway	2017	MAG17-434	23273	Region wide	Trip Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2017	962,347	-	-	962,347	Clerical: Change from "other" to "Air Quality".	✓			

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
MAG	Highway	2014	MAG14-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	-----	-----	No	FTA	Transit	CMAQ	2014	16,456,512	994,720	-	17,451,232	Amend: Add placeholder to TIP. Actual Allocation.	✓			
MAG	Highway	2015	MAG15-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	-----	-----	No	FTA	Transit	CMAQ	2015	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.	✓			
MAG	Highway	2015	MAG15-408	46566	Regionwide	MAG Air Quality & Travel Demand Management Programs	0	0	0	-----	No	-----	Air Quality	CMAQ	-----	7,928,000	-----	479,211	8,407,211	Amend: Delete placeholder listing. Programming completed.	✓			
MAG	Highway	2015	MAG15-431	23273	Regionwide	Purchase PM-10 Certified Street Sweepers	0	0	0	-----	No	-----	Air Quality	CMAQ	2015	1,404,238	-	84,880	1,489,118	Admin: Corrected amount to balance annual allocation. Change from "other" to "Air Quality".	✓			
MAG	Highway	2016	MAG16-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	-----	-----	No	FTA	Transit	CMAQ	2016	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.	✓			
MAG	Highway	2016	MAG16-431	23273	Regionwide	Purchase PM-10 Certified Street Sweepers	0	0	0	-----	No	-----	Air Quality	CMAQ	2016	924,057	-	55,855	979,912	Admin: Corrected amount to balance annual allocation. Change from "other" to "Air Quality".	✓			
MAG	Highway	2017	MAG17-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	-----	-----	No	FTA	Transit	CMAQ	2017	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.	✓			
MAG	Highway	2017	MAG18-431	23273	Regionwide	Purchase PM-10 Certified Street Sweepers	0	0	0	-----	No	-----	Air Quality	CMAQ	2017	1,715,058	-	103,667	1,818,725	Admin: Corrected amount to balance annual allocation. Change from "other" to "Air Quality".	✓			

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
MAG	Highway	2018	MAG18-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	-----	-----	No	FTA	Transit	CMAQ	2018	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.	✓			
Maricopa (City)	Highway	2015	MAR15-407		Hartman Road: Maricopa Casa Grande Highway to approximately 1.5 miles north.	Pave Unpaved Roadway.	1.5	2	2	-----	No	-----	Street	CMAQ-2.5	2015	529,522	-	32,007	561,529	Amend: Increase local match to minimum 5.7% (additional \$23,384).	✓			
Maricopa (City)	Highway	2017	MAR17-404	42942	SR347: Union Pacific Railroad Overpass	Design Overpass	4	3	3	-----	No	-----	-----	Local	2017	-----	-----	-----3,000,000	-----3,000,000	Amend: Delete project. Replaced by MAR15-491D, MAR17-404D, and MAR18-403D.	✓			
Maricopa (City)	Highway	2018	MAR18-403	42942	SR347: Union Pacific Railroad Overpass	Construct Overpass	4	3	3	-----	No	-----	-----	Local	2018	-----	-----	-----30,000,000	-----30,000,000	Amend: Delete project. Replaced by MAR14-591RW, MAR15-491C, MAR17-404RW, MAR17-404C, MAR18-403RW, and MAR18-403C.	✓			
Maricopa (City)	Highway	2015	MAR15-491D	12942	SR347: UPRR Overpass	Design Phase I: AMTRAK Relocation	0.2			-----	No	-----	-----	Local	2015	-	-	412,000	412,000	Amend: Divide project into Three segments and work phases. Programmed full cost of Phase I from City CIP:\$3.9 m City of Maricopa & \$300k GRIC .	✓			
Maricopa (City)	Highway	2015	MAR17-404D	12942	SR347: UPRR Overpass	Design Phase II: Arterial & Intersection Improvements Honeycutt	0.4	2	3	-----	No	-----	-----	Local	2015	-	-	900,000	900,000	Amend: Divide project into Three segments and work phases. Programmed full local cost of Phase II from City of Maricopa CIP and Ak-Chin.	✓			
Maricopa (City)	Highway	2016	MAR15-491C	12942	SR347: UPRR Overpass	Construction Phase I: AMTRAK Relocation	0.2			-----	No	-----	-----	Local	2016	-	-	2,000,000	2,000,000	Amend: Divide project into Three segments and work phases. Programmed full cost of Phase I from City CIP:\$3.9 m City of Maricopa & \$300k GRIC .	✓			
Maricopa (City)	Highway	2016	MAR15-491RW	12942	SR347: UPRR Overpass	ROW Phase I: AMTRAK Relocation	0.2			-----	No	-----	-----	Local	2016	-	-	2,088,000	646,358,740	Amend: Divide project into Three segments and work phases. Programmed full cost of Phase I from City CIP:\$3.9 m City of Maricopa & \$300k GRIC .	✓			
Maricopa (City)	Highway	2016	MAR17-404RW	12942	SR347: UPRR Overpass	ROW Phase II: Arterial & Intersection Improvements Honeycutt	0.4	2	3	-----	No	-----	-----	Unfunded	2016	1,889,225	-	114,195	2,003,420	Amend: Divide project into Three segments and work phases. Programmed full local cost of Phase II from City of Maricopa CIP and Ak-Chin. Lead agency requests statewide funding.	✓			
Maricopa (City)	Highway	2018	MAR17-404C	12942	SR347: UPRR Overpass	Construction Phase II: Arterial & Intersection Improvements Honeycutt	0.4	2	3	-----	No	-----	-----	Unfunded	2018	2,920,075	-	176,505	3,096,580	Amend: Divide project into Three segments and work phases. Programmed full local cost of Phase II from City of Maricopa CIP and Ak-Chin. Lead agency requests statewide funding.	✓			

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Mesa	Highway	2013	MES15-441D	40596	Rio Salado Segment 3: SR101 to Wrigleyville West Entrance	Design shared-use path project	0.75	0	0	----	No	----	Bicycle	CMAQ		146,500		86,354	232,854	Amend TIP: Revise location description to match that used in development documents. Adjust local cost to match recent cost estimates and adjust mileage slightly. This change does not affect the actual location of the project.				
Mesa	Highway	2015	MES15-441C	40596	Rio Salado Segment 3: SR101 to Wrigleyville West Entrance	Construct multi-use pathway	0.75	0	0	----	No	----	Bicycle	CMAQ		999,999		549,801	1,549,800	Amend TIP: Revise location description to match that used in development documents. Adjust local cost to match recent cost estimates and adjust mileage slightly. This change does not affect the actual location of the project.				
Mesa	Highway	2014	MES14-141	6518	Rio Salado Segment 4: (Wrigleyville West connection to Dobson Road/SR 202 MP 11)	Design shared-use path project	0.6	0	0	----	No	----	Bicycle	Local				140,000	140,000	Delete project. Project has been replaced by project added in February				
Mesa	Highway	2014	MES14-404	42749	Rio Salado Segment 4 (Wrigleyville West connection to Dobson Road/SR 202 MP 11)	Design multi use path.	0.6	0	0	----	No	----	Bicycle	Local				203,784	203,784	Amend TIP: Revise location description to match that used in development documents. Adjust local cost to match recent cost estimates and adjust mileage slightly. This change does not affect the actual location of the project.				
Mesa	Highway	2015	MES15-141	6518	Rio Salado Segment 4: (Wrigleyville West connection to Dobson Road/SR 202 MP 11)	Construct shared-use path project	0.6	0	0	----	No	----	Bicycle	Local				1,000,000	1,000,000	Delete project. Project has been replaced by project added in February				
Mesa	Highway	2015	MES16-404	42749	Rio Salado Segment 4 (Wrigleyville West connection to Dobson Road/SR 202 MP 11)	Construct multi use path.	0.6	0	0	----	No	----	Bicycle	TA-MAG		1,585,674		138,434	1,724,108	Amend TIP: Revise location description to match that used in development documents. Adjust local cost to match recent cost estimates and adjust mileage slightly. This change does not affect the actual location of the project.				
Mesa	Highway	2016	MES16-401	48684	Various Locations	Installation of Bluetooth detectors	0	0	0	----	No	----	ITS	CMAQ		655,835		39,642	695,477	Amend TIP: City of Chandler has requested to be removed from this project. Minor scope change to be heard at May 7th ITS committee.				
Phoenix	Highway	2014	PHX12-113C2	41934	Dunlap: 31st - 43rd Ave and at 35th Ave	Install additional street lights on south side of Dunlap, and add a second left-turn lane for north and southbound approaches on 35th	1.5	6	6	----	No	----	Safety	HSIP-MAG	2012	70,000		311,807	381,807	Amend: FY2012 Project, Add additional 70,000 HSIP funding to work phase, Cost increase due to city lighting standards changed to LED, cost increase to reflect new std. Balance of project funded with HSIP-AZ.				

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Tempe	Highway	2014	TMP10-620C3	9367	Broadway Rd: Rural Rd to Mill Ave	Procure and Install Roadway Safety Improvements	1	5	5	-----	No	SS73401C	Safety	HSIP-MAG	2014	637,317	-	38,523	675,840	Amend: Project can advance to FFY2014 from FFY2015 based on developed project schedule.	✓			
Tempe	Highway	2014	TMP11-111C2	28746	Various Locations - Citywide	Install New Signal Pre-emption Cards for EMS Access	0	0	0	-----	No	-----	Safety	HSIP-MAG	2011	38,000	-	-	38,000	Amend: FY2011 Project, Add \$38,000 additional HSIP-MAG funding to work phase. Cost increase due to requirement of 2 cards per location, add two cards. (Total work phase cost is \$84,000).	✓			
ADOT	Transit	2014	PNP13-122T		Southwest Valley, portion of Avondale, Litchfield Park, Tolleson, and Phoenix.	Portable Practical Educational Preparation, Inc./Encompass: One Cutaway Van with Lift (FY 2013 Funds)				11.12.04				5310-AZ	2013	60,826	6,083	-	66,909	Amend: Inclusion of ADOT awarded Section 5310 agency request of 1 Cutaway Van with Lift in the MAG planning area.	✓			
Avondale	Transit	2014	VMT14-425T	4760	Regionwide	Operating: Operating Assistance TBD				30.09.01				5307-AVN UZA	2014	2,485,518	-	2,485,518	4,971,037	Amend: Change federal amount to 2014 apportionment. Update Local match to 50%. Change federal/local amount from \$2,378,490/\$0 to \$2,485,518/\$2,485,518	✓			
Avondale	Transit	2014	AVN14-410T	10195	Regionwide	Transit Security				11.42.09				5307-AVN UZA	2014	29,889	-	7,472	37,361	Amend: Update ALI Code. Change federal amount to 2014 apportionment. Change federal/local amount from \$28,807/\$7,202 to \$29,889/\$7,472	✓			
Glendale	Transit	2014	GLN14-101T	30308	Glendale: Citywide Paratransit & GUS	Preventive Maintenance				11.7A.00				5307	2014	213,693	-	53,423	267,116	Amend: Update PM with NTD data. Change federal/local amount from \$204,303/\$51,076 to \$213,693/\$53,423	✓			
MAG	Transit	2014	MAG14-419T	5800	Regionwide	JARC apportionment				30.09.01				5307-JARC	2014	1,875,527	468,882	-	2,344,409	Amend: Update JARC Suballocation. Change federal/local amount from \$1,815,300/\$453,825 to \$1,875,527/\$468,882	✓			
MAG	Transit	2014	PNP14-401T	30897	ARCH: Regionwide	Procure: Minivan & Cutaway				11.12.04	No	-	Transit	5310-MAG	2014	71,850	-	14,150	86,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-402T	30897	Arizona Spinal Cord Injury Assoc: Regionwide	Procure: 2 Minivans with Ramp				11.13.04	No	-	Transit	5310-MAG	2014	64,600	-	11,400	76,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-403T	30897	Beatitudes: Glendale, Paradise Valley, Phoenix	Procure: Cutaway				11.13.04	No	-	Transit	5310-MAG	2014	51,850	-	9,150	61,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				

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MAG	Transit	2014	PNP14-404T	30897	Chandler Gilbert Arc: Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Procure: 3 Minivans				11.12.04	No	-	Transit	5310-MAG	2014	60,000	-	15,000	75,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-405T	30897	City of Tolleson: Regionwide	Procure: Cutaway				11.13.04	No	-	Transit	5310-MAG	2014	51,850	-	9,150	61,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-406T	30897	Friendship Village: Phoenix, East Valley	Procure: Minivan with Ramp & Cutaway				11.13.04	No	-	Transit	5310-MAG	2014	84,150	-	14,850	99,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-407T	30897	Gompers: Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City	Procure: 5 Cutaways				11.12.04	No	-	Transit	5310-MAG	2014	259,250	-	45,750	305,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-408T	30897	Hacienda Healthcare: Regionwide	Procure: 5 Cutaways				11.13.04	No	-	Transit	5310-MAG	2014	259,250	-	45,750	305,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-409T	30897	Horizon Human Services: Mesa, Phoenix, Tempe	Procure: 2 Passenger Vans				11.12.04	No	-	Transit	5310-MAG	2014	44,800	-	11,200	56,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-410T	30897	Lifewell: Regionwide	Procure: 5 Passenger Vans				11.12.04	No	-	Transit	5310-MAG	2014	112,000	-	28,000	140,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-411T	30897	Lura Turner Homes: Central Phoenix	Procure: 2 Minivan with Ramp; 1 Minivan NO Ramp; 1 Passenger Van				11.12.04	No	-	Transit	5310-MAG	2014	107,000	-	22,000	129,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-412T	30897	Marc Community Resources: Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley	Procure: 2 Cutaways				11.13.04	No	-	Transit	5310-MAG	2014	103,700	-	18,300	122,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-413T	30897	Marc Community Resources: Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley.	Procure: 3 Cutaways				11.12.04	No	-	Transit	5310-MAG	2014	155,550	-	27,450	183,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-414T	30897	Native American Connections: Regionwide.	Procure: Minivan with Ramp				11.13.04	No	-	Transit	5310-MAG	2014	32,300	-	5,700	38,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				

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TIP Amendment #3																				Reviewed By ²				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
MAG	Transit	2014	PNP14-415T	30897	One Step Beyond: Avondale, Glendale, Litchfield Park, Peoria, Phoenix, Surprise, Sun City, Anthem, Wickenburg, Morristown.	Procure: Minivan & Passenger Van				11.13.04	No	-	Transit	5310-MAG	2014	42,400	-	10,600	53,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-416T	30897	Scottsdale Training and Rehabilitation Services (STARS): Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	Procure: 2 Minivans with Ramp				11.12.04	No	-	Transit	5310-MAG	2014	64,600	-	11,400	76,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-417T	30897	Southern AZ Assoc for Visually Impaired (SAAVI): Regionwide	Procure: 1 Minivan NO Ramp; 1 Minivan with Ramp				11.13.04	No	-	Transit	5310-MAG	2014	52,300	-	10,700	63,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-418T	30897	Stand Together and Recover (S.T.A.R.): Apache Junction, Chandler, Gilbert, Mesa, Tempe, Phoenix, North Gila River Indian Community.	Procure: Passenger Van				11.12.04	No	-	Transit	5310-MAG	2014	22,400	-	5,600	28,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-419T	30897	Stand Together and Recover (S.T.A.R.): Apache Junction, Chandler, Gilbert, Mesa, Tempe, Phoenix, North Gila River Indian Community.	Procure: Cutaway				11.13.04	No	-	Transit	5310-MAG	2014	51,850	-	9,150	61,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-420T	30897	The Centers for Habilitation (TCH): Chandler, Tempe, Mesa, Phoenix.	Procure: 3 Cutaway				11.12.04	No	-	Transit	5310-MAG	2014	155,550	-	27,450	183,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-421T	30897	United Cerebral Palsy (UCP): North Central Phoenix, Paradise Valley, Glendale, Peoria	Procure: 5 Cutaways				11.12.04	No	-	Transit	5310-MAG	2014	259,250	-	45,750	305,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
MAG	Transit	2014	PNP14-422T	30897	Valley Life: Regionwide	Procure: Minivan with Ramp				11.13.04	No	-	Transit	5310-MAG	2014	32,300	-	5,700	38,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-423T	30897	Chandler Gilbert Arc: Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Mobility Manager Position				11.7L.00	No	-	Transit	5310-MAG	2014	44,000	-	11,000	55,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-424T	30897	Foothills Caring Corps: Cave Creek, Carefree, North Phoenix, North Scottsdale.	Mobility Manager Position				11.7L.00	No	-	Transit	5310-MAG	2014	71,352	-	17,838	89,190	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-425T	30897	Marc Community Resources: Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley.	Mobility Manager Position				11.7L.00	No	-	Transit	5310-MAG	2014	44,000	-	11,000	55,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-426T	30897	Terros: Regionwide	Mobility Manager Position				11.7L.00	No	-	Transit	5310-MAG	2014	66,058	-	16,515	82,573	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-427T	30897	Foothills Caring Corps: Regionwide	Add Vehicle Steps				11.42.20	No	-	Transit	5310-MAG	2014	829	-	146	975	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-428T	30897	Stand Together and Recover S.T.A.R.: Apache Junction, Chandler, Gilbert, Mesa, Tempe, Phoenix, North Gila River Indian Community.	Procure and Replace Vehicle Steps				11.42.20	No	-	Transit	5310-MAG	2014	689	-	121	810	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-429T	30897	City of Glendale: Regionwide	Taxi Voucher Program				30.09.00	No	-	Transit	5310-MAG	2014	62,500	-	62,500	125,000	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-430T	30897	Valley Metro RPTA: Regionwide	Alternatives Project - WV DAR, EV Taxi Subsidy, Scottsdale Trolley				30.09.00	No	-	Transit	5310-MAG	2014	657,050	-	657,050	1,314,100	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				
MAG	Transit	2014	PNP14-431T	30897	City of Phoenix: Regionwide	Program Administration Funds				11.79.00	No	-	Transit	5310-MAG	2014	290,884	-	-	290,884	Amend: New Project. FY 2014 Section 5310 Phoenix-Mesa UZA.				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C	
Peoria	Transit	2014	PEO14-421T	4744	Peoria	Purchase bus: < 30-foot - 2 replace (dial-a-ride)				11.12.04				STP-AZ-Flex						163,958	Delete. Unprogrammed buses in FY 2011.	✓			
Peoria	Transit	2014	PEO14-101T	8403	Peoria: Citywide-Paratransit	Preventive Maintenance				11.7A.00				5307							Amend: Delete. PM Overage in previous grants.	✓			
Phoenix	Transit	2014	PHX13-909T	39152	Laveen/59th Avenue	Pre-design regional park-and-ride (Laveen/59th Avenue)				11.31.04				5307		115,497	28,874	-	144,371	Amend: Funding is showing 85%/15%. Should be 80%/20%. Change federal/local amount from \$122,129/\$22,242 to \$115,497/\$28,874.	✓				
Phoenix	Transit	2014	PHX14-103T	47717	Regionwide	Preventive Maintenance				11.7A.00				5307		10,991,787	-	2,747,947	13,739,733	Amend: Update PM with NTD data. Reduce total FY 14 PM by close out funds of \$26,390 Change federal/local amount from \$11,613,337/\$2,903,334 to \$10,991,787/\$2,747,947.	✓				
Phoenix	Transit	2014	PHX14-412T	3018	Regionwide	Preventive Maintenance				11.7A.00				5339		224,671	-	56,168	280,839	Amend: Update PM with NTD data and to balance the program. Change federal/local amount from \$50,861/\$12,715 to \$224,671/\$56,168.	✓				
Phoenix	Transit	2014	PHX14-413T	3018	Regionwide	Preventive Maintenance				11.7A.00				STP-AZ-Flex		407,980	-	101,995	509,975	Amend: Balances the STP program. Change federal/local amount from \$77,190/\$19,298 to \$407,980/\$101,995.	✓				
Phoenix	Transit	2014	PHX14-414T	3018	Regionwide	Preventive Maintenance				11.7A.00				5337-HI		646,511	-	161,628	808,139	Amend: Update PM with NTD data and to balance the program. Change federal/local amount from \$557,261/\$139,315 to \$646,511/\$161,628.	✓				
Phoenix	Transit	2014	PHX14-106T	21472	Regionwide	Purchase bus: Articulated - 10 replace				11.12.06				5307		6,698,000	1,182,000	-	7,880,000	Admin: Update ALI Code.	✓				
Phoenix	Transit	2014	PHX14-416T	8434	Regionwide	Purchase bus: standard 40 foot - 2 replace				11.12.01				5307		911,200	160,800	-	1,072,000	Amend: New project. To account for buses not programmed in FY2013.	✓				
Phoenix	Transit	2014	PHX14-409T	8434	Regionwide	Purchase bus: standard 40 foot - 7 replace				11.12.01				5307		3,314,150	584,850	-	3,899,000	Amend: Increase by from 2 to 7 buses due to under programming in FY 2013. Change federal/local amount from \$946,900/\$167,100 to \$3,314,150/\$584,850.	✓				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Phoenix	Transit	2015	PHX15-421T	8434	Regionwide	Purchase bus: standard 40 foot - 11 replace				11.12.01				5307		5,413,650	955,350	-	6,369,000	Amend: Four buses moved to PHX14-417T. Reduce from 15 to 11 buses.	✓			
Phoenix	Transit	2015	PHX14-417T	8434	Regionwide	Purchase bus: standard 40 foot - 4 replace				11.12.01				5307		1,968,600	347,400	-	2,316,000	Amend: New project. Utilize funds from deferring VMT14-105T to FY 2015 and moving \$682,523 from MES10-808T to VMR15-433T. Decrease PHX15-421T by 4 buses.	✓			
Scottsdale	Transit	2014	SCT14-101T	29060	Scottsdale: Fixed Route	Preventive Maintenance				11.7A.00				5307		285,307	-	71,327	356,634	Amend: Update PM with NTD data. Change federal/local amount from \$150,811/\$38,203 to \$285,307/\$71,327	✓			
Surprise	Transit	2014	SUR13-902T	40702	Regionwide	Purchase bus: < 30-foot - 2 Replace (dial-a-ride)				11.12.04				5307						Amend: Delete. Surprise no longer operates service	✓			
Surprise	Transit	2014	SUR14-101T	5093	Surprise: Citywide-Paratransit	Preventive Maintenance				11.7A.00				5307						Amend: Delete. Surprise no longer operates service	✓			
Valley Metro Rail	Transit	2014	VMR14-110T	19572	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance				11.7A.00				5307		1,106,433	-	276,608	1,383,041	Amend: Update PM with NTD data. Reduce by close out funds of \$924,800 Change federal/local amount from \$2,146,533/\$536,633 to \$1,106,433/\$276,608	✓			
Valley Metro Rail	Transit	2014	MES10-808T	39320	Main St/Mesa Dr	Construct regional transit center (6-bay) (Main St/Mesa Dr)				11.33.01				5307		272,744	68,186	-	340,930	Amend: Change lead Agency to Valley Metro Rail. \$682,523 moved to VMR15-433T. Change federal/local amount from \$818,762/\$204,691 to \$272,744/\$68,186	✓			
Valley Metro Rail	Transit	2014	MES09-805T	39320	Main St/Mesa Dr	Design regional transit center (6-bay) Main St/Mesa Dr (FY 13 FGM Funds)				11.31.01				5309-FGM		161,273	40,318	-	201,591	Admin: Change lead Agency to Valley Metro Rail.	✓			
Valley Metro Rail	Transit	2015	VMR15-433T	14195	Main Street/Gilbert Road Bus Turn-Around (Construct)	Main Street/Gilbert Road bus turn-around (construct)				11.33.01				5307		2,519,790	629,948	-	3,149,738	Amend: Moved \$682,523 from Main ST/Mesa Dr (MES10-808T). Change federal/local amount from \$1,973,772/\$493,443 to \$2,519,790/\$629,948	✓			
Valley Metro Rail	Transit	2014	VMR14-437T	27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Right of way acquisition				13.22.01				PTF		-	6,000,000	-	6,000,000	Admin: Update ALI Code	✓			

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Valley Metro Rail	Transit	2014	VMR14-404T	23739	Regionwide	Overhaul friction brakes - Phase 2				12.17.00				5337-FGM		340,563	542,572	-	883,135	Amend: Update federal amount to match apportionment. Total Cost unchanged. Change federal/local amount from \$331,125/\$552,010 to \$340,563/\$542,572	✓			
Valley Metro/ RPTA	Transit	2014	PHX14-101T	12809	Citywide	Install bus stop improvements (1% enhancement)				11.92.02				5307		492,001	-	123,000	615,001	Amend: Adjust to 1% of apportionment. Change federal/local amount from \$475,160/\$118,790 to \$492,001/\$123,000	✓			
Valley Metro/ RPTA	Transit	2014	PEO13-902T	6338	Peoria	Pre-design regional transit center (4-bay) Peoria				11.31.02				5307		40,132	10,033	-	50,165	Admin: Change lead Agency to Valley Metro/RPTA	✓			
Valley Metro/ RPTA	Transit	2014	VMR14-399T	21692	Regionwide	Purchase bus: standard 35 foot - 3 Expand (Scottsdale)				11.13.02				5307		1,721,250	303,750	-	2,025,000	Amend: Update ALI code. Change description to 35 foot bus. Change federal/local amount from \$1,541,079/\$271,955 to \$1,721,250/\$303,750	✓			
Valley Metro/ RPTA	Transit	2014	VMT14-106T	16655	Regionwide	Purchase vanpools: 19 expand				11.13.15				STP-AZ-Flex		722,152	-	-	722,152	Amend: Reduce vanpool buses by 6 to be purchased with close-out funds. Change federal/local amount from \$950,200/\$0 to \$722,152/\$0.	✓			
Valley Metro/ RPTA	Transit	2015	VMT14-105T	22488	Regionwide	Purchase bus: standard - 3 expand (Scottsdale/Rural BRT)				11.13.01				5307		1,593,888	281,274	-	1,875,162	Amend: Move from FY 2014 to FY 2015.	✓			
Valley Metro/ RPTA	Transit	2014	VMT14-101T	36312	Regionwide: Fixed Route	Preventive Maintenance				11.7A.00				5307		4,329,488	-	1,082,372	5,411,860	Amend: Update PM with NTD data. Reduce by close out funds of \$924,800 Change federal/local amount from \$3,979,663/\$994,916 to \$4,329,488/\$1,082,372	✓			
Valley Metro/ RPTA	Transit	2014	VMT13-913TA	28971	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. Link				11.32.02				5307		5,144,501	1,286,125	-	6,430,626	Amend: Moved \$260,368 from VMT13-913TB to balance FY14. Change federal/local amount from \$4,884,133/\$1,221,033 to \$5,144,501/\$1,286,125.	✓			
Valley Metro/ RPTA	Transit	2015	VMT13-913TB	28971	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT				11.32.02				5307		5,428,614	1,357,154	-	6,785,768	Amend: Moved \$260,368 to VMT13-913TA to balance FY14. Change federal/local amount from \$5,168,246/\$1,292,062 to \$5,428,614/\$1,357,154.	✓			
Valley Metro/ RPTA	Transit	2014	VMT14-110T	New	Southwest Valley	Administration: Rural Route 685				11.79.00				5311		56,352	14,088	-	70,440	Amend: New project. ADOT awarded project.	✓			

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apportionment Year ³	Federal	Regional	Local	Total	TIP Change Request	TRC	MC	TPC	RC
Valley Metro/ RPTA	Transit	2014	VMT14-108T	New	Southwest Valley	Operating Assistance: Rural Route 685 (Scope 30000)				30.09.02				5311		109,272	79,128	-	188,400	Amend: New project. ADOT awarded project.	✓			
Valley Metro/ RPTA	Transit	2014	VMT14-109T	New	Southwest Valley	Operating Assistance- Intercity: Rural Route 685 (Scope 63400)				30.09.02				5311		213,542	154,633	-	368,175	Amend: New project. ADOT awarded project.	✓			
Valley Metro/ RPTA	Transit	2014	TMP14-101T	6633	Tempe: Fixed Route	Preventive Maintenance				11.7A.00				5307		2,638,896	-	659,724	3,298,620	Amend: Update PM with NTD data. Change federal/local amount from \$2,925,470/\$731,368 to \$2,638,896/\$659,724.	✓			

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in bold red font. Deletions are show in strike through font.
2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Committee, MC = Management Committee, TPC = Transportation Review Committee, RC = Regional Council
3. The year the funds were apportioned by Congress. This item is included only for informational purposes.
4. For federal projects this is the year the project will authorize. For transit this is the year the project will appear in a grant.

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the Fiscal Year 2014 ALCP

ALCP																		
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
CHN110-09C	Chandler	Chandler Blvd at Alma School Rd	Construct intersection improvement	2016	Q4 2016	0.25	4	6	HSIP-AZ	1,334,806	4,208,929	-	5,543,735	2016	HSIP-AZ	4,208,929	Amend: Defer project from 2015 to 2016 based on ADOT programming.	All-CHN-10-03
CHN14-102CZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening.	2014	Q2 2014	1	2	4	HSIP-AZ	4,856,124	2,250,773	-	7,106,897	2014	HSIP-AZ	2,250,773	Amend: Increase total cost from \$6,081,169 to \$7,106,897 due to a new engineer's estimate. Increase local cost from \$3,830,396 to \$4,856,124.	ACI-PRC-10-03-D
MMA13-118RW2Z	Maricopa County	Northern Parkway: Dysart to 111th	Acquisition of right-of-way for roadway widening	2014	Q2 2015	2.5	2	4	STP-MAG	116,876	1,933,575	-	2,050,451	2014	STP-MAG	1,933,575	Amend: Advance reimbursement from FY2015 to FY2014 resulting from the FY2014 NACOG loan.	ACI-NOR-10-03-B
MMA13-106CLZ	Maricopa County	Northern Parkway: Sarival to Dysart	Construct and landscape roadway widening	2012	Q2 2025	4.1	4	6	STP-MAG	27,758	495,970	-	523,728	2012	STP-MAG	495,970	Amend: Funding was obligated as part of the Northern Parkway: Sarival to Dysart Phase I project. Move from RTPID ACI-NOR-10-03-A to ACI-NOR-30-03-A.	ACI-NOR-30-03-A
PHX14-101CZ	Phoenix	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2014	Q3 2015	6	0	6	STP-MAG	629,732	10,418,197	-	11,047,929	2014	STP-MAG	10,418,197	Amend: Advance \$2,000,000 of STP-MAG funds from FY 2015 to FY 2014 as part of the FY 2014 NACOG loan. Increase total costs in listing from \$9,811,710 to \$11,047,929.	ACI-RIO-10-03
PHX15-101CZ	Phoenix	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	2015	Q3 2015	6	0	6	STP-MAG	236,837	3,918,197	-	4,155,034	2015	STP-MAG	3,918,197	Amend: Advance \$2,000,000 of STP-MAG funds from FY 2015 to FY 2014 as part of the FY 2014 NACOG loan. Decrease total costs in listing from \$12,984,790 to \$4,155,034.	ACI-RIO-10-03
SCT11-123DZ	Scottsdale	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Design intersection improvement	2012	Q2 2014	0.5	4	6	RARF	30,178	-	70,142	100,319	2014	RARF	70,142	Amend: Correct clerical error to match FY 2014 approved ALCP. Regional amount should be \$70,141.51 not \$70,414.51.	ACI-SAT-10-03-H
SCT13-123RWZ	Scottsdale	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Acquisition of right-of-way for intersection improvement	2013	Q2 2014	0.5	4	6	RARF	30,178	-	70,142	100,319	2014	RARF	70,142	Amend: Correct clerical error to match FY 2014 approved ALCP. Regional amount should be \$70,141.51 not \$70,414.51.	ACI-SAT-10-03-H
VMR14-101DZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Design light rail extension	2014	Q4 2020	2	4	2	CMAQ	34,545	571,500	-	606,045	2014	CMAQ	571,500	Amend: Add new TIP listing. Accelerate \$571,500 from FY2019 to FY 2014 as part of the FY 2014 NACOG loan.	ACI-LRT-10-03
VMR17-101FZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Finance Charges	2017	Q4 2020	2	4	2	STP-MAG	207,261	3,428,895	-	3,636,156	2019	STP-MAG	3,428,895	Amend: Advance \$571,500 of federal funds from FY 2019 to FY2014 as part of the FY 2014 NACOG loan. Reduce TIP listing from \$4,242,200 to \$3,636,156.	ACI-LRT-10-03

Sorted by: Agency, Project Location, Work Year

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2014

SUBJECT:

Approval of the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in early spring by the federal agencies and approved by the Regional Council in May. The proposed budget information was presented incrementally each month, and adjustments have been made as information was received.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 8, February 12, March 12, and April 9, 2014. The Regional Council reviewed the draft budget document at its meetings on January 29, February 26, March 26, and April 23, 2014.

Each year new projects are proposed for inclusion in the MAG planning efforts. The proposed new projects for FY 2015 were first presented at the February 12, 2014, Management Committee meeting, the February 18, 2014, Executive Committee meeting, and the February 26, 2014, Regional Council meeting. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. No additional revisions have been made to proposed projects from last month's presentations.

The review of the draft Work Program and Annual Budget for the Intermodal Planning Group (IPG) meeting on March 28, 2014, was very positively received by both the federal, state and other parties and we have not received any recommendations as the result of this meeting for the FY 2015 Work Program and Annual Budget document at this time.

The draft FY 2015 Work Program and Annual Budget reflects a slight increase of 1.21 percent in total expenditures budgeted. This increase in budgeted expenses is primarily due to an overall increase in personnel and pass through projects. For FY 2015 there is an anticipated increase in overhead costs of 2.74 percent and the largest dollar amount increase is for maintenance and repairs. This budgeted increase is due to an increase in the number of maintenance agreements associated with computer equipment. The next largest increase in overhead is in the rent item and this is due to anticipated increases in building lease overhead costs. The largest dollar decrease in budgeted overhead is for printing costs. This budgeted cost is reduced as no large outside print jobs budgeted. The capital items budget reflects a carryforward amount for the Enterprise Resource Planning system of \$250,000. This implementation is anticipated to be complete in September 2014. Overall, including carryforward totals, the final draft budget for FY 2015 reflects a small increase of .67 percent from the budgeted amount in the current year.

The draft of the FY 2015 MAG Unified Planning Work Program and Annual Budget has narrative by division and associated program costs, and draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, budgeted positions, dues and assessments, and consultant pages for new and carryforward consultants.

The MAG region, as a Transportation Management Area and as a Metropolitan Planning Organization, is required (by federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities. The regional transportation projects received from other organizations are noted in the Work Program.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting the final draft FY 2015 budget, which provides for an incremental review of key budget details of the complete draft budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: In accordance with federal transportation law, MAG is required to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget as it is drafted. MAG is providing a budget summary, "MAG Programs in Brief," that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation. The draft FY 2015 Unified Planning Work Program and Annual Budget is also provided.

ACTION NEEDED:

Recommend approval of the draft FY 2015 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments.

PRIOR COMMITTEE ACTIONS:

This item was on the April 23, 2014, MAG Regional Council Committee agenda for information and discussion.

MEMBERS ATTENDING

- | | |
|--|---|
| Mayor Michael LeVault, Youngtown, Chair | Indian Community |
| Mayor W. J. "Jim" Lane, Scottsdale, Treasurer | Mayor John Lewis, Gilbert |
| * Vice Mayor Robin Barker, Apache Junction | Mayor Jerry Weiers, Glendale |
| Mayor Marie Lopez Rogers, Avondale | Mayor Georgia Lord, Goodyear |
| # Mayor Jackie Meck, Buckeye | Mayor Rebecca Jimenez, Guadalupe |
| Councilmember Mike Farrar, Carefree | Mayor Thomas Schoaf, Litchfield Park |
| # Councilmember Reginald Monachino, Cave Creek | Mayor Christian Price, City of Maricopa |
| # Mayor Jay Tibshraeny, Chandler | * Supervisor Steve Chucuri, Maricopa County |
| Mayor Lana Mook, El Mirage | Mayor Alex Finter, Mesa |
| Mayor Tom Rankin, Florence | # Mayor Scott LeMarr, Paradise Valley |
| * President Ruben Balderas, Fort McDowell Yavapai Nation | * Councilmember Cathy Carlat, Peoria |
| Mayor Linda Kavanagh, Fountain Hills | Mayor Greg Stanton, Phoenix |
| Mayor Steven Holt, Gila Bend | * Supervisor Todd House, Pinal County |
| * Governor Gregory Mendoza, Gila River | Mayor Gail Barney, Queen Creek |
| | * President Diane Enos, Salt River |
| | Pima-Maricopa Indian Community |
| | * Mayor Sharon Wolcott, Surprise |

MEMBERS ATTENDING

Mayor Scott Smith, Mesa, Chair
Mayor Michael LeVault, Youngtown,
Vice Chair
Vice Mayor Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Councilmember Mike Farrar, Carefree
Councilmember Reginald Monachino,
Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
* Mayor Tom Rankin, Florence
* President Ruben Balderas, Fort
McDowell Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
Mayor Steven Holt, Gila Bend
* Governor Gregory Mendoza, Gila River
Indian Community
Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear

Mayor Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Mayor Christian Price, City of Maricopa
* Supervisor Steve Chucuri, Maricopa County
* Mayor Scott LeMarr, Paradise Valley
Councilmember Cathy Carlat, Peoria
Mayor Greg Stanton, Phoenix
* Supervisor Todd House, Pinal County
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor W. J. "Jim" Lane, Scottsdale
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor John Cook, Wickenburg
Jack Sellers, State Transportation Board
* Joseph La Rue, State Transportation
Board
Roc Arnett, Citizens Transportation Oversight
Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the March 17, 2014, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

Mayor Scott Smith, Mesa, Chair
Mayor Michael LeVault, Youngtown,
Vice Chair
Mayor W.J. "Jim" Lane, Scottsdale, Treasurer

Mayor Gail Barney, Queen Creek
Mayor Marie Lopez Rogers, Avondale
Mayor Lana Mook, El Mirage
* Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

This item was on the March 12, 2014, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Miranda DeWitt for Christopher Brady,
Mesa
Matt Busby for George Hoffman,
Apache Junction
David Fitzhugh, Avondale
Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Peter Jankowski, Cave Creek
Rich Dlugas, Chandler
Charles Montoya, Florence
Alfonso Rodriguez for Phil Dorchester, Fort

McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Patrick Banger, Gilbert
Cathy Colbath for Brenda S. Fischer,
Glendale
Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Gregory Rose, City of Maricopa
* Jim Bacon, Paradise Valley

- Jeff Tyne for Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- * Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- * Chris Hillman, Surprise
- Andrew Ching, Tempe

- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Brent Cain for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa Co.
- Wulf Grote for Steve Banta, Valley Metro/RPTA

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

This item was on the February 26, 2014, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Scott Smith, Mesa, Chair
- Mayor Michael LeVault, Youngtown, Vice Chair
- * Vice Mayor Robin Barker, Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- * Mayor Steven Holt, Gila Bend
- * Governor Gregory Mendoza, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- # Mayor Georgia Lord, Goodyear

- Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- # Mayor Christian Price, City of Maricopa
- * Supervisor Steve Chucuri, Maricopa County
- * Mayor Scott LeMarr, Paradise Valley
- # Councilmember Cathy Carlat, Peoria
- Mayor Greg Stanton, Phoenix
- * Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- * Mayor W. J. "Jim" Lane, Scottsdale
- * Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Jack Sellers, State Transportation Board
- Joseph La Rue, State Transportation Board
- Roc Arnett, Citizens Transportation Oversight Committee

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

This item was on the February 18, 2014 MAG Regional Council Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Scott Smith, Mesa, Chair
- Mayor Michael LeVault, Youngtown, Vice Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Treasurer

- * Mayor Gail Barney, Queen Creek
- # Mayor Marie Lopez Rogers, Avondale
- Mayor Lana Mook, El Mirage
- * Mayor Greg Stanton, Phoenix

- * Not present
- # Participated by video or telephone conference call

This item was on the February 12, 2014, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Amber Wakeman for Dr. Spencer Isom, El Mirage
- Scott Butler for Christopher Brady, Mesa
- # Matt Busby for George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- * Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Rich Dlugas, Chandler
- Jess Knudson for Charles Montoya, Florence
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Jenna Goad for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear

- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Fritz Behring, Scottsdale
- Chris Hillman, Surprise
- Andrew Ching, Tempe
- Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Brent Cain for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

This item was on the January 29, 2014, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- * Mayor Scott Smith, Mesa, Chair
- Mayor Michael LeVault, Youngtown, Vice Chair
- # Vice Mayor Robin Barker, Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- * Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- # Mayor Lana Mook, El Mirage
- * Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- Mayor Steven Holt, Gila Bend
- * Governor Gregory Mendoza, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- # Mayor Georgia Lord, Goodyear

- Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Mayor Christian Price, City of Maricopa
- * Supervisor Steve Chucuri, Maricopa County
- * Mayor Scott LeMarr, Paradise Valley
- Councilmember Cathy Carlat, Peoria
- Mayor Greg Stanton, Phoenix
- Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Victor Flores, State Transportation Board
- Joseph La Rue, State Transportation Board
- Roc Arnett, Citizens Transportation Oversight Committee

