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November 9, 2010

TO: Members of the Transportation Policy Committee

FROM: Mayor Scott Smith, Mesa, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m. - PLEASE NOTE MEETING TIME CHANGE

Wednesday, November 17, 2010
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As determined at the first meeting of the Committee, proxies are not allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view is always a part of the process.

For those attending in person, please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority 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 admission 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.

Refreshments and a light snack will be provided. If you have any questions, please contact Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
November 17, 2010**

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Pledge of Allegiance</u>	
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy 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.	3. Information.
4. <u>Approval of Consent Agenda</u> 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 (*).	4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. <u>Approval of the October 20, 2010, Meeting Minutes</u>	4A. Review and approval of the October 20, 2010, meeting minutes.
*4B. <u>Arterial Life Cycle Program Status Report</u> The Arterial Life Cycle Program (ALCP) addresses ALCP project work, the remaining Fiscal Year 2011 ALCP schedule and program deadlines as well as revenues, and finances for the period between April 2010 and September 2010. Please refer to the enclosed material.	4B. Information.

*4C. Project Changes – Amendments and Administrative Modifications to the FY 2011-2015 MAG Transportation Improvement Program

On June 22, 2010, the MAG Transit Committee approved the FY 2009 and FY 2010 Program of Projects, and Regional Council took action on these changes on June 30, 2010. It is requested that eight earmark/high priority projects that were identified in the FY 2010 Federal Register be included in the FY 2011-2015 MAG Transportation Improvement Program (TIP). The Arizona Department of Transportation has also requested to include new utility projects, an advancement and repayment for Williams Gateway Freeway, and delete one project since it is complete. Maricopa County is requesting that a federal aid project is moved from 2010 to 2011, and the City of Tempe is requesting to modify a project description. This item is on the November 10, 2010, Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

4C. Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2010 Update, and the FY 2009 and FY 2010 Program of Projects.

ITEMS PROPOSED TO BE HEARD

5. Tempe South Locally Preferred Alternative

The MAG Regional Transportation Plan (RTP) identifies future high capacity transit improvements along Rural Road in the City of Tempe. Specifically, the RTP includes two transit projects within the Tempe South study area: 1) a 2-mile high capacity/light rail transit improvement extending south from downtown Tempe; and 2) a Bus Rapid Transit (BRT) corridor on Scottsdale/Rural Road extending from north Scottsdale to Chandler. In August 2007, Valley Metro Rail (METRO) initiated a federally sponsored Alternatives Analysis in the Tempe South corridor. Both the 2-mile high capacity/light rail transit project and the BRT projects were analyzed as part of this study, but only the BRT segment south from downtown Tempe was evaluated. The AA process culminates in the creation of a Locally Preferred Alternative (LPA), which defines the transit technology and alignments. METRO staff has

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

proposed a modern streetcar along Mill Avenue for the LPA. The study also confirmed the importance of the Rural Road BRT project, between the Tempe Transit Center and the Chandler Fashion Center. The Tempe South LPA was approved by the Tempe City Council on October 21, 2010, recommended for approval by the MAG Transit Committee on October 14, 2010, and by the MAG Transportation Review Committee on October 28, 2010. The METRO Board will consider the LPA for acceptance on November 17, 2010. This item is on the November 10, 2010, Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

6. Revised Sales Tax and Highway User Revenue Fund Projections

Revised projections of the transportation sales tax and the Arizona Highway User Revenue Fund (HURF) have been released. The sales tax projections from FY 2011 to FY 2026 are approximately \$2.2 billion lower than the projections for the same period that were made a year ago. The lower sales tax projections mean a significant loss of revenue for the highway, transit and arterial street life cycle programs. The highway program share of the loss is \$1.241 billion, the transit loss is \$735.5 million and the arterial program loss is \$231.9 million. In addition, the lower sales tax revenues result in lower future bonding capacity for all three program. The Arizona Department of Transportation estimates that the loss in bonding capacity for the highway program is approximately \$925 million. HURF revenues for the period FY 2011 to FY 2020 are also lower than the projections made last year. Cumulative HURF revenues for the ten year period are approximately \$1.13 billion lower than last year.

7. Transit Prioritization Guidelines for Federal Funds

In the past year, the region has reduced transit service, and is likely to continue reductions due to

regional transportation system planning process; and (5) Without modifying priorities in the Regional Transportation Plan, consider future commuter rail service along the Tempe Branch of the Union Pacific Railroad, through the regional transportation system planning process, and pending results from the Arizona Department of Transportation's Phoenix-Tucson Intercity Rail Alternatives Analysis.

6. Information and discussion.

7. Information and discussion.

lower revenues. As service reductions are implemented, the need for capital/procurement projects (bus replacement, purchasing new buses for expansion, building park and rides, expansions of routes/rail lines, etc.) shrinks. This results with unprogrammed federal funds. Currently, MAG does not have an approved set of transit prioritization guidelines for programming federal funds. MAG staff has used the framework of previous prioritization guidelines used in the region and has created different scenarios that use transit demand metrics for evaluation. MAG staff will explain these scenarios and would like the Transportation Policy Committee's input and will then work with the MAG Transit Committee for further refinement. Supporting material will follow in a separate mailing.

8. Input on Business Representatives on the Transportation Policy Committee

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members to the Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On December 31, 2010, the terms of two of the TPC business members will expire. On October 8, 2010, a memorandum was sent to Regional Council members requesting names for the business representatives. One of the six business members must represent transit interests. This is defined in state law as "an individual with demonstrated interest and experience with public transportation." The other business member would represent regionwide business. The law defines regionwide business as "a company that provides goods or services throughout the county." State law provides that members serve six-year terms of office. Input from TPC members is requested. It is anticipated that the Regional Council may make a recommendation on the business members at its December 8, 2010, meeting. Please refer to the enclosed material.

8. Information, discussion and input.

9. Legislative Update

An update will be provided on legislative issues of interest.

10. Request for Future Agenda Items

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

11. Comments from the Committee

An opportunity will be provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy 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.

Adjournment

9. Information and discussion.

10. Information and discussion.

11. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

October 20, 2010
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|--|
| Mayor Scott Smith, Mesa, Chair | Phil Matthews, Salt River Pima-Maricopa
Indian Community |
| Councilwoman Peggy Neely, Phoenix,
Vice Chair | Mayor Jackie Meck, Buckeye |
| # Mayor Bob Barrett, Peoria | * Vice Mayor Les Presmyk, Gilbert |
| Stephen Beard, HDR Engineering, Inc. | Mayor Marie Lopez Rogers, Avondale
David Scholl |
| * Dave Berry, Swift Transportation | # Mayor Elaine Scruggs, Glendale |
| * Jed Billings, FNF Construction | * Karrin Kunasek Taylor, DMB Properties |
| Mayor James Cavanaugh, Goodyear | # Mayor Lyn Truitt, Surprise |
| Councilmember Jack Sellers, Chandler | * Supervisor Max W. Wilson, Maricopa County |
| Councilmember Shana Ellis, Tempe | * Victor Flores, State Transportation Board |
| Councilmember Dick Esser, Cave Creek | # F. Rockne Arnett, Citizens Transportation
Oversight Committee |
| * Mark Killian, The Killian Company/Sunny
Mesa, Inc. | |
| # Mayor Jim Lane, Scottsdale | |
- * Not present
Participated by telephone conference call
+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Scott Smith at 4:02 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. Chair Smith noted that Roc Arnett, Mayor Bob Barrett, Mayor Jim Lane, and Mayor Lyn Truitt were participating in the meeting by telephone.

Chair Smith announced that on October 13, 2010, the Management Committee recommended approval of agenda item #4B that was on the TPC agenda.

Chair Smith requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda, and then turn in the cards to staff, who will bring them to him. He stated that parking garage validation and transit tickets for those who used transit to attend the meeting were available from staff.

3. Call to the Audience

Chair Smith stated that an opportunity is provided to the public to address the Transportation Policy 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. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Smith noted that no public comment cards had been turned in.

4. Approval of Consent Agenda

Chair Smith stated that agenda items #4A, #4B, and #4C were on the consent agenda.

Chair Smith asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted. Vice Chair Neely moved to recommend approval of consent agenda items #4A, #4B, and #4C. Mr. Beard seconded, and the motion carried unanimously.

4A. Approval of the September 15, 2010, Meeting Minutes

The Transportation Policy Committee, by consent, approved the September 15, 2010, meeting minutes.

4B. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The FY 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010. Since that time, there have been requests from member agencies to modify projects in the programs. The Arizona Department of Transportation (ADOT) is requesting to split the SRL303 utility relocation project into individual ones, to revise the scope for a South Mountain project, and add a new pavement preservation project. There are requests to add four new federal Safe Routes to Schools program funded projects. Wickenburg is requesting to move its STP-TEA funded project from 2010 to 2011, and two new transit projects need to be added to the TIP. Changes to four Congestion Mitigation and Air Quality (CMAQ) funded projects were requested. There have been recommendations on the

above requested changes by the Transportation Review Committee, Air Quality Technical Advisory Committee, and the Intelligent Transportation Systems Committee. In addition, requests for deferrals were received for three CMAQ funded projects, two projects in Cave Creek and one in Litchfield Park. These were heard for the first time at the Management Committee on October 13, 2010. The Management Committee recommended approval of all of the requested changes.

4C. Change in State Route Numbers

The State Transportation Board is renumbering the following freeways: Interstate 10 Reliever Freeway - previously State Route (SR)-801 - is now SR-30, and Williams Gateway Freeway - previously SR-802 - is now SR-24. Board action for SR-24 occurred in September 2010; action for SR-30 is anticipated in January 2011. All ADOT maps are illustrating the new route numbers. This item was on the agenda for information.

5. 2010 Annual Report on the Status of the Implementation of Proposition 400

Roger Herzog, MAG Senior Project Manager, stated that Proposition 400 was approved by the voters of Maricopa County in November 2004, and authorized the extension of a half-cent sales tax for use on transportation projects in the MAG Regional Transportation Plan to 2025. He reported that the law requires that MAG issue an annual report on the life cycle programs for freeways/highways, arterial streets, and transit. Mr. Herzog noted that a public hearing is scheduled for November. Mr. Herzog noted that MAG has been conducting a parallel process to update the Regional Transportation Plan and the life cycle programs, and he said that declining revenue resulted in the deferral of some projects beyond the end of the life cycle programs but that the projects remained in the Regional Transportation Plan, which was extended to FY 2031. He stated that the Regional Transportation Plan 2010 Update was approved by the Regional Council on July 28, 2010.

Mr. Herzog stated that revenues in FY 2010 were 8.9 percent lower than FY 2009, and FY 2010 was the third consecutive year for declining revenue collections. He stated that the year-to-year decrease in revenues since 2007 have been significant.

Mr. Herzog reported that the current long range revenue forecast was 6.2 percent lower than the prior forecast and the revenue estimates for the life of the tax had decreased by 26 percent, from a high of \$15 billion in 2007 to the current \$11 billion.

Mr. Herzog first addressed the Freeway Life Cycle Program by saying that a major imbalance between costs and revenues was identified in FY 2009. He noted that a process to rebalance the program was conducted to restore a balance through FY 2026, utilizing such measures as value engineering, program management, project rescoping, updated cost estimates, and project deferrals. Mr. Herzog noted that \$2.4 billion in cost savings were realized and \$4.4 billion in projects were deferred. He stated that the newly balanced Freeway Life Cycle Program future costs are estimated at \$8.3 billion while anticipated revenues are at \$8.4 billion.

Mr. Herzog stated that major projects in the Freeway Life Cycle Program retained within the original FY 2026 horizon included Loop 202/South Mountain Freeway, Loop 303 (I-17 to I-10), the HOV lane system, and improvements to the inner freeway network (e.g., I-10, I-17). Mr. Herzog stated that major projects that had been deferred beyond FY 2026 included State Route (SR)-801 (renumbered to SR-30) and the final construction for SR-802 (renumbered to SR-24), general purpose lanes on the outer freeways, several interchanges with arterials, and direct HOV ramps. He remarked that although a number of changes have been made, there has been significant progress since the start of the program in FY 2006.

Mr. Herzog then reported on the Arterial Life Cycle Program funded by Proposition 400. Mr. Herzog noted that 20 arterial street projects were completed in FY 2010, with \$62 million in reimbursements distributed, a total of \$178 million in reimbursements since the beginning of the program. He commented that a lot of work is anticipated during the next five years as work proceeds on various phases of 87 different projects.

Mr. Herzog stated that in FY 2009, \$22 million in reimbursements for the Arterial Program were shifted beyond FY 2026 to achieve a balanced program. He stated that the adjustments were retained in the FY 2010 program update. Mr. Herzog added that Lead Agencies have deferred the use of \$38 million in federal and regional funding from FY 2010 to later years due to problems with match or other development issues. He reported that estimated future reimbursements of \$1.5 billion were in balance with projected revenues of \$1.6 billion.

Mr. Herzog then addressed the Transit Life Cycle Program. He stated that the Transit Life Cycle Program had encountered similar cost and revenue imbalances as the Freeway Life Cycle Program. He reported that the Transit Life Cycle Program was balanced in FY 2009 by delaying the implementation of some projects. Mr. Herzog stated that in FY 2010 the program was refined further, especially service levels on supergrid regional bus routes, to allow more routes to be retained. He also noted a program shift from bus capital funding to operations expenditures.

Mr. Herzog reported that for FY 2011 to FY 2026, the Transit Life Cycle Program estimated future costs are \$4.6 billion and projected revenues are \$4.8 billion. He stated as part of the rebalancing of the Transit Life Cycle Program, a number of projects were maintained within the original FY 2026 horizon, including 16 bus rapid transit/express bus routes, 24 regional grid bus routes, and 25.7 miles of high capacity transit/light rail transit. Mr. Herzog stated that a number of projects were deferred beyond FY 2026, including 15 bus rapid transit/express bus routes, nine regional grid bus routes, and 12 miles of high capacity transit/light rail transit. He noted the significant progress made in transit since the start of the Proposition 400 program, including the opening of the light rail starter system and the implementation of 11 bus rapid transit/express bus routes and seven regional bus grid routes. Mr. Herzog added that an additional seven new bus routes over the next five years are anticipated.

Mr. Herzog then reported on ongoing issues. He said that the life cycle programs will encounter a number of ongoing issues, and he noted that a new revised revenue forecast being prepared this fall may show another decrease. Mr. Herzog stated that another concern is federal transportation

funding, which remains uncertain. He stated that federal reauthorization expired in 2009 and has been extended through continuing resolutions. Mr. Herzog stated that project scope/cost updates and program adjustments will need to continue in order to utilize limited funds as effectively as possible. He stated that another ongoing activity is the performance audit of the Regional Transportation Plan by the Auditor General, which was just initiated. Mr. Herzog stated that the final report is anticipated in October 2011.

Chair Smith thanked Mr. Herzog for his report. No questions from the Committee were noted.

6. Use of Public Private Partnerships in the MAG Region

Eric Anderson, MAG Transportation Director, introduced this item, which continued the discussion on Public Private Partnerships (P3s). He stated that last month, the committee discussed the concept of managed lanes and tolls to allow single occupant vehicles in HOV lanes as a way to manage congestion. Mr. Anderson stated that at the last presentation was a request for policy discussion on the underlying foundational issues. He said that staff identified three overarching issues, but there may be others that could be discussed. Mr. Anderson introduced Bob Hazlett, MAG Senior Engineer, who continued the presentation.

Mr. Hazlett stated that this was the third presentation to the TPC on P3s. He stated that his presentation would summarize the first two presentations to the TPC (in August 2010 and September 2010) and also provide additional detail on managed lanes. Mr. Hazlett stated that the first issue is whether to consider taxes or tolls. He said that tolls could augment or leverage private sector investment, but may not supplant the need for additional public sector revenue and cannot be applied to everything. Mr. Hazlett stated that this region has history of identifying and securing additional tax revenues.

Mr. Hazlett stated that another issue is whether there should be tolling for existing projects, particularly Proposition 400 projects, and he added that there are expectations by the citizens that there will be delivery through existing sources, such as the sales tax, Highway User Revenue Fund (HURF) and federal funds. Mr. Hazlett stated that it is important to recall the exercise conducted in October 2009 to rebalance the regional freeway program and he advised that further rebalancing may be needed when the program is examined again in April 2011.

Mr. Hazlett stated that there are three policy issues for the TPC to consider: 1) Does the MAG region want to explore the use of P3s, and tolls specifically, in the context of the overall transportation system? 2) If yes, what is the potential pool of projects that this region might consider for P3s? Should projects include those from Proposition 400? 3) How should the region use potential net revenues from P3 projects? Mr. Hazlett stated that a 2002 study of the HOV system showed that significant revenue could be obtained, but this would require additional research. He said that this was done on the HOV lanes on the Capitol Beltway that are under construction by Virginia DOT and Transurban, as well as for the Atlanta Metro area and Georgia DOT, where it was determined that tolls collected in the corridor stayed in the corridor to pay the debt for construction.

Chair Smith asked if that meant the projections had fallen short. Mr. Hazlett replied that they looked at the concessions and policies for toll rates, and it worked out that the revenues remained in the corridor. Chair Smith asked if they had only budgeted to meet needs only and if there was excess, that would be a bonus. Mr. Hazlett replied that was correct. He gave as an example the revenue collected for the infrastructure needed in Atlanta to provide managed lanes was probably enough to pay the bonds. Mr. Hazlett noted that this is a very constrained corridor that would require double-decking for improvements.

Chair Smith noted that he had just driven the HOT lanes on I-15 in Salt Lake City which have flexible rates. He said that he paid a toll of 25 cents. Mr. Hazlett remarked that managed lanes are more about reliability than revenue generation, and drivers are guaranteed they will be able to travel a certain speed. He said that paying a fee to use a managed lane might be less expensive to a driver than paying after-hours fees at day care if a person was delayed in picking up children.

Mr. Hazlett stated that maintenance, operations, transit, or new highway capacity could be potential applications for P3s. He suggested that an application in one of these categories could be researched as a P3 to determine if there is any benefit to the system.

Mr. Hazlett gave as an example of a project that might take advantage of leveraging is adding lanes to Interstate 10 between the SR-101L/Agua Fria to the Pecos stack. He noted that \$750 million for this project is included in the Regional Transportation Plan, but realistically, improvements to the entire corridor could cost \$1.5 billion, a gap of \$742.5 million. Mr. Hazlett stated that the \$750 million could be leveraged in exchange for managed lanes in the corridor to provide reliable travel times for commuters.

Mr. Hazlett said that managed lanes were considered in Houston and Atlanta because they offer trip reliability, commuter choices, and transit enhancements. He reported that a number of managed lanes facilities in the nation are currently in operation or are being considered.

Mr. Hazlett stated that if MAG enters into managed lanes a network development strategy would be needed to integrate everything as a system. He explained that the strategy of a multi-phase system to develop a managed lanes network is recommended by staff and includes a systemwide feasibility study, an analysis of pilot corridors, and an analysis of other potential corridors. Mr. Hazlett stated that this multi-phase approach was used by the San Francisco Bay area and the Atlanta area. Mr. Hazlett stated that congestion is still needed on a system to make managed lanes work.

Mr. Hazlett stated that the TPC was being requested to recommend that MAG conduct a Managed Lane Feasibility Study and public opinion survey on attitudes toward P3s, toll roads, and managed lanes.

Chair Smith thanked Mr. Hazlett and asked if there were questions.

Mr. Scholl asked the anticipated cost of the study. Mr. Anderson replied that he thought that phase one, which would include the Managed Lane Feasibility Study and a public opinion survey and focus groups, would cost approximately \$300,000. Mr. Scholl asked if the freeway program would need to be rebalanced in April, if spending money for this would be prudent. Mr. Anderson replied that Proposition 400 funds are earmarked for studies and doing phase one would not take money away from doing projects.

Chair Smith commented that he assumed in April extra funds were not anticipated to be forthcoming. Mr. Anderson replied that was correct, and he added that when the projections are released next month, significant reductions in revenue from HURF and RARF are anticipated.

Mayor Rogers stated that P3s were discussed at the Western High Speed Rail conference and she asked if rail would be included. Mr. Anderson replied that rail is certainly a consideration. He stated that one possible project for a P3 is the rehabilitation of the Wellton branch railroad line that would provide passenger service to the West Valley. Mr. Anderson added that the freight component would add more assurance of revenue.

Chair Smith asked if the survey would include two components. The first component would be the overall attitude and opinion of P3s in general and the second component would be narrowing down to such things as managed lanes. Mr. Anderson replied that was correct. He said that the survey provides the opportunity to gauge the public's opinion of transportation in general, which would then be narrowed down to opinions on P3s and toll roads.

Vice Chair Neely asked the impact of the downturn in the economy to the usage of managed lanes in other parts of the country. Mr. Anderson replied that he did not have that information on managed lanes specifically but could get it. He did note that all traffic has decreased with the downturn, and this has been reflected in toll collections.

Vice Chair Neely asked if the State of Virginia set a sunset date for their tolls. Mr. Hazlett replied that they have a 75-year concession with Transurban, the private partner. He added that it is interesting that this project spurred a construction boom that was not anticipated. Mr. Hazlett explained that the overcrossings on I-495 were past their service life and needed to be rebuilt at a significant amount of money. He explained that due to the P3 opportunity, all of the overcrossings will be rebuilt, in addition to a sizable upgrade of not only the two managed lanes, but also four general purpose lanes.

Vice Chair Neely asked the amount of equity that would be required of the region to bring in a P3. Mr. Hazlett replied that a study of investment grade demand projections would be needed. He stated that the amount would be different for each corridor and the markets being served.

Mr. Anderson added that ten years ago, the HOT lane concept was seen as a way to generate revenue, but it is now considered as a way to manage traffic on the entire system. He said that pricing is really managing the congestion level rather than generating revenue. Once the pricing on HOT lanes is removed, the ability to manage traffic is removed. Mr. Anderson stated that this

is called very active traffic management and major metro areas are moving toward using it as a last resort because additional improvements are too expensive, there is not enough funding, or the corridors are constrained. He referenced his presentation in July that explained that once the improvements to Loops 101 and 202 are completed, that is all the capacity that is planned for those corridors. As they load up with traffic other ways will be needed to manage traffic on the system.

Vice Chair Neely encouraged being very careful when doing the public opinion survey that the public understands they are being asked about managed traffic, which is different than a toll road. She said that growing up in Colorado, she recalled that the big debate was when the Boulder Turnpike would go away. Vice Chair Neely said that she would like staff to bring to a future meeting how the price points are determined in a managed lane agreement. Vice Chair Neely stated that everyone has heard what Chicago did with its parking contract.

Mr. Anderson stated that the pricing parameters are key to policy discussion. If policy makers decide to use tolls in small bands, it would not affect the traffic much, but on the other hand, we do not want toll operators to burden the user, either, with tolls that are too high. Mr. Anderson stated that this will take a lot of policy discussion.

Chair Smith stated that the user is concerned about one thing. Chair Smith stated that he would like to see the question asking respondents if they were stuck in traffic on a general purpose lane, would they be willing to pay to drive in the HOV lane.

Mr. Beard stated that there could be confusion, and he said that some questions were tied together that might not need to be. He stated that asking people about P3s will be difficult because P3s could be many different concepts. Mr. Beard cautioned about being careful how the questions are crafted or the results will not be substantive, especially, "Are you in favor of P3s?"

Mr. Anderson expressed that as the public is being surveyed, he thought terms such as P3s should not be used. He added that the survey experts are good at crafting questions.

Chair Smith stated that Utah is similar to Arizona, but in transportation it has expanded beyond us. He said that the Envision Utah process avoided asking, "What do you think of light rail?" They asked instead, "What is important to you?" which could be getting home from work on time or getting your children to the soccer game. Chair Smith stated that having different ways to solve value issues then became acceptable and people embraced it. Chair Smith stated that if the survey is presented in a technical way it will not work, but an approach from a values standpoint will be acceptable. He stated that the system cannot be built out the way it was envisioned because the money is not there, but finding out what is important to people and whether they are willing to pay for it will back into the P3 answer. Chair Smith stated that he believed people are in a different mode of thinking than they were one year ago, five years ago, or when they voted on Proposition 400 because so much has happened from a transportation standpoint.

Councilmember Sellers expressed his agreement with Chair Smith's comments. He said that the important thing for him is to recommend moving forward with the study and have flexibility, rather

than answering the three questions today, get feedback from the public before setting policy decisions in a direction they might not be willing to go.

Chair Smith asked staff if there was anything in particular staff needed for direction. Mr. Smith requested clarification of using polling, which is usually in the \$40,000 range, or a more extensive values mapping process that was used by Utah.

Chair Smith stated that when he gave the Envision Utah example he was referring to the manner in which the focus groups would be approached, rather than asking technical questions.

Mr. Smith stated that if the TPC authorized going forward with the study and polling, a modification to the MAG Work Program would be brought to the Management Committee on November 10 and to the Executive Committee on November 15, after which a Request for Proposals or Qualifications would be issued.

Mayor Rogers stated that the material alluded to projects and she asked how these projects had been determined. Mr. Anderson replied that the projects were just examples – a universe of projects is on the table. He stated that the feasibility study would focus on managed lanes, but the opinion surveys would be much more broad and would cover a wide range of projects.

Mayor Scruggs joined the meeting by teleconference.

Mr. Beard moved that MAG move forward with a Managed Lane Feasibility Study and appropriate public outreach to collect information on public opinions, in particular, toward managed lanes and toll roads. Councilmember Esser seconded.

Before a vote was taken, Chair Smith recognized public comment from Serena Unrein, who encouraged members to implement privatization principles to protect the public interest if it is decided to move forward with P3s. Ms. Unrein stated that while road privatization can offer a quick fix for transportation budget challenges, poorly done deals can have hidden costs. She gave as an example, the State of Indiana was forced to pay the private operator of the Indiana toll road \$400,000 to waive tolls associated with evacuations after a flood. Ms. Unrein stated that private contracts can financially encourage bad transportation policy, for example, a toll road provider provides a financial incentive to the State of Texas to increase the speed limit from 70 m.p.h. to 80 m.p.h. She stated that in order to protect the public interest, the Arizona Public Interest Research Group Education Fund recommends that existing roads not be privatized, that the public retain control over decisions on public transportation and management on new roadways that are constructed under private deals, that the public receive full value so that future toll revenues cannot be sold off at a discount, no deals would last longer than 30 years due to uncertainty over future conditions and the risks of bad deals which grow exponentially over time, that the contracts require state of the art maintenance and safety standards rather than regional minimums, and that there is complete transparency and public disclosure. Ms. Unrein finished her presentation by providing a fact sheet to members. Chair Smith thanked Ms. Unrein for her comments.

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

7. Local Transportation Assistance Fund

Mr. Anderson stated that he presented this item on the Local Transportation Assistance Fund (LTAF) at the July 21, 2010, meeting of the TPC, and concerns were expressed. He said that this item is being brought back as requested by the TPC. Mr. Anderson stated that the LTAF was repealed by the Arizona Legislature this year as part of the process to balance the State budget. He explained that LTAF provided \$32.2 million annually statewide, mostly for transit service.

Mr. Anderson stated that a resolution for supporting efforts to identify a replacement source for the loss of the LTAF funds was passed by the League at its conference in August. He said that the resolution urges the Legislature to identify a permanent, designated funding source to support the development and operation of a comprehensive multimodal public transportation program in this state. This would be new funding with no impact on state shared revenues. Mr. Anderson stated that the last sentence of the resolution sums up the concerns expressed by TPC members about approaching the Legislature looking for a replacement of state transit funding and the Legislature saying they will just take some of the state shared revenue. He added that the League resolution seems to address that concern.

Chair Smith asked members if they had questions.

Mayor Rogers moved to support the League resolution that urges the legislature to fund public transportation programs in Arizona. Councilmember Esser seconded.

Chair Smith called for discussion of the motion.

Mayor Scruggs stated that the resolution was discussed at the Glendale City Council workshop that took place prior to the League conference. She indicated that the City's position is to support the concept of working together to identify statewide funding and felt a resolution was not needed to do this. Mayor Scruggs shared ideas why Glendale went in a different direction. She said that everyone agrees that transit is vital to the citizens in the state, but they are also concerned with how the Legislature stopped participating in transit by permanently removing the LTAF program. Mayor Scruggs stated that the City of Glendale feels strongly that care needs to be exercised about what the solution will be and when to bring it forward to the Legislature. She remarked that they are very aware of the difficult times at the Legislature right now. Mayor Scruggs stated that one of the greatest strengths of the cities and towns is their ability to brainstorm and come up with solutions to complex problems, and this is normally done through stakeholders meetings. She stated that Glendale believes strongly there is a need to discuss transit funding but a resolution is not needed to talk to each other and do the upfront work themselves. Mayor Scruggs stated that when a solution is determined that the cities and towns can support, then they can pass a resolution with a unified voice urging the Legislature to adopt a specific solution that is beneficial to the transit system and is politically viable. Mayor Scruggs stated that it is not the practice of the cities and towns to go to the Legislature to find the money and figure out a solution to a problem, and

then to say not to take any of the cities' and towns' funding. She said the Legislature will do what they want because they are being asked to solve the problem. Mayor Scruggs expressed that she believed this resolution was premature and not politically viable to adopt a resolution urging the Legislature to get involved in finding a permanent revenue source. She encouraged working among ourselves and coming up with a solution that is feasible and politically viable and bring it to them. Mayor Scruggs expressed that in her years in office she found it odd for the cities and towns to ask the Legislature to solve a problem versus coming up with a solution themselves and then asking the Legislature to implement it.

Councilmember Esser expressed his support for Mayor Scruggs's comments. He said that as a member of the Resolutions Committee, he has seen many times things forwarded to the Legislature not go any farther. Councilmember Esser stated that he agreed with Mayor Scruggs that MAG should collectively agree with what they want the Legislature to do, and he added that MAG is still a reasonably strong lobby group. Councilmember Esser stated that he was the second on the motion but he agreed with Mayor Scruggs's comments.

Mr. Smith offered some alternative language for the motion: Recommend support of additional funds for public transportation programs with the strategy developed by local governments.

Mayor Scruggs questioned why a resolution was needed to allow work among ourselves.

Mr. Smith clarified that he had taken out the resolution part of the motion and said that this was a recommendation that more funds for public transportation are needed, but the strategy would be developed by local governments.

Mayor Scruggs asked if this would be to work among ourselves and would not go to the Legislature.

Mr. Smith replied that was correct and he added that this would be to develop a strategy by local governments before proceeding anywhere else.

Chair Smith commented that the problem is there are no funds and Arizona has completely withdrawn from the transit arena. He said that Arizona is one of a handful of states that do not fund transit. Chair Smith remarked that this has other implications as well, for example, with EPA, since transit is, and will continue to be, a part of the attainment program. He said that the lack of funding is an important element.

Councilmember Sellers expressed that he did not object to adding some language to the motion to work with the Legislature, but he thought the League needed to be supported and this resolution was a major project from the League. Councilmember Sellers stated that cities are hurting from the repeal of LTAF and if this resolution is not moved forward, he thought the effort would be lost. He said MAG needs to send a message that members are together on this and need to solve a problem.

Mayor Cavanaugh stated that he had concerns with the reference to “new” funding in the resolution. He asked what funding sources the Legislature realistically could develop without impacting state shared revenue, and if MAG does not know of any new funding sources, then why is MAG doing this?

Mayor Scruggs stated that the Legislature has a severe budget deficit that is growing, even with the one cent tax, which will go away in three years. As important as transit is, the approach of asking the Legislature to find new money without touching any of the cities’ funds is leaving us exposed. Mayor Scruggs stated that she was not saying a state solution was not needed and to continue without state funding, but at this point sending a resolution saying more money is needed, saying to not take any of the cities’ and towns’ money, and not offering a solution, needs to be considered carefully.

Chair Smith stated that he was in favor of voicing concerns regarding transit funding, but he agreed with Mayor Scruggs. He said that the message is right but the timing is awkward. Chair Smith stated that articles appear in the newspaper about how people literally are dying due to cuts in AHCCS and other programs. Chair Smith stated that there are a lot of needs in the state that make the transit needs we are concerned about secondary. He remarked that even with the cuts to LTAF and even though it is not the system they desire, the cities get by. Chair Smith stated that the cities and towns have done such a good job in adjusting to the new realities is the one thing working against them. Chair Smith expressed his agreement that the resolution could have a negative effect; even though it conveys a great message, this is not the right time. Chair Smith stated that he believed there were things MAG could do and this should be made a top priority because transit is a significant service to all of the communities and has a huge impact on economic growth. He said he thought maybe MAG should sit back and see what can be done internally first. Chair Smith expressed that he would like to support the League but the timing was awkward.

Chair Smith called the question. The vote on the motion failed, with Mayor Rogers, Councilmember Ellis, Councilmember Sellers, and Councilmember Esser voting in favor.

Chair Smith asked if another motion was needed to provide direction to staff.

Mr. Anderson replied that staff will continue to work on options, both regionally and statewide. He said that many options have been considered but none have been feasible. Mr. Anderson assured the TPC and the transit community that staff will continue to look at identifying additional funds.

Mayor Scruggs stated that she thought discussion at the TPC and/or Regional Council would be more appropriate than at RPTA because of the greater membership at MAG. She commented that this is an issue for the entire region, not just RPTA members. Mayor Scruggs stated that discussion at MAG furthers the goal of the transit piece to a greater extent than in the past. She stated that she did not know if a motion was needed or it could just be reflected in the minutes. Mayor Scruggs stated that work on this was needed internally by those affected and come up with a solution.

Chair Smith stated that the lines are blurred in multimodal transportation; we are talking about rail lines with freeway alignments. He expressed he thought it was appropriate to discuss transit as a part of the system.

8. Request for Future Agenda Items

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

Mayor Cavanaugh stated that the day before, Secretary LaHood released the U. S. Department of Transportation TIGER II grants. He advised that 70 projects in 40 states received funding and Arizona was one of ten states that did not receive funding. Mayor Cavanaugh asked if any projects had been submitted in the region. Mr. Smith replied that MAG sent letters of support for projects in the region. He added that staff is working on an analysis of the TIGER II and Sustainability grants, which will be brought to the next series of meetings. Mr. Smith also noted that a website that shows economic distress shows Arizona is tied for #6 in the nation for economic distress.

Mr. Scholl asked the timeline when staff might address the issue of replacement for transit funding.

Chair Smith replied that this might be an item on an agenda before the legislative session begins.

9. Comments from the Committee

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

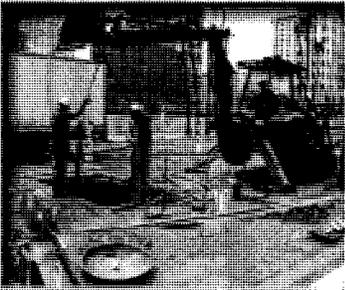
No comments from the Committee were noted.

Adjournment

It was moved by Mr. Beard and seconded by Vice Chair Neely to adjourn the meeting at 5:15 p.m.

Chair

Secretary



ARTERIAL LIFE CYCLE PROGRAM

Status Report

April 2010 – September 2010

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PHASE I WRAP-UP

The end of Fiscal Year (FY) 2010 signified the end of implementing Phase I of the Regional Transportation Plan (RTP). At the start of Phase I, revenue collection was higher than anticipated due to the boom in housing market and other construction related activities. As Phase I progressed, the economy slowed and eventually the region was pulled into a nationwide recession, which has yet to rebound completely.

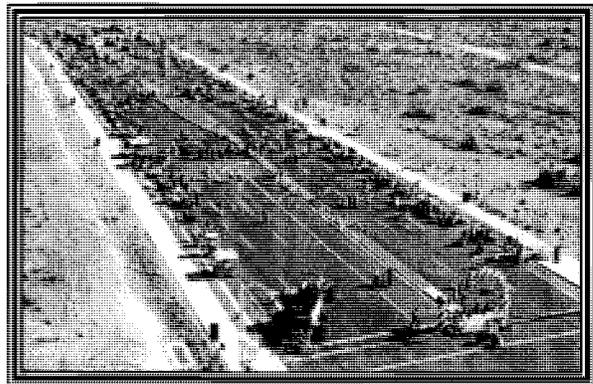
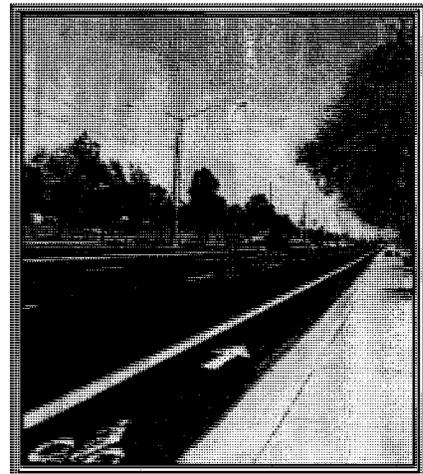
Economic impacts of the recession included decreased program revenues and increased the need to defer projects to later years or phases in the ALCP and RTP, respectively. While member agencies faced budget reductions, the commitment to “Build the Plan” remained strong. In Phase I, 18 projects were completed and open to traffic, and over \$100 million in reimbursements were processed. By the end of Phase I, nine intersection improvements were completed and reimbursed over \$26.6 million. Intersection improvements completed in Phase I included:

- Arizona Ave at Chandler Blvd
- Arizona Ave at Elliot Rd
- Arizona Ave. at Ray Rd
- Power Rd at Pecos Rd
- Gilbert Rd at University Dr
- Shea Blvd at 90/92/96th Streets
- Shea Blvd at Via Linda
- Shea Blvd at Mayo/134th Street
- Warner Rd at Cooper Rd

In addition, nine arterial capacity improvements were completed and reimbursed over \$74 million. These projects included:

- El Mirage Rd: Deer Valley Drive to Loop 303
- Happy Valley Rd: 1-17 to 35th Avenue
- Gilbert Rd: SR202/Germann to Queen Creek
- Happy Valley Rd: Lake Pleasant Parkway to 67th Avenue
- Lake Pleasant Parkway: Union Hills to Dynamite
- Pima Rd: SR 101 to Thompson Peak Parkway
- Power Rd Baseline to East Maricopa Floodway
- SR 101 North Frontage Rd: Hayden Rd to Scottsdale Rd
- Val Vista Dr: Warner Rd to Pecos Rd

Lead Agencies are required to submit three requirements before a project may be reimbursed: a Project Overview, a Project Agreement, and a Project Reimbursement Request. By the end of Phase I, Lead Agencies had submitted 53 Project Overviews and executed 39 Project Agreements.



FY 2010 ARTERIAL LIFE CYCLE PROGRAM

Fiscal Year (FY) 2010 concluded the fourth full fiscal year of implementation for the Arterial Life Cycle Program (ALCP) and signified the end of Phase I of the ALCP. Throughout FY 2010, seven jurisdictions received over \$62 million in reimbursements for ITS, arterial capacity and intersection improvements. By the end of FY 2010, 18 ALCP projects were completed and open to traffic. ALCP projects completed in FY 2010 included:

- Gilbert Road at University Drive Intersection Improvement
- Gilbert Road: SR202/Germann to Queen Creek Rd
- Happy Valley Road: Lake Pleasant Parkway to 67th Avenue
- Warner Road at Cooper Road Intersection Improvements

The economic downturn and decreased sales tax revenue continued to impact projects programmed for work and reimbursement. During FY 2010, a number of fiscal adjustments were made to the Arterial Life Cycle Program (ALCP). Lead agencies deferred over \$30 million in Federal and regional funding from FY 2010 to later years.

To reduce the amount deferred, MAG Staff coordinated with member agencies to facilitate the largest RARF Closeout to date. On May 26, 2010, the MAG Regional Council approved the advancement of \$23.995 million in programmed reimbursements from a later year to FY 2010. The five projects selected to receive FY10 RARF Closeout Funds included:

- Arizona Ave/Elliot Rd Intersection Improvements
- El Mirage Rd: Deer Valley Drive to L303
- Gilbert Rd: SR-202L/Germann to Queen Creek Rd
- Gilbert Rd at University Dr
- Shea Blvd at 90th/92nd/96th Streets

In FY 2010, Lead Agencies completed eight Project Overview and five Project Agreements. Project overview reports describe the general design features of the project, estimated costs, implementation schedules, and relationships among participating agencies. The reports also provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. .

FY 2011 ARTERIAL LIFE CYCLE PROGRAM

On July 28, 2010, the MAG Regional Council approved the FY 2011 Arterial Life Cycle Program, the MAG FY 2011-2015 Transportation Improvement Program (TIP), and Regional Transportation Plan (RTP) 2010 Update. The start of FY11 signifies the start of Phase II of the ALCP and RTP as well as the fifth full year of program implementation.

The MAG Transportation Improvement Program is a moving five-year window of work scheduled to proceed on roads of regional significance in the region. ALCP Projects programmed for work during the same timeframe are automatically included in the TIP. Per the ALCP Policies and Procedures, TIP identification numbers are required for ALCP projects to receive reimbursement.

MAG Staff developed an Appendix to the TIP specifically for ALCP projects to assist Lead Agencies with completing ALCP project requirements. The TIP-ALCP Appendix lists all TIP identification numbers for project segments programmed for work during the current TIP



window, which is FY 2011 to FY 2015. To receive an electronic copy of the Appendix, please contact Steve Tate at state@azmag.gov.

The FY 2011 ALCP book includes information on project schedules, programmed reimbursement, and important dates and deadlines. The book also discusses completed projects and implementation studies. To download an electronic copy of the FY 2011 Arterial Life Cycle Program, please visit the MAG-ALCP website at: <http://www.mag.maricopa.gov/project.cms?item=5034>

The inflation rate table in the FY11 ALCP dated July 28, 2010 included errors. A corrected version of the inflation rate table may be download from the MAG-ALCP website at: <http://www.mag.maricopa.gov/detail.cms?item=12337>

ALCP REVENUE AND FINANCE

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. RARF revenues are deposited into the arterial account on a monthly basis. ALCP Projects may receive funding from one or more sources, which include Regional Area Road Funds (RARF), Surface Transportation Program – MAG Funds (STP-MAG), and Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ).

Table 1. FY10 RARF Collections (July 2009 - June 2010)				
	Freeways	Arterial Streets	Transit	Prop. 400 (total)
July	\$14,476,416.17	\$2,704,668.50	\$8,577,662.96	\$ 25,758,748
August	13,692,463.22	2,558,200.42	8,113,149.92	\$ 24,363,814
September	13,865,092.84	2,590,453.29	8,215,437.57	\$ 24,670,984
October	13,464,882.64	2,515,680.92	7,978,302.35	\$ 23,958,866
November	13,559,500.56	2,533,358.64	8,034,365.99	\$ 24,127,225
December	13,623,153.00	2,545,251.00	8,072,081.76	\$ 24,240,486
January	\$15,869,936.94	2,965,023.81	9,403,361.21	\$ 28,238,322
February	\$12,839,782.02	2,398,891.66	7,607,913.55	\$ 22,846,587
March	\$13,191,947.33	2,464,687.67	7,816,580.89	\$ 23,473,216
April	\$14,902,194.76	2,784,217.89	8,829,948.14	\$ 26,516,361
May	\$13,837,804.41	2,585,354.92	8,199,268.45	\$ 24,622,428
June	\$14,350,821.50	2,681,203.30	8,503,244.77	\$ 25,535,270
Total	\$ 167,673,995	\$ 31,326,992	\$ 99,351,318	\$ 298,352,305

To date, more than \$162 million Regional Area Road Funds have been collected for the arterial account. As of September 2010, the RARF account balance was \$48.2 million. Table 1 provides a breakdown of RARF revenues collected during FY 2010 by mode



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Revenues from Proposition 400 are distributed to three programs in the region: the Freeway Life Cycle Program (56.2%), the Transit Life Cycle Program (33.3 %), and the Arterial Life Cycle Program (10.5%). In accordance with State law, 10.2% of the revenues are allocated to arterial capacity and intersection improvements while 0.3% of the revenues are allocated to fund planning and implementation studies.

Annually, the Arizona Department of Transportation (ADOT) releases a forecast of projected revenues. The forecasts are used to balance projected expenditures and revenues over the life of the program. Table 2 summarizes the estimated and actual RARF revenue collections from July 2009 to June 2010.

Table 2. Total RARF Collections			
Estimate v. Actual FY2010 (July 2009 - June 2010)			
	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$ 26,059,000	\$25,786,309.03	-1.05%
August	\$ 24,537,000	24,384,781.49	-0.62%
September	\$ 25,654,000	24,686,277.17	-3.77%
October	\$ 26,903,000	24,050,907.17	-10.60%
November	\$ 25,484,000	24,245,187.39	-4.86%
December	\$ 25,232,000	24,369,356.18	-3.42%
January	\$ 30,945,000	28,367,192.38	-8.33%
February	\$ 24,670,000	22,887,151.08	-7.23%
March	\$ 25,056,000	23,481,535.72	-6.28%
April	\$ 27,677,000	26,520,961.96	-4.18%
May	\$ 25,829,000	24,676,476.17	-4.46%
June	\$ 27,257,000	25,592,342.91	-6.11%
Total	\$ 315,303,000	\$ 298,352,305	-5.2%

*Amount includes debt service from Prop 300

In FY 2010, the projection forecasted \$315 million in revenue collection. By the end of the fiscal year, total revenue collections were \$298 million. Collections were \$17 million, or 5.2%, lower than anticipated.

EPA INTENT TO DISAPPROVE THE MAG 5 PERCENT PLAN

On May 25, 2010, the Environmental Protection Agency (EPA) informed MAG of the decision to disapprove a request by the Arizona Department of Environmental Quality (ADEQ) to treat four high wind exceedances of the PM- 10 standard in 2008 as exceptional events. The decision means that the MAG region cannot demonstrate attainment of the PM-10 standard by 2010 as shown in the MAG Five Percent Plan for PM-10. On September 3, 2010, the EPA formally announced the intention to disapprove of the MAG Fiver Percent Plan.

After announcing the intent to disapprove the 5 Percent Plan, the EPA submitted the action to the Federal Register for publication as a proposed rule giving details of the plan's deficiencies and announcing a 30-day public comment period. Final disapproval of the air quality plan could result in sanctions, potentially putting more than a billion dollars of federal highway funding in the region at risk and result in the loss of tens of thousands of jobs.

If made final, the EPA decision will have significant implications for our region. Initial consequences would involve a freeze of the region's \$7.4 billion Transportation Improvement Program (TIP), in which only projects in the first four years of the TIP could proceed and no new projects could be added. If not corrected, additional sanctions could be imposed, including tighter controls on industry and the loss of \$1.7 billion in federal highway funding.

In September, MAG Member Agencies were notified of the potential implications of a conformity freeze. Below are Frequently Asked Questions regarding the potential freeze.



Q: What is a conformity freeze?

A conformity freeze means that only projects in the first four years of the currently conforming Regional Transportation Plan 2010 Update (RTP), FY2011-2015 MAG TIP, and FY 2011 Arterial Life Cycle Program can proceed. During a conformity freeze, no new RTPs, TIPs or RTP/TIP/ALCP amendments can be found to conform.

The Federal Highway Administration (FHWA) has advised MAG that during a conformity freeze, administrative modifications may continue since a TIP amendment and a new conformity determination is not required, assuming these modifications do not change the design concept and scope of the projects. In addition, exempt projects may be added to the TIP since they do not require a conformity determination.

Q: When will the conformity freeze begin?

If the EPA takes final action on January 28, 2011 to disapprove the Five Percent Plan for PM 10, a conformity freeze would become effective 30 days after publication of the final action in the Federal Register, on approximately February 28, 2011.

Q: How long will the conformity freeze last?

During a conformity freeze, no new RTPs, TIPs, or RTP/TIP/ALCP amendments can be found to conform until a new Five Percent Plan for PM 10 is submitted, EPA finds the new motor vehicle emissions budget in that Plan adequate for conformity purposes, and conformity on the TIP and RTP is redetermined using the new budget. The timeframe is unknown.

Q: What projects can continue during a conformity freeze?

Any project that is in the first four years of the FY2011 2015 MAG TIP and FY11 ALCP, which includes design, right of way, construction, and other projects, can move forward during the freeze. In addition, exempt projects and non regionally significant state and locally funded projects that are not in the TIP can proceed as well.

Q: Can a developer build or widen an arterial street using private funds during a conformity freeze?

FHWA regulations require the TIP to contain all regionally significant projects, regardless of funding source. It is the jurisdiction's responsibility to include this type of project in the MAGTIP. If a jurisdiction is uncertain if a project is regionally significant, please submit it to MAG by November 4, 2010. A conformity freeze means that *only projects in the first four years* of the RTP 2010 Update, FY2011 2015 MAG TIP, and FY11 ALCP can proceed.

Q: Can new projects be added to the FY2011 2015 MAG TIP during a conformity freeze?

New projects that affect conformity cannot be added to the FY 2011 2015 MAG TIP and FY11 ALCP during a conformity freeze.

What changes can be made to a project currently in the FY 2011 – FY 2015 MAG TIP during a conformity freeze?

FHWA has advised MAG that during a conformity freeze, administrative modifications may continue since a TIP/ALCP amendment and a new conformity determination would not be required, assuming these modifications do not change the design concept and scope of the projects. In addition, FHWA indicates that a project request to change the source of funds from non federal to federal would require a type of amendment that would not



affect conformity. Certain Administrative Modifications to projects can be made during a conformity freeze. In general, ones that are related to funding amounts, funding types, clarification of project descriptions, lead agencies, some advancements and deferrals, and others. Please consult with MAG Staff for specific project evaluation as it relates to administrative modifications.

PLEASE NOTE: Any amendments (projects changes) to MAG TIP or FY11 ALCP must be submitted to MAG Staff by November 4, 2010. This is a hard deadline due to the time constraints of running conformity and requesting approval of the project changes through the committee process before the freeze goes into effect. Most projects in the Arterial Life Cycle Program affect conformity. If you have questions about a specific project, please contact MAG Staff before November 4, 2010.

ALCP PROJECT CHANGE REQUESTS

Occasionally, Lead Agencies may need to request a project change to an ALCP project outside of the annual update process. Changes permitted outside of the annual update process vary, but MAG Staff is available to assist with these requests. To initiate an ALCP project change, please download and complete the ALCP Change Request form from the MAG website at: <http://www.mag.maricopa.gov/project.cms?item=5034>.

The form is divided into two sections: (1) Currently Programmed and (2) Requested Programming. In the first section, Lead Agency Staff should enter how the project or segment is *currently programmed* in the approved ALCP. In the second section, Lead Agency Staff should enter the requested programming. Please add sufficient detail in the 'Requested Change column' to aid MAG Staff with processing the request.

TIP Identification numbers may be found in the approved FY 2011-2015 Transportation Improvement Program or TIP Appendix if a project is programmed for work during those fiscal years. Older versions of the MAG TIP, including amendments and administrative modification, also are available for download from the MAG TIP website.

NOTE: Project change requests for Non-ALCP projects require a different form and should be submitted to Steve Tate at state@azmag.gov or Eileen Yazzie at eyazzie@azmag.gov for review.

Contact MAG Staff with any questions at 602-254-6300.

ALCP PROJECT STATUS

Detailed information about projects underway are provided in Tables 3 and 4. Table 3 lists projects programmed for work and/or reimbursement in FY 11, the amount programmed for reimbursement in FY 2011, and ALCP project requirements submitted to-date. Table 4 details project reimbursements and expenditures for projects underway in FY 2010 as well as projects programmed for work and/or reimbursement in FY2011.

This is the 12th Status Report for the Arterial Life Cycle Program (ALCP). Semi-annually, MAG staff will provide member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.



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Arterial Life Cycle Program Status Report

TABLE 3. FY 2011 ARTERIAL LIFE CYCLE PROGRAM
Schedule for Projects Programmed for Work and/or Reimbursement in FY11

RTP Project	Programmed in the FY 11 ALCP	Programmed Reimb. in FY 2011 (millions)	ALCP Project Requirements		
			Overview (PO)	Agreement (PA)	Needed in FY11
CHANDLER					
Chandler Blvd/Alma School: Intersection Improvements	Reimbursement Only	\$ 0.926	Completed 3/2008	Completed 7/2008	PRR
Chandler Blvd/Dobson: Intersection Improvements	Work and Reimbursement	\$ 0.427	Completed 4/2006	Completed 7/2006	PRR
Gilbert Rd: Queen Creek to Ocotillo	Work Only	\$ -	---	---	PO
Gilbert Rd: Ocotillo Rd to Chandler Heights	Work Only	\$ -	---	---	PO
Ray Rd at Alma School Rd: Intersection Improvements	Work and Reimbursement	\$ 3.630	Completed 3/2006	Completed 7/2006	PRR
FOUNTAIN HILLS					
Shea Blvd: Palisades to Fountain Hills Blvd	Reimbursement Only	\$ 0.040	Completed 7/2008	Completed 9/2008	PRR
Shea Blvd: Technology Dr to Cereus Wash	Work and Reimbursement	\$ 1.621	Completed 8/2008	Completed 10/2008	PRR
GILBERT					
Queen Creek Rd: Greenfield Rd to Higley	Work Only		---	---	None
Guadalupe Rd/Cooper Rd: Intersection Improvements	Work and Reimbursement	\$ 3.694	Completed 5/2010	---	PO, PA, PRR
Guadalupe Rd at Gilbert Rd: Intersection Improvements	Work Only	\$ -	---	---	None
Power Rd: Santan Fwy to Pecos Rd	Work and Reimbursement	\$ 2.807	---	---	PO, PA, PRR
MARICOPA COUNTY					
El Mirage Rd: Bell Rd to Deer Valley Drive	Work and Reimbursement	\$ 4.201	Completed 9/2009	Completed 4/2010	PRR
El Mirage Rd: Thunderbird Rd to Bell	Work and Reimbursement	\$ 0.210	Completed 1/2008	Completed 12/2008	PRR
Gilbert Rd: Bridge over Salt River	Work Only	\$ -	---	---	PO, PA, PRR
Northern Pkwy: Sarival to Dysart	Work and Reimbursement	\$ 1.707	Completed 4/2010	TBD	PA, PRR
Northern Pkwy: ROW Protection	Work and Reimbursement	\$ 2.601	Completed 4/2010	TBD	PA, PRR
MESA					
Dobson Rd at Guadalupe Rd: Intersection Improvements	Reimbursement Only	\$ 2.063	Completed 10/2006	Completed 2/2007	PRR
Dobson/University: Intersection Improvements	Work Only	\$ -	---	---	None
Hawes Rd: Santan Fwy to Ray Rd	Work Only	\$ -	---	---	PO, PA, PRR*
Mesa Dr: US60 to Southern Ave	Work and Reimbursement	\$ 2.189	Completed 3/2007	Completed 1/2008	PRR
Ray Rd: Sossaman Rd to Ellsworth Rd	Work Only	\$ -	---	---	PO, PA, PRR*
Southern Ave/Stapley Dr Intersection Improvements	Work and Reimbursement	\$ 0.051	Completed 3/2007	Completed 6/2007	PRR

* Per the ALCP Policies and Procedures, only the Progress Report Section of PRR is required

Arterial Life Cycle Program Status Report

**TABLE 3. FY 2011 ARTERIAL LIFE CYCLE PROGRAM
Schedule for Projects Programmed for Work and/or Reimbursement in FY11**

PEORIA					
83rd Avenue: Butler Rd to Mountain View	Work and Reimbursement	\$ 4.118	---	---	PO, PA, PRR
75th Ave at Thunderbird Rd: Intersection Improvement	Work and Reimbursement	\$ 0.462	---	---	PO, PA, PRR
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Work and Reimbursement	\$ 11.618	Completed 7/2009	Completed 9/2010	PRR
Lake Pleasant Pkwy: Dynamite Blvd to CAP	Work and Reimbursement	\$ 0.722	Completed 5/2006	---	PA, PRR
Lake Pleasant Pkwy: CAP to SR74/Carefree Hwy	Work Only	\$ -	---	---	PO
PHOENIX					
Avenida Rio Salado: 51st Avenue to 7th Street	Work and Reimbursement	\$ 7.684	---	---	PO, PA, PRR
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	Work and Reimbursement	\$ 2.555	Completed 10/2007	---	PA, PRR
Sonoran Blvd: 15th Avenue to Cave Creek	Work and Reimbursement	\$ 11.026	---	---	PO, PA, PRR
SCOTTSDALE					
Pima Rd: Thompson Peak Parkway to Pinnacle Peak Parkway	Work and Reimbursement	\$ 11.477	Completed 6/2008	Completed 7/2008	PRR
Pima Rd: Pinnacle Peak to Happy Valley Rd	Work Only	\$ -	---	---	PO
Pima Rd: Via De Ventura to Krail	Work and Reimbursement	\$ 4.033	Completed 4/2010	In Process	PA, PRR
Pima Rd: Krail to Chaparral Rd	Work Only	\$ -	Completed 4/2010	---	None
Pima Rd: Thomas Rd to McDowell Rd	Work and Reimbursement	\$ 0.488	Completed 4/2010	---	PA, PRR
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Parkway	Work and Reimbursement	\$ 3.944	Completed 5/2010	In Process	PA, PRR
Shea Blvd at 120/124th St: Intersection Improvements	Work Only	\$ -	---	---	PO, PA, PRR*
Shea Blvd: 96th St to 144th St: ITS Improvements	Work and Reimbursement	\$ 0.048	---	---	PO, PA, PRR
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	Work Only	\$ -	---	---	PO, PA, PRR*

* Per the ALCP Policies and Procedures, only the Progress Report Section of PRR is required

Arterial Life Cycle Program Status Report

TABLE 4. FY 2011 ARTERIAL LIFE CYCLE PROGRAM
(2010 and Year of Expenditure, Dollars in Millions, Consistent with the FY11 - July 28, 2010 ALCP)

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMBURSEMENT (R)		REGIONAL FUNDING				TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
	FY 2010	FY 2011	Reimb through FY10 (YOE\$)	FY 2011 Estimated Reimb.	Estimated Future Reimb FY12-FY26 (2010\$)	Total Reimb FY06-FY26 (2010\$,YOE\$)	Expend through FY10 (YOE\$)	Estimated Future Expend FY11-FY26 (2010\$)	Total Expend FY06-FY26 (2010\$,YOE\$)			
CHANDLER												
Arizona Ave/Elliott Rd	R	---	3.211	0.000	0.000	3.211	4.587	0.000	4.587	2006	0.25	FY10 RARF Closeout Project. Project Completed.
Chandler Blvd/Alma School Rd	W/R	W/R	0.387	0.926	2.436	3.749	1.854	9.846	11.700	2012	0.25	
Chandler Blvd/Dobson Rd	W/R	W/R	2.073	0.427	0.000	2.500	6.922	0.427	7.349	2011	0.25	
Gilbert Rd: SR-202L/Germann to Queen Creek Rd	W/R	---	6.078	0.000	0.670	6.747	10.307	0.000	10.307	2010	1.25	FY10 RARF Closeout Project. Project Completed.
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	W	W	0.000	0.000	4.011	4.011	1.057	10.002	11.059	2012	1.00	Projected Segmented during FY11 Annual Update
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	W	---	0.000	0.000	5.957	5.957	2.113	30.590	32.703	2013	2.00	
Gilbert Rd: Ocotillo Rd to Chandler Heights	W	W	0.000	0.000	4.011	4.011	1.057	10.002	11.059	2014	1.00	Projected Segmented during FY11 Annual Update
Ray Rd/Alma School Rd	W	W/R	2.217	3.630	0.000	5.846	5.973	6.811	12.784	2011	0.25	
CHANDLER/GILBERT												
Queen Creek Rd: Greenfield Rd to Higley	---	W	0.000	0.000	9.667	9.667	0.000	16.482	16.482	2013	1.00	
FOUNTAIN HILLS												
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	---	R	0.247	0.040	0.000	0.287	0.411	0.000	0.411	----	1.00	Design project only
Shea Blvd: Technology Dr to Cereus Wash	---	W/R	0.121	1.620	1.422	3.163	0.172	4.347	4.520	2011	0.80	
GILBERT												
Guadalupe Rd/Cooper Rd	W	W/R	0.000	3.753	0.000	3.753	4.800	2.138	6.939	2011	0.50	
Guadalupe Rd/Gilbert Rd	---	W	0.000	0.000	3.753	3.753	0.000	5.361	5.361	2013	0.50	
Warner Rd/Cooper Rd	W/R	---	3.701	0.000	0.000	3.701	6.268	0.000	6.268	2010	0.50	Project Completed

YOE Year of Expenditure
 FY Fiscal Year

\$ Dollars
 * Measured in centerline miles

Reimb. Reimbursements
 Expend Expenditures

Arterial Life Cycle Program Status Report

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	FY 2010	FY 2011	Reimb through FY10 (YOES)	FY 2011 Estimated Reimb.	Estimated Future Reimb FY12-FY26 (2010\$)	Total Reimb FY06-FY26 (2010\$,YOES)	Expend through FY10 (YOES)	Estimated Future Expend FY11-FY26 (2010\$)	Total Expend FY06-FY26 (2010\$,YOES)			
GILBERT/MARICOPA COUNTY/MESA												
Pow er Rd/Pecos (Gilbert)	R	---	5.143	0.000	0.000	5.143	7.347	0.000	7.347	2009	0.50	Project Completed
Pow er Rd: Santan Fw y to Pecos Rd (Gilbert)	W	W/R	0.000	2.807	12.549	15.356	16.502	12.055	28.557	2011	1.50	
Pow er Rd: East Maricopa Floodw ay to Santan Fw y/Loop 202 (Mesa)	W	---	0.000	0.000	10.197	10.197	1.272	15.048	16.319	2018	3.50	Project Deferred to 2016
MARICOPA COUNTY												
El Mirage Rd: Bell Rd to Deer Valley Dr	W	W/R	0.000	4.201	9.668	13.869	6.002	18.466	24.467	2011	3.00	
El Mirage Rd: Deer Valley Dr to L303	R	---	5.535	0.000	0.000	5.535	7.906	0.000	7.906	2009	1.20	FY10 RARF Closeout Project. Project Completed.
El Mirage Rd: Thunderbird Rd to Bell Rd	W/R	W/R	1.448	0.210	19.633	21.290	2.334	45.694	48.028	2016	2.00	
Gilbert Rd: Bridge over Salt River	---	W	0.000	0.000	13.922	13.922	1.285	39.625	40.910	2015	1.62	
Northern Parkw ay: Sarival to Dysart	W/R	W/R	19.678	1.707	41.536	62.921	20.112	69.915	90.028	2013	4.10	
Northern Parkw ay: ROW Protection	W/R	W/R	0.000	2.601	2.601	5.202	2.613	4.819	7.432	2012	12.50	
MESA												
Broadw ay Rd: Dobson Rd to Country Club	W/R	---	0.082	0.000	7.299	7.381	0.286	19.045	19.332	2015	2.00	
Dobson Rd/Guadalupe Rd	W/R	W/R	0.707	2.063	0.000	2.770	1.010	3.387	4.398	2011	0.50	
Dobson Rd/University Dr	W	W	0.000	0.000	2.784	2.784	0.649	6.339	6.988	2012	0.50	
Gilbert Rd/University Dr	W/R	---	2.741	0.000	0.000	2.741	11.765	0.000	11.765	2010	0.50	FY10 RARF Closeout Project. Project Completed.
Greenfield Rd: Baseline Rd to Southern Ave	W	R	2.367	2.810	0.000	5.176	8.295	0.000	8.295	2010	1.00	
Haw es Rd: Santan Freew ay to Ray Rd	W	W	0.000	0.000	2.353	2.353	1.237	2.547	3.784	2011	0.75	
Mesa Dr: US 60 to Southern Ave	W/R	W/R	0.257	2.189	6.010	8.456	0.367	13.337	13.704	2013	1.00	

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Arterial Life Cycle Program Status Report

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MESA												
Mesa Dr/Broadway Rd	W	---	0.056	0.000	0.804	0.860	0.143	25.271	25.414	2016	1.00	
Ray Rd: Sossaman Rd to Elsworth Rd	W	W	0.000	0.000	3.799	3.799	5.351	4.138	9.489	2011	2.00	
Southern Ave/Stapley Dr	W	W/R	0.168	0.051	12.509	12.728	0.316	21.601	21.917	2013	0.50	
PEORIA												
Beardsley Connection: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	W	---	6.696	0.000	0.000	6.696	8.473	0.000	8.473	2010	0.75	Project Completed
Loop 101 (Agua Fria Fwy) at Beardsley Rd/Union Hills Dr	W	---	10.851	0.000	0.000	10.851	19.151	0.000	19.151	2010	2.00	Project Completed
83rd Avenue: Butler Rd to Mountain View	W	W/R	0.000	4.118	0.000	4.118	0.813	5.413	6.225	2011	1.00	
75th Ave at Thunderbird Rd: Intersection Improvement	W	W/R	0.000	0.462	1.422	1.884	0.660	7.111	7.771	2012	0.20	
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	W	R	0.000	11.618	8.963	20.581	50.078	0.000	50.078	2010	5.00	Exchanged with Lake Pleasant Parkway. Project Completed.
Lake Pleasant Pkwy: Dynamite Blvd to CAP	W/R	W/R	1.907	0.722	21.605	24.234	9.838	33.276	43.114	2012	2.50	
PHOENIX												
Avendia Rio Salado: 51st Ave. to 7th St.	W	W/R	0.000	7.684	36.746	44.430	7.199	63.473	70.672	2015	6.00	Project length and scope changed.
Black Mountain Blvd: SR-51 and L101/Pima Fwy to Deer Valley Rd	---	W/R	0.000	2.555	19.842	22.397	0.041	31.995	32.036	2014	2.00	
Sonoran Blvd: 15th Avenue to Cave Creek	---	W/R	0.000	11.026	21.419	32.445	13.830	46.352	60.182	2013	7.00	

YOE Year of Expenditure

\$ Dollars

Reimb. Reimbursements

FY Fiscal Year

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Expend Expenditures

Arterial Life Cycle Program Status Report

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SCOTTSDALE/CAREFREE												
Pima Rd: Thompson Peak Parkway to Pinnacle Peak (SCT)	W/R	W/R	3.251	11.477	9.067	23.795	8.275	25.718	33.993	2011	1.50	
Pima Rd: Pinnacle Peak to Happy Valley Rd (SCT)	---	W	0.000	0.000	15.896	15.896	0.000	22.709	22.709	2013	1.00	
SCOTTSDALE												
Pima Rd: Via De Ventura to Krail	W	W/R	0.000	4.033	3.434	7.467	5.763	4.907	10.670	2011	1.30	
Pima Rd: Krail to Chaparral	---	W	0.000	0.000	9.407	9.407	0.000	16.453	16.453	2012	1.80	
Pima Rd: Thomas Rd to McDowell Rd	---	W/R	0.000	0.488	5.557	6.045	0.000	8.641	8.641	2012	1.00	
Scottsdale Rd: Thompson Peak Parkway to Pinnacle Peak Parkway	W	W/R	0.000	3.944	7.584	11.528	6.957	24.308	31.265	2012	2.00	
Shea Blvd at 90th/92nd/96th	R	---	4.056	0.000	0.000	4.056	5.749	0.000	5.749	2007	0.75	FY10 RARF Closeout Project. Project Completed.
Shea Blvd at 120/124th St	W	W	0.000	0.000	1.391	1.391	0.136	1.852	1.988	2011	0.40	
Shea Blvd: SR-101L to 96th St, ITS Improvements	W	R	0.000	0.048	0.381	0.429	0.614	0.000	0.614	2010	1.00	Project Completed
Shea Blvd: 96th St to 144th St, ITS Improvements	---	W	0.000	0.000	2.347	2.347	0.000	3.352	3.352	2012	6.25	
Shea Blvd at Frank Lloyd Wright Blvd	W	W	0.000	0.000	0.660	0.660	0.314	0.629	0.943	2011	0.25	

YOE Year of Expenditure

\$ Dollars

Reimb. Reimbursements

FY Fiscal Year

* Measured in centerline miles

Expend Expenditures

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 9, 2010

SUBJECT:

Project Changes – Amendments and Administrative Modifications to the FY 2011-2015 MAG Transportation Improvement Program

SUMMARY:

The fiscal year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010. Since that time, there have been requests from member agencies to modify projects in the program.

The proposed amendments and administrative modifications to the FY 2011-2015 TIP are listed in the attached table. There are eight transit projects that are identified in the federal register as earmark/high priority projects. Additionally, the City of Phoenix was successful in competing for a Federal Transit 'State of Good Repair' grant. ADOT has also requested to include new utility projects, an advancement and repayment for Williams Gateway Freeway, and delete one project since it is complete. Maricopa County is requesting that a federal aid project is moved from 2010 to 2011 and the City of Tempe is requesting to modify a project description. These projects need to be added to the TIP to move forward.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accord with MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2010 Update, and the FY 2009 and FY2010 Program of Projects.

PRIOR COMMITTEE ACTIONS:

This item is on the November 10, 2010, Management Committee agenda. An update will be provided on action taken by the Committee.

Transportation Review Committee: On October 28, 2010, the Transportation Review Committee recommended approval to modify/amend the FY 2011-2015 MAG TIP and the FY 2009 and FY 2010 Program of Projects.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer
* Gila River: Doug Torres
Gilbert: Tami Ryall
Glendale: Cathy Colbath for Terry Johnson
Goodyear: Cato Esquivel
* Guadalupe: Gino Turrubiarres
Litchfield Park: Paul Ward for Woody Scoutten

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

EX-OFFICIO MEMBERS ATTENDING

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

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

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

MAG Transit Committee: On October 14, 2010, the MAG Transit Committee unanimously recommended approval to modify/amend the FY 2011-2015 MAG TIP and the FY 2009 and FY2010 Program of Projects.

MEMBERS ATTENDING

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

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

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

CONTACT PERSON:

Eileen O. Yazzie, Transportation Programming Manager, (602) 254-6300.

Request for Project Change - 2011-2015 MAG Transportation Improvement Program

HIGHWAY

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT11-125	ADOT	303 (Estrella Fwy): Peoria Ave - Waddell Rd	Utility Relocation	2011	2 mile	RARF			\$ 400,000	\$ 400,000	Amend: Add a new "Utility relocation" project in fiscal year 2011 for \$400,000.
DOT11-126	ADOT	303 (Estrella Fwy): Waddell Rd - Mountain View Blvd	Utility Relocation	2011	4 mile	RARF			\$ 5,800,000	\$ 5,800,000	Amend: Add a new "Utility relocation" project in fiscal year 2011 for \$5,800,000.
DOT12-841	ADOT	101 (Agua Fria Fwy): Northern Ave - US60 (Grand Ave)	Construct northbound auxiliary lanes	2012	3 mile	State	\$ 1,900,000			\$ 1,900,000	Amend: Delete project from the TIP. The work was done in January 2008.
DOT11-123	ADOT	SR24 (Williams Gateway Freeway): L202 to Ellsworth.	Advance construct new freeway segment using Highway Project Acceleration Notes (HPAN). Repayment in 2015.	2012	1.75	Local	\$ 148,200,000	\$ -		\$ 148,200,000	Amend: Add new project to the TIP. Project is advance constructed from 2016 to 2012 with local funds. Repayment begins in June 2015. Freeway ramps are 1 lane and freeway is 2 lanes in each direction. Project will be open to traffic in 2014
DOT15-200	ADOT	SR24 (Williams Gateway Freeway): L202 to Ellsworth.	Repayment of advanced construction.	2015	1.75	RARF		\$ -	\$ 148,200,000	\$ 148,200,000	Amend: Add new project to the TIP. Repayment of advanced construct project. Repayments to begin June 2015.
DOT11-124	ADOT	SR24 (Williams Gateway Freeway): L202 to Ellsworth.	Highway Project Acceleration Notes (HPAN) Interest Payments	2012	1.75	State - STAN	\$ 10,000,000			\$ 10,000,000	Amend: Add new project to the TIP.
DOT11-125	ADOT	SR24 (Williams Gateway Freeway): L202 to Ellsworth.	Highway Project Acceleration Notes (HPAN) Interest Payments	2012	1.75	RARF			\$ 5,700,000	\$ 5,700,000	Amend: Add new project to the TIP.
MMA09-811	Maricopa County	Old US-80 Bridge over Gila River	Rehabilitate bridge	2011	0.1	BR- Bridge Funding /STP- TEA	\$ 6,200,000	\$ 1,500,000		\$ 7,700,000	Admin Mod: Move project from 2008-2012 TIP into the new FY2011-2015 MAG TIP. Project is funded with \$500K - STP-TEA and \$1 million of BR
TMP10-620	Tempe	Broadway Rd: Rural Rd to Mill Ave	Acquire right-of-way and construct pedestrian and bicycle facilities improvements	2011	1 Mile	CMAQ	\$ 2,571,780	\$ 2,571,780		\$ 5,143,560	Admin Mod: Change Project Description to include ROW.

TRANSIT

TIP #	Agency	Project Location	Project Description	FY	A.L.I.	Fund Type	Local Cost	Federal Cost	Reg. Cost	Total Cost	Requested Change
GDL11-101T	Guadalupe	Guadalupe	Purchase buses for Senior Center - FY2010 Earmark	2011	11.12.04	5309-Disc	\$ 37,500	\$ 150,000		\$ 187,500	Amend: Add new earmark/ high priority project to the TIP

PHX11-106T	Phoenix	Phoenix - South Mountain Area	Purchase Buses for South Mountain Circulator - FY2009 Earmark	2011	11.12.01	5309-Disc	\$ 237,500	\$ 950,000	\$ 1,187,500	Amend: Add new earmark/ high priority project to the TIP
PHX11-110T	Phoenix	Phoenix - Citywide	Buses replacement - diesel-electric hybrid buses	2011	na	FTA-SGR	\$ 729,425	\$ 2,917,700	\$ 3,647,125	Amend: Add new State of Good Repair discretionary project
SCT11-110T	Scottsdale	Scottsdale (Skysong)	Plan, design and construct intermodal center - FY2009 Earmark	2011	11.33.03	5309-Disc	\$ 141,075	\$ 564,300	\$ 705,375	Amend: Add new earmark/ high priority project to the TIP
SCT11-111T	Scottsdale	L101 and Scottsdale Rd	Construct Park and Ride, Scottsdale, AZ- FY2010 Earmark	2011	1.33.04	5309-Disc	\$ 125,000	\$ 500,000	\$ 625,000	Amend: Add new earmark/ high priority project to the TIP
SCT11-112T	Scottsdale	Scottsdale (Skysong)	Intermodal center - FY2010 Earmark	2011	1.33.03	5309-Disc	\$ 125,000	\$ 500,000	\$ 625,000	Amend: Add new earmark/ high priority project to the TIP
TMP11-100T	Tempe	Tempe	Construct East Valley Metro Bus Facility - FY2009 Earmark	2011	11.43.03	5309-Disc	\$ 366,795	\$ 1,467,180	\$ 1,833,975	Amend: Add new earmark/ high priority project to the TIP
TMP11-101T	Tempe	Tempe	Purchase buses for Neighborhood Circulator - FY2010 Earmark	2011	11.12.04	5309-Disc	\$ 125,000	\$ 500,000	\$ 625,000	Amend: Add new earmark/ high priority project to the TIP
PHX11-111T	Phoenix	Phoenix -Buses serving Rapid Routes on HOV system	Preventive Maintenance - FY2009 5309-FGM Funds	2011	11.7A.00	5309-FGM	\$ 29,865	\$ 119,460	\$ 149,325	Amend: Add new project to the TIP
VMT11-105T	Valley Metro	Regionwide -Buses serving Express Routes on HOV system	Preventive Maintenance - FY2009 5309-FGM Funds	2011	11.7A.00	5309-FGM	\$ 20,553	\$ 82,210	\$ 102,763	Amend: Add new project to the TIP
VMR11-102T	Valley Metro Rail	Phoenix, Mesa, Tempe - Light Rail	Preventive Maintenance - FY2009 5309-FGM Funds	2011	11.7A.00	5309-FGM	\$ 221,083	\$ 884,331	\$ 1,105,414	Amend: Add new project to the TIP
PHX11-112T	Phoenix	Phoenix -Buses serving Rapid Routes on HOV system	Preventive Maintenance - FY2010 5309-FGM Funds	2011	11.7A.00	5309-FGM	\$ 11,880	\$ 47,520	\$ 59,400	Amend: Add new project to the TIP
VMT11-106T	Valley Metro	Regionwide -Buses serving Express Routes on HOV system	Preventive Maintenance - FY2010 5309-FGM Funds	2011	11.7A.00	5309-FGM	\$ 8,176	\$ 32,702	\$ 40,878	Amend: Add new project to the TIP
VMR11-103T	Valley Metro Rail	Phoenix, Mesa, Tempe - Light Rail	Preventive Maintenance - FY2010 5309-FGM Funds	2011	11.7A.00	5309-FGM	\$ 87,944	\$ 351,776	\$ 439,720	Amend: Add new project to the TIP

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 9, 2010

SUBJECT:

Tempe South Locally Preferred Alternative

SUMMARY:

The Regional Transportation Plan (RTP) includes two significant transit projects within the Tempe South study area; a two-mile, high capacity/light rail transit (LRT) improvement extending south from downtown Tempe, and a bus rapid transit (BRT) corridor on Scottsdale/Rural Road extending from north Scottsdale to Chandler. In August 2007, Valley Metro Rail (METRO) initiated a federally sponsored Alternatives Analysis (AA) in the Tempe South corridor. The study initiates the Federal Transit Administration's (FTA's) project development process in order to qualify for Section 5309 Small Start federal funding. The AA addresses the technology and alignment for extending high capacity transit improvements within the corridor. The enclosed memorandum summarized the study process and conclusions for the Tempe South AA.

METRO staff recommended a Locally Preferred Alternative (LPA) that includes a 2.6 mile modern streetcar alignment on Mill Avenue, with a loop configuration in downtown Tempe. There is currently capital funding for the non-federal portion of the budget identified in the Regional Transportation Plan to implement this recommendation. Tempe will be responsible for the operating and maintenance costs for the streetcar. METRO staff also provided four additional recommendations, which are summarized in the enclosed memorandum. The Tempe City Council approved the study recommendations on October 21, 2010. The recommendations have also been endorsed by the Tempe Transportation Commission, the Tempe Ad-Hoc Advisory Committee, and the Chandler Transportation Commission.

PUBLIC INPUT:

METRO prepared a Public Involvement Plan for the study. The overall goal of the public involvement process was to inform the residents, stakeholder interest groups, and involved agencies about the Tempe South Corridor Study and to present the alternatives and issues for public and agency review. During the course of the study, the public involvement team conducted ten public meetings with 446 people attending; gave more than 47 presentations to advisory committees, neighborhood associations and civic organizations; and provided continuous updates via website, e-mails, newsletters and fact sheets.

PROS & CONS:

PROS: Approval of the Tempe South Locally Preferred Alternative will allow METRO to proceed with the project development process for the Mill Avenue Modern Streetcar project.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Alternatives Analysis conducted by METRO found that the recommended LPA will help increase transit ridership in the corridor, will connect neighborhoods to downtown Tempe, and will encourage redevelopment of underutilized parcels.

POLICY: The Tempe City Council approved the Locally Preferred Alternative on October 21, 2010.

ACTION NEEDED:

Recommend approval of: (1) A Locally Preferred Alternative for the Tempe South project, including a modern streetcar on a Mill Avenue alignment with a one-way loop in downtown Tempe to be incorporated into the MAG FY 2011 to FY 2015 Transportation Improvement Program and the Regional Transportation Plan 2010 Update for an air quality conformity analysis; (2) Inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road as an Illustrative Transit Corridor in the MAG Regional Transportation Plan; (3) Without modifying priorities in the Regional Transportation Plan, consider increased service levels and capital improvements for Rural Road BRT, per the description provided herein, through the regional transportation system planning process; (4) Future consideration for high capacity transit needs north of downtown Tempe along Rio Salado Parkway and south of Southern Avenue along Rural Road to the vicinity of Chandler Boulevard through the regional transportation system planning process; and (5) Without modifying priorities in the Regional Transportation Plan, consider future commuter rail service along the Tempe Branch of the Union Pacific Railroad, through the regional transportation system planning process, and pending results from the Arizona Department of Transportation's Phoenix-Tucson Intercity Rail Alternatives Analysis.

PRIOR COMMITTEE ACTIONS:

This item is on the November 10, 2010, Management Committee agenda. An update will be provided on action taken by the Committee.

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

MEMBERS ATTENDING

- | | |
|---|---|
| Peoria: David Moody | Maricopa County: Clem Ligocki for John Hauskins |
| ADOT: Steve Hull for Floyd Roehrich | Mesa: Scott Butler |
| Avondale: Shirley Gunther for David Fitzhugh | Paradise Valley: Bill Mead |
| Buckeye: Scott Lowe | Phoenix: Rick Naimark |
| Chandler: RJ Zeder for Patrice Kraus | Queen Creek: Tom Condit |
| El Mirage: Lance Calvert | RPTA: Bryan Jungwirth |
| Fountain Hills: Randy Harrel | Scottsdale: Dave Meinhart |
| * Gila Bend: Eric Fitzer | Surprise: Bob Beckley |
| * Gila River: Doug Torres | Tempe: Jyme Sue McLaren for Chris Salomone |
| Gilbert: Tami Ryall | Valley Metro Rail: John Farry |
| Glendale: Cathy Colbath for Terry Johnson | * Wickenburg: Rick Austin |
| Goodyear: Cato Esquivel | Youngtown: Grant Anderson for Lloyce Robinson |
| * Guadalupe: Gino Turrubiarres | |
| Litchfield Park: Paul Ward for Woody Scoutten | |

EX-OFFICIO MEMBERS ATTENDING

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

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

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

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

MEMBERS ATTENDING

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

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

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

CONTACT PERSON:

Kevin Wallace, Transit Program Manager, MAG (602) 254-6300.



MEMO

To: MAG Transportation Policy Committee
From: Wulf Grote, Director, Planning and Development
Date: November 9, 2010
Re: **TEMPE SOUTH CORRIDOR STUDY**
Alternatives Analysis Recommendations

PURPOSE

This report provides METRO staff recommendations for the Tempe South Alternatives Analysis. Included are recommendations regarding the appropriate transit technologies and alignment. Additional study needs are also identified.

BACKGROUND/DISCUSSION

In August 2007, METRO initiated a federally sponsored Alternatives Analysis in the Tempe South corridor. The study initiates the Federal Transit Administration's (FTA's) project development process in order to qualify for Section 5309 Small Start federal funding. Specific purpose and needs of the project were identified and include:

- Improve mobility of residential and business communities;
- Develop an efficient transportation system;
- Accommodate future travel demand;
- Support local and regional development goals and transit oriented development strategies;
- Develop a transportation system that is affordable to build, operate, and maintain;
- Develop transportation strategies that reinforce the cities general plan; and
- Develop a transportation system that provides connectivity to/from neighborhoods, employment, and recreational opportunities.

The Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) includes two significant transit projects within the Tempe South study area; a 2-mile high capacity/light rail transit (LRT) improvement extending south from downtown Tempe and a bus rapid transit (BRT) corridor on Scottsdale/Rural Road extending from north Scottsdale to Chandler. Both transit modes were analyzed as part of this study, but only the BRT segment south from downtown Tempe was evaluated as part of the Tempe South study effort. RPTA/METRO, and the cities of Scottsdale and Tempe have undertaken a separate analysis evaluating BRT options north from downtown Tempe to Frank Lloyd Wright Drive in the City of Scottsdale.

Modern streetcar in the Mill Avenue corridor and BRT on Rural Road serve different travel markets in the Tempe South study area. **Figure 1** illustrates the three travel markets; each with unique characteristics and service needs: 1) Arizona State University (ASU) 2) North Tempe (exclusive of ASU) and 3) South Tempe/Chandler. ASU, for example, is characterized by an all-day trip pattern that originates in multiple areas of the region. North Tempe is focused around downtown Tempe and is characterized as

being pedestrian friendly, with greater business and residential densities around the Central Business District. South Tempe is generally characterized by lower density, higher income, and an established commute pattern. A shorter modern streetcar project will carry the significant number of trips generated within downtown Tempe as well as those trips currently using local bus service on Mill Avenue. BRT is a good solution for those looking to travel longer distances along Rural Road. It is anticipated that both will connect to the regional Central Phoenix/East Valley light rail line providing greater reach for all trip types.

Alternatives Analysis Process

A two-tiered alternatives development process was used to evaluate the Tempe South corridor. The first phase (Tier 1) included a mostly qualitative evaluation that analyzed the advantages and disadvantages of a wide range of potential alternatives to address the transportation needs of the corridor. Mode options included BRT, LRT, modern streetcar, and commuter rail. Route options included Rural Road, Mill Avenue, McClintock Drive, Kyrene Road, and the Union Pacific Railroad (UPRR).

The Tier 2 evaluation was a more rigorous screening process involving five alternatives. This included three BRT options; one adjacent to the UPRR, and the others along Mill Avenue/Kyrene Road and Rural Road; one LRT alternative along Rural Road and a modern streetcar alternative along Mill Avenue. An evaluation matrix presenting the Tier 2 criteria by alternative is included in **Table 1** below.

Table 1: Summary of Tier 2 Evaluation

Evaluation Criteria	UPRR BRT	Mill Kyrene BRT	Mill Streetcar	Rural LRT	Rural BRT
Rider benefits	+	+	---	○	○
Traffic issues	○	○	○	---	---
Connectivity to downtown Tempe, ASU and West Chandler	+	+	+	○	+
Population served	---	---	○	+	○
Environmental issues	○	+	+	+	+
Urban design elements	○	○	+	+	○
General impact to community	○	○	○	---	○
Community support	---	---	+	○	○
Land use	---	○	○	+	○
Economic development potential	---	○	+	○	○
Design and constructability issues	○	+	○	---	+
Capital costs ⁽¹⁾	○	+	---	---	+
Operating costs ⁽¹⁾	N/A	N/A	○	○	+

Ratings:

+	=	Alternative would have greater benefit (or lesser adverse impact) related to the other alternatives.
○	=	Alternative would not produce a significant change from the future no-build conditions or would have a moderate impact relative to the other alternatives.
---	=	Alternative would have a lesser benefit (or greater adverse impact) than the other alternatives.

(1) It is assumed that operating and capital funding to support the Rural Road BRT alternative have been delayed beyond funding availability identified in the RTP.

Three of the five alternatives were eliminated from consideration. Below is a summary, by alternative, that include significant reasons as to why each alternative was eliminated.

- UPRR BRT – This alternative, while achieving reasonable rider benefits suffered from a lack of community support. Additionally, this alternative was a relatively expensive option, largely due to the cost to build pedestrian and commuter access to an isolated rail line. And, finally, the UPRR BRT had the potential to cause conflict with future commuter rail planning efforts.
- Mill/Kyrene BRT – This option was eliminated due to a lack of existing transit customers south of Baseline. It was thought that a major capital investment was premature in a corridor without an existing local transit market.
- Rural Road LRT – This alternative was removed from consideration given the cost and neighborhood impacts of constructing an overpass at the UPRR crossing between Broadway and Apache Blvd. In addition, to maintain the traffic carrying capacity of Rural Road, significant widening would be required causing further impacts to the neighborhoods adjacent to Rural Road.

The Tier 2 evaluation, coupled with extensive public comment, resulted in the advancement of two alternatives: a 2.6-mile modern streetcar on Mill Avenue; and a 12-mile BRT on Rural Road. Although not evaluated in Tier 2 because it was beyond the study's scope, commuter rail using the UPRR tracks was also recommended for further study given the amount of support identified for commuter rail through the stakeholder process.

Mill Avenue Modern Streetcar

The modern streetcar project would be located on Mill Avenue between Southern Avenue and downtown Tempe. A map of this project is included in **Figure 2**, with a close-up of the downtown alignment shown in **Figure 3**. Initially, the study also included analysis of a segment on Southern Avenue between Mill Avenue and Rural Road, however due to financial constraints the mile segment to Rural Road was deferred until additional funding could be pursued. Southern Avenue is important since it provides a link to Tempe community facilities at Rural Road and Southern Avenue; creates an opportunity for a park-and-ride; and provides a direct connection to existing local bus service and future regional BRT service on Rural Road.

Daily ridership estimates for the modern streetcar project are 1,100 – 1,600 in the opening year. This ridership forecast assumes service levels comparable to existing light rail, but does not include special event ridership. It also assumes a reconfigured background bus network optimized to serve the modern streetcar alternative. It is anticipated that changes in future land use and economic development will enhance these ridership figures in the future. For example, daily ridership on the 1.4-mile South Lake Union modern streetcar in Seattle has increased from 900 to nearly 2,500 since opening in 2008, largely due to changes in land use and economic development. **Table 2** illustrates forecasted ridership on the modern streetcar line.

Table 2: Ridership on the Mill Avenue Modern Streetcar

Daily Ridership Estimates	Mill Modern Streetcar (2015) ⁽¹⁾
Average daily ridership	1,100-1,600
Riders per mile	425-615

(1) 2015 represents the MAG socio-economic forecasts nearest to Mill Modern Streetcar opening day.

The 2.6-mile Mill Avenue modern streetcar project includes the following benefits:

- Increases transit ridership in the corridor;
- Connects neighborhoods to downtown Tempe;
- Connects residents to neighborhood services;
- Encourages redevelopment of underutilized parcels;
- Encourages reinvestment in neighborhoods;
- Promotes livable city and green initiatives;
- Provides seamless connection to LRT;
- Supports ASU travel demand; and
- Improves service for special events.

Downtown Alignment Alternatives – Mill Avenue Modern Streetcar

As a result of additional community feedback, a subsequent evaluation of modern streetcar alignment options was conducted within downtown Tempe. Three circulation options were evaluated north of University Drive; a double track alignment on Mill Avenue, a double track alignment on Ash Avenue, and a one-way loop northbound on Mill Avenue, westbound on Rio Salado Parkway, southbound on Ash Avenue and eastbound on University Drive. The evaluation criteria included ridership, land use, economic development, capital and operating costs, traffic impacts, utilities, special events, and parking. **Table 3** below compares and contrasts how well each downtown alignment alternative meets important community goals.

Table 3: Evaluation of Downtown Alignment Alternatives

Evaluation Criteria	Mill Avenue Double Track	Ash Avenue Double Track	Mill / Ash One-Way Loop
Utility Avoidance	-	+	+
Capital Costs	-	○	+
Ease / Flexibility of Operations	○	+	+
Access to Maintenance Yard	+	-	+
Economic Development Potential	○	+	○
Passenger Way-Finding	+	+	○
Impact to Existing Streetscape	-	+	+
Construction Disruption	-	+	+
Proximity to Neighborhoods	○	+	+

Ratings:

+	=	Alternative would have greater benefit (or lesser adverse impact) related to the other alternatives.
○	=	Alternative would not produce a significant change from the future no-build conditions or would have a moderate impact relative to the other alternatives.
---	=	Alternative would have a lesser benefit (or greater adverse impact) than the other alternatives.

Rural Road Bus Rapid Transit (BRT)

In an the effort to balance the regional Transit Life Cycle Program (TLCP), funding for the Tempe and Chandler portion of the Rural Road BRT has been delayed beyond the 2026 funding program in the RTP. However, the Alternatives Analysis recommends this project for future implementation. The Rural Road BRT project includes: 10 minute peak service; all day service; traffic signal priority, reserved bus and right turn lanes between Baseline Road and University Drive; a limited number of stops; and bus stop improvements. Please refer to **Figure 4** for a map of this alternative. The BRT has a forecasted daily ridership of 5,200-5,700 in 2030; please refer to **Table 4** below for riders per mile.

The 12-mile Rural Road BRT project has the following benefits:

- Enhances bus service levels;

- Relieves Rural Road bus overcrowding;
- Improves bus operating speeds in the corridor;
- Attracts a significant number of new transit riders;
- Provides seamless connections to LRT and other transit modes; and
- Better serves ASU, downtown Tempe, and Chandler Fashion Mall travel destinations.

Table 4: Forecasted ridership on Rural Road BRT

Daily Ridership Estimates	Rural Road BRT (2030)
Average daily ridership	5,200-5,700
Riders per mile	440-480

Public & Agency Process

METRO prepared a Public Involvement Plan for the study. The overall goal was to inform the residents, stakeholder interest groups, and involved agencies about the Tempe South Corridor Study and to present the alternatives and issues for public and agency review. During the course of the study, the public involvement team conducted ten public meetings with 446 people attending; over 47 presentations to advisory committees, neighborhood associations and civic organizations; and continuous updates via website, e-mails, newsletters and fact sheets.

Through the public outreach program, a general theme started to emerge in the feedback from the community. It centered on a few main points:

- Provide enhanced mobility options connecting to the regional transit system, accommodating for the current and future travel demand that exists within the study area;
- Connect residents and employment to the destination points within their community and to other regional centers; and
- Promote integration of fixed guideway and land use planning to support sustainability and livable community initiatives as well as economic development.

Several community organizations, businesses, and residents have supported the Alternatives Analysis study recommendations. To date, the project has received 34 comments in support of the streetcar including letters of support from the following community organizations:

- Downtown Tempe Community
- Arizona State University
- Tempe Convention and Visitors Bureau
- Tempe Chamber of Commerce
- Tempe Union High School District

The study recommendations have also received official endorsements from local and regional governing bodies, including:

- Tempe Transportation Commission
- Tempe South Corridor Study Ad Hoc Advisory Committee
- MAG Transit Committee
- Chandler Transportation Commission
- Tempe City Council
- MAG Transportation Review Committee

Project Schedule

Table 5 below outlines the project schedule for both the local/regional and federal processes.

Table 5: Tempe South Project Schedule

Process / Approval	Timeline
Local / Regional	
Approvals	
- Tempe City Council	October 21, 2010
- METRO Board (acceptance of study results only)	November 17, 2010
- Chandler City Council	November 18, 2010
- MAG Regional Council	December 8, 2010
Project Design / Refinement	Fall 2010 – Winter 2013
Right-of-way/Utilities/Construction	Spring 2013 – Winter 2016
Project Opening	Late 2016
Federal	
Environmental Assessment	Spring 2011
Small Starts Project Development (PD) Process	
- Preparation of application to enter PD	Fall 2010 – Spring 2011
- Submission of PD application	Spring 2011
- Anticipated entry into PD	Fall 2011
- Anticipated Project Construction Grant Agreement	Early 2013

FISCAL IMPACT

The TLCP includes \$162 million, in year of expenditure (YOE) dollars, for the development of the 2.6-mile modern streetcar project. Cost estimates for the project show a low estimate of \$151.0 and a high estimate of \$160.4 million in YOE dollars. Funding is programmed through a combination of regional Public Transportation Funds (PTF) and federal funding (both FTA Section 5309/Small Starts and CMAQ). Operating expenses are estimated at \$3.6 million in 2017 dollars for the modern streetcar and will be paid from fares and the Tempe Transit Fund. **Table 6** below outlines funding sources for the modern streetcar project.

Table 6: Capital Funding Sources for Mill Avenue Modern Streetcar (YOES's millions)

Funding Source	Amount
Public Transportation Fund (PTF)	\$31.8 – 41.2
Congestion Mitigation Air Quality (CMAQ)	\$44.2
FTA Section 5339 / 5309 Small Starts	\$75.0
Total	\$151.0 – \$160.4

The TLCP does not currently include funding or a scheduled completion date for the Rural Road BRT project. Capital costs for this project are estimated to be \$60 - \$65 million in 2010 dollars. The annual Rural Road BRT operating cost is estimated to be \$3 - \$3.5 million in 2010 dollars, which includes the costs of BRT and Route 72.

Both projects are viable and should be implemented as funding permits. The City of Tempe and its' stakeholders are desirous of the BRT being advancing through implementation as soon as funds could be identified. Capital funding for high capacity transit in the Tempe South corridor remains within the rail portion of the TLCP and is scheduled for completion in 2016.

RECOMMENDATIONS

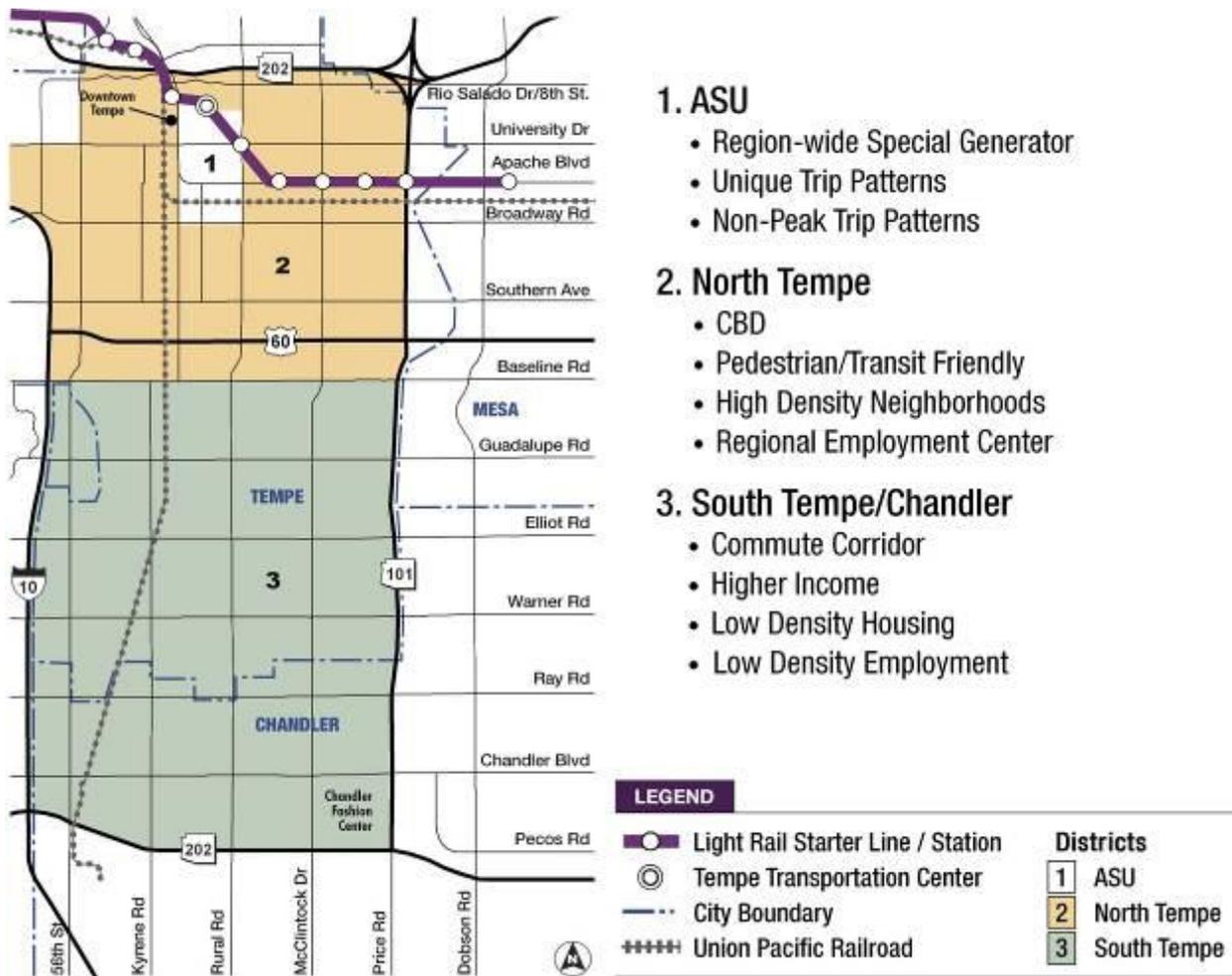
For information, discussion, and recommendation to approve:

1. A Locally Preferred Alternative for the Tempe South project, including a modern streetcar on a Mill Avenue alignment with a one-way loop in downtown Tempe to be incorporated into the MAG FY 2011 – FY 2015 Transportation Improvement Program and the Regional Transportation Plan 2010 Update for an air quality conformity analysis;
2. Inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road as an Illustrative Transit Corridor in the MAG RTP;
3. Future consideration for increased service levels and capital improvements for Rural Road BRT, per the description provided herein, through the regional transportation system planning process;
4. Future consideration for high capacity transit needs north of downtown Tempe along Rio Salado Parkway and south of Southern Avenue along Rural Road to the vicinity of Chandler Boulevard through the regional transportation system planning process; and
5. Further consideration of commuter rail along the Tempe Branch of the Union Pacific Railroad, through the regional transportation system planning process, and pending results from the Arizona Department of Transportation's Phoenix-Tucson Intercity Rail Alternatives Analysis.

FOR MORE INFORMATION

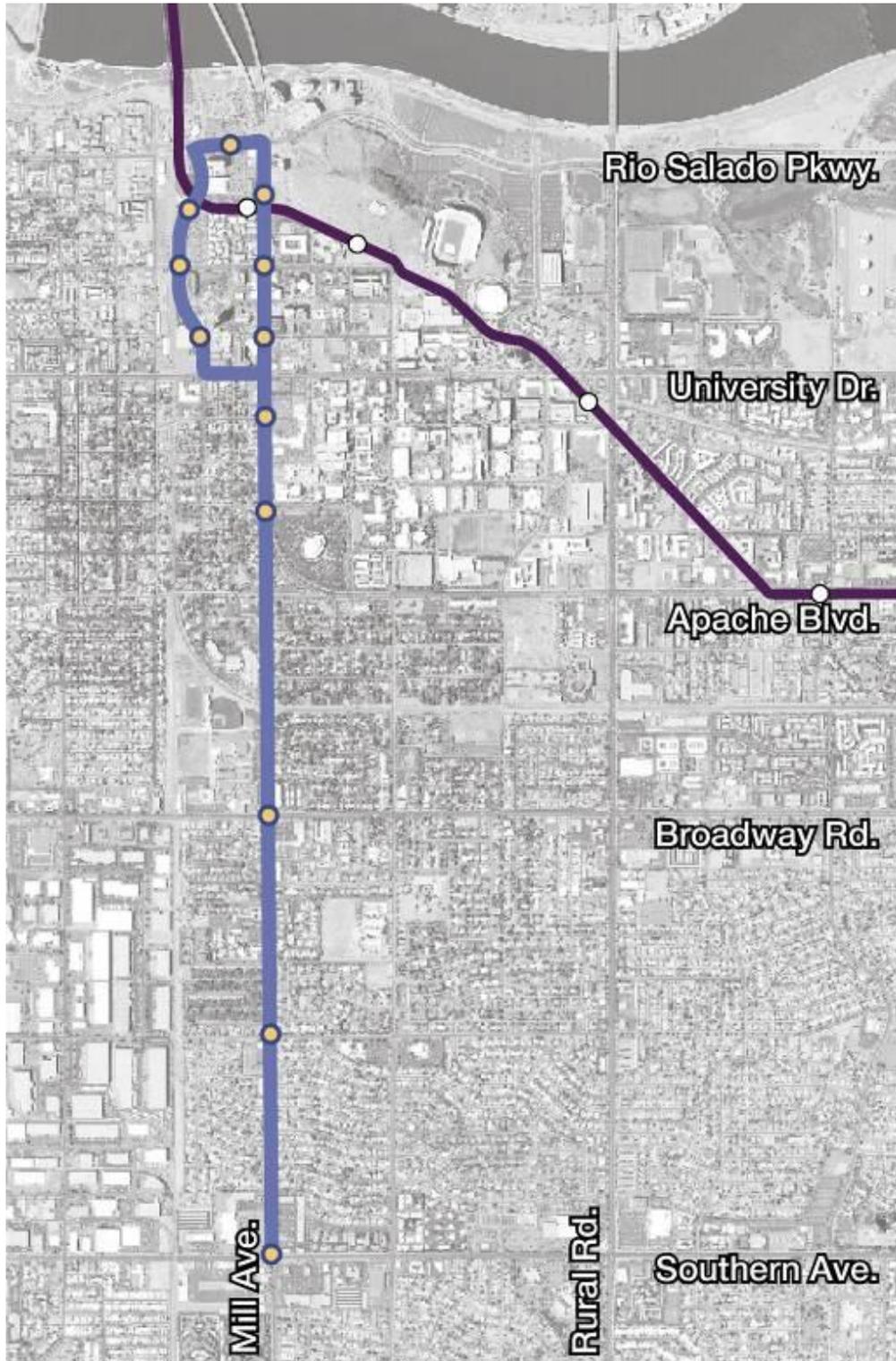
Additional information on the project will be provided at the meeting by METRO staff. If you have any questions, please contact Benjamin Limmer at 602-322-4487 or blimmer@metrolightrail.org. Additional information and updates can be found on the Tempe South website: www.MetroLightRail.org/tempesouth.

Figure 1: Travel Markets in Tempe South Study Area



- 1. ASU**
 - Region-wide Special Generator
 - Unique Trip Patterns
 - Non-Peak Trip Patterns
- 2. North Tempe**
 - CBD
 - Pedestrian/Transit Friendly
 - High Density Neighborhoods
 - Regional Employment Center
- 3. South Tempe/Chandler**
 - Commute Corridor
 - Higher Income
 - Low Density Housing
 - Low Density Employment

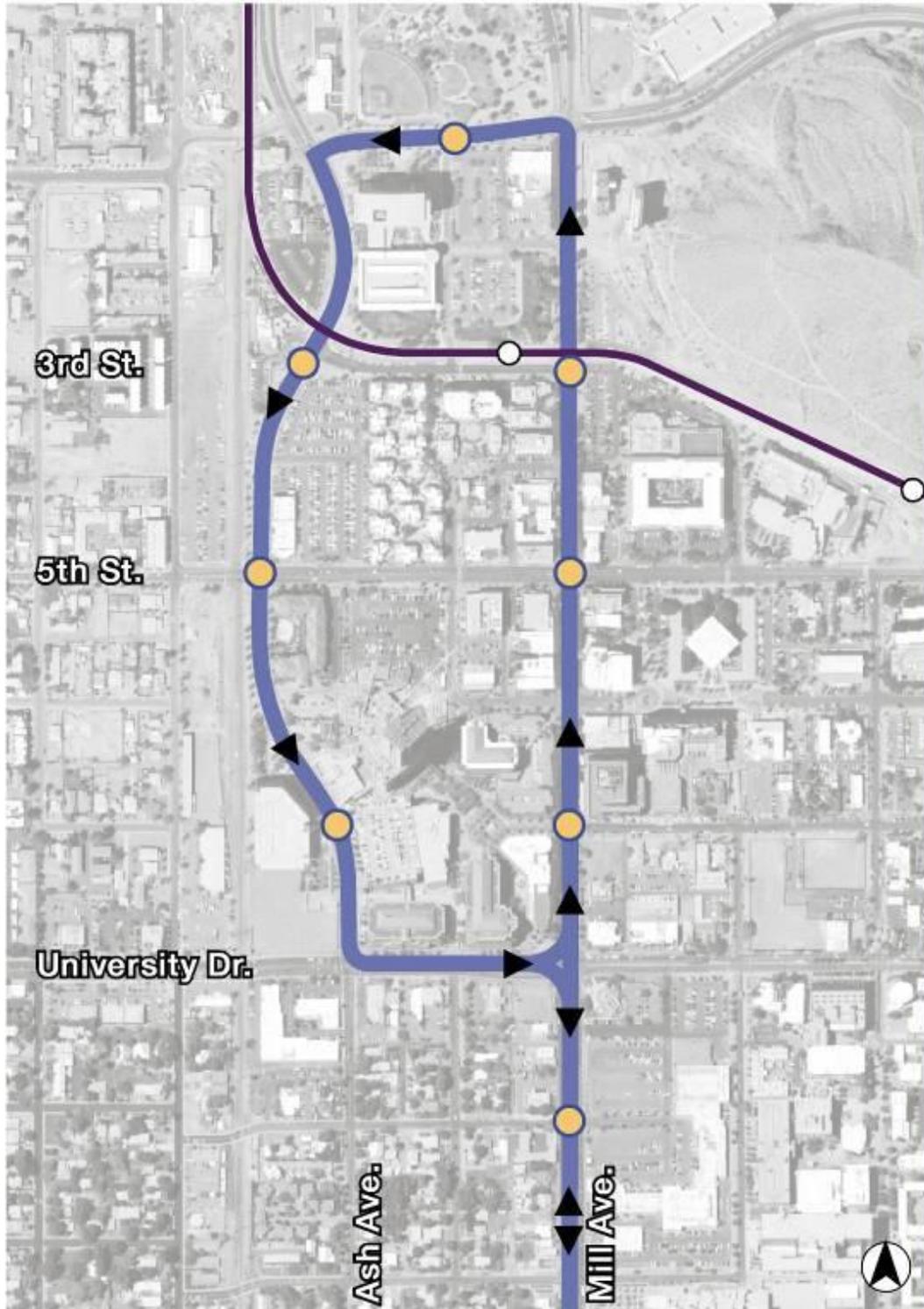
Figure 2: Proposed Tempe South Locally Preferred Alternative



LEGEND

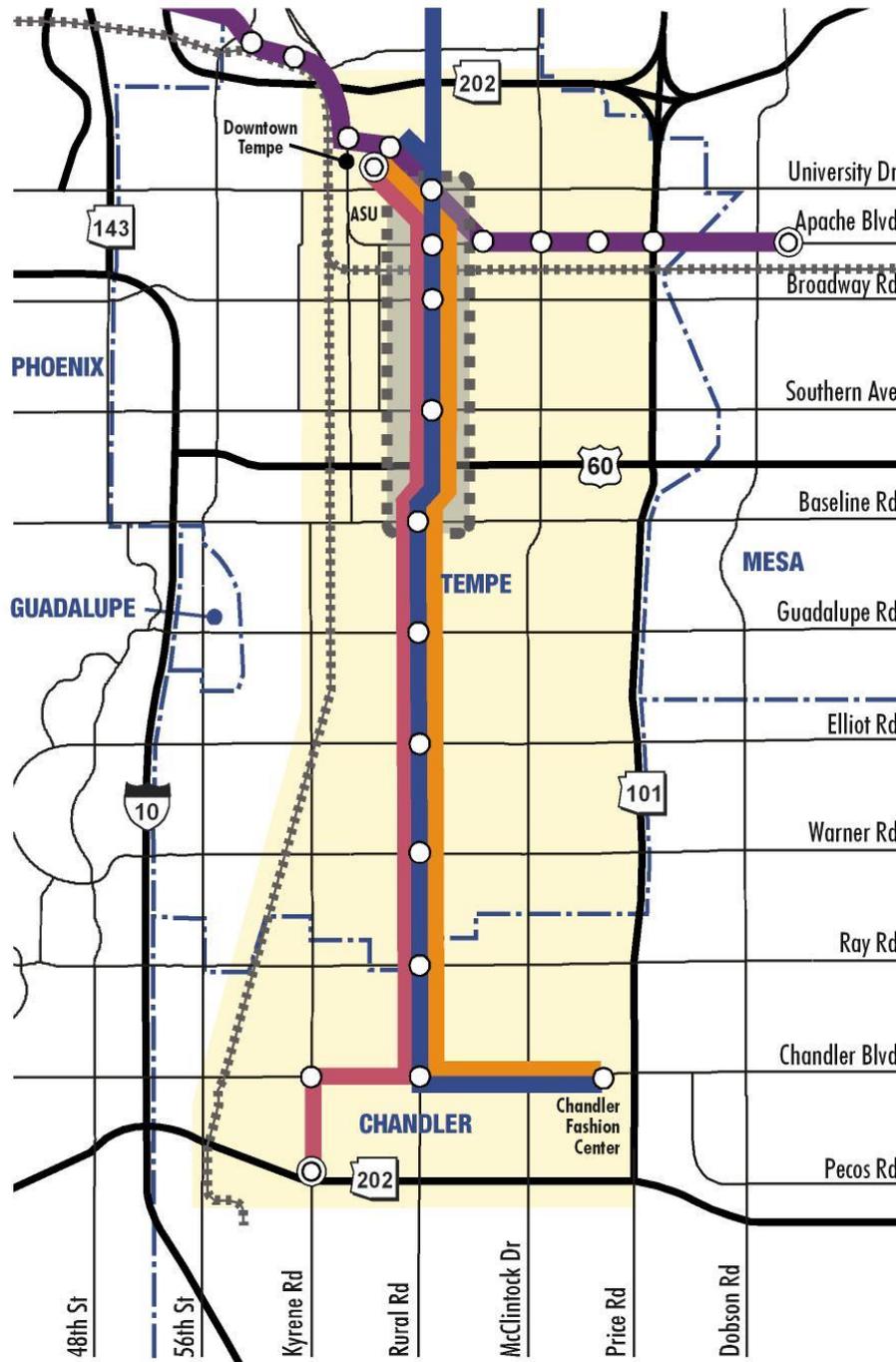
- METRO Light Rail Line/Station
- Modern Streetcar/Stop

Figure 3: Downtown Mill Avenue / Ash Avenue Loop Alternative



- LEGEND**
- METRO Light Rail Line/Station
 - Modern Streetcar/Stop - Mill/Ash Loop

Figure 4: Proposed Rural Road Bus Rapid Transit Alternative (Unfunded)



LEGEND

- | | |
|--|--|
|  Light Rail Starter Line / Station |  BRT Station |
|  Semi-exclusive Lane |  Transit Center |
|  Bus Route 72 |  Study Area |
|  BRT - Chandler Mall to Tempe Transportation Center |  Union Pacific Railroad |
|  BRT - Kyrene/202 to Tempe Transportation Center |  City Boundary |

October 8, 2010

TO: Members of the MAG Regional Council

FROM: Mayor Thomas L. Schoaf, Litchfield Park, Chair

SUBJECT: SOLICITATION OF NOMINATIONS FOR BUSINESS REPRESENTATIVES
ON THE TRANSPORTATION POLICY COMMITTEE

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members to the Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On December 31, 2010, the terms of two of the TPC business members will expire. We are requesting that possible names for consideration be submitted to MAG by November 5, 2010, for consideration at the November 17, 2010, TPC meeting and the December 8, 2010, Regional Council meeting.

One of the six business members must represent transit interests. This is defined in state law as "an individual with demonstrated interest and experience with public transportation." The other business member would represent regionwide business. The law defines regionwide business as "a company that provides goods or services throughout the county." State law provides that members serve six-year terms of office.

It is anticipated that input on these names will be provided at the November 17, 2010, TPC meeting and a recommendation made by the Regional Council at its December 8, 2010, meeting. The list of TPC members is attached for your information. The business representatives whose terms will expire are indicated with an asterisk (*) on the following page. If you have any questions regarding this process for submitting names for consideration, please contact Dennis Smith at the MAG office.

cc: Transportation Policy Committee
MAG Management Committee
Intergovernmental Representatives

Transportation Policy Committee - October 2010

Mayor Scott Smith, Chair
City of Mesa

Councilmember Peggy Neely, Vice Chair
City of Phoenix

Mr. Roc Arnett
Chair, Citizens Transportation Oversight
Committee

Mayor Bob Barrett
City of Peoria

*Mr. Steve Beard
Senior Vice President National Transit Director
HDR Engineering, Inc.

Mr. Dave Berry
Vice President
Swift Transportation

Mr. Jed S. Billings
President & CEO
FNF Construction

Mayor Jim Cavanaugh
City of Goodyear

Councilmember Shana Ellis
City of Tempe

Councilmember Dick Esser
Town of Cave Creek

Mr. Victor Flores
Member, State Transportation Board

Mr. Mark Killian
The Killian Company/Sunny Mesa Inc.

Mayor Jim Lane
City of Scottsdale

Mayor Marie Lopez Rogers
City of Avondale

Phillip K. Matthews, P.E.
Assistant Director, Engineering and Construction
Services
Salt River Pima-Maricopa Indian Community

Mayor Jackie Meck
Town of Buckeye

Vice Mayor Les Presmyk
Town of Gilbert

*Mr. David C. Scholl
Valley Businessman, retired Vice President of
Westcor

Mayor Elaine Scruggs
City of Glendale

Councilmember Jack Sellers
City of Chandler

Ms. Karrin Kunasek Taylor
Executive Vice President
DMB Associates, Inc.

Mayor Lyn Truitt
City of Surprise

Supervisor Max Wilson
Maricopa County



City of Phoenix

OFFICE OF THE CITY COUNCIL
Councilwoman Peggy Neely
District 2

November 2, 2010

The Honorable Thomas L. Schoaf
Chair, Regional Council
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Re: Nominee for Consideration for Business Representatives on the Transportation Policy Committee

Dear Mayor Schoaf:

As a member of the Transportation Policy Committee (TPC) representing Phoenix, I would like to forward the nomination of Westcor's Garrett Newland, Vice President of Development, for the open TPC business seat.

Mr. Newland understands the needs of both municipalities and the business community in regard to the important transportation and infrastructure background Valleywide. Overall, he has nearly 20 years experience in real estate, economic development and project management in Arizona and New Mexico.

Mr. Newland has now lived in the Valley for 16 years. He has extensive regional exposure through his work with the City of Mesa, City of Chandler, the Greater Phoenix Economic Council and now Westcor. His work at Westcor brings him in touch with municipalities across the Valley, such as Gilbert, Mesa, Chandler, Scottsdale, Surprise and Goodyear. This work includes extensive transportation planning as well as the other vital pieces of infrastructure needed within our communities to promote continued economic development.

Thank you for your consideration. Mr. Newland's experience in transportation issues and dedication to the entire region make him an excellent selection for this position.

Respectfully,

A handwritten signature in cursive script that reads "Peggy Neely".

Peggy Neely
City of Phoenix

Councilwoman – District 2

Cc: Mayor Scott Smith, Mesa, Transportation Policy Committee Chair
Dennis Smith, Executive Director, Maricopa Association of Governments

November 5, 2010

Dennis Smith
Executive Director
Maricopa Association of Governments
302 North 1st Avenue
Phoenix, AZ 85003

Re: Re-Appointment to the MAG Transportation Policy Committee

Dear Dennis,

As you know, my term on the MAG Transportation Policy Committee (TPC) is expiring. With this letter, I am requesting consideration for re-appointment to the MAG TPC. I believe I have the support of the local transit community to fill this position for an additional term.

Please call me if you have any questions or if there is any additional information I can provide.

Sincerely,



Stephen R. Beard
Senior Vice President, Transit Market Sector Director
HDR Engineering, Inc.

cc: Mayor Smith, City of Mesa