

October 20, 2010

TO: Members of the MAG Transportation Review Committee

FROM: David Moody, City of Peoria, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, October 28, 2010, 10:00 a.m.  
MAG Office, Suite 200, Saguaro Room  
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Christina Hopes or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG TRC. If the Transportation Review Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Eric Anderson or Christina Hopes at (602) 254-6300 if you have any questions or need additional information.

## TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft September 23, 2010 Minutes</u>	2. Approve Draft minutes of the September 23, 2010 meeting.
3. <u>Call to the Audience</u>  An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.	3. For information and discussion.
4. <u>Transportation Director's Report</u>  Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information and discussion.
5. <u>Consent Agenda</u>  Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.	5. Recommend approval of the Consent Agenda.

### ITEMS PROPOSED FOR CONSENT\*

5a. <u>Arterial Life Cycle Program Status Report*</u>  The Arterial Life Cycle Program (ALCP) addresses ALCP project work, the remaining Fiscal Year 2010 ALCP schedule, program deadlines, revenues, and finances for the period between April 2010 and September 2010. A copy of the ALCP Status Report is provided in Attachment One.	5a. For information.
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5b. Project Change Request to the Federal Fiscal Year 2009 and 2010 Program of Projects\*

On June 22, 2010 the 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 the 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). Please see Attachment Two for more information.

5c. Request For New Traffic Signal Optimization Program Projects\*

A MAG request for new projects to be carried out through the FY 2011 Traffic Signal Optimization Program (TSOP) was announced on September 21, 2010. The budget available for the cycle of TSOP projects is \$430,000. This includes an estimated balance of \$30,000 carried over from the FY 2010 cycle of TSOP projects. A total of 15 project applications were received for projects that would to improved operations at 476 traffic signals in 14 jurisdictions. Many of the applications also identified the need for staff training on Synchro, a traffic signal timing software used by local agencies. On October 19, 2010, the MAG ITS Committee reviewed all applications and recommended a list of 16 TSOP projects that included a project for a regional training workshop on Synchro. The total cost for these projects is estimated at \$405,500. All TSOP projects will be carried out using MAG on-call consultants. Please refer to Attachment Three for a listing of TSOP projects recommended for funding by the ITS Committee.

5b. For information, discussion and possible action to recommend approval to modify/amend the FY 2011-2015 MAG TIP and the FY 2009 and FY2010 Program of Projects.

5c. For information, discussion and possible action to recommend the list of TSOP projects shown on Attachment Three.

ITEMS TO BE HEARD

6. Pedestrian and Bicycle Facilities Design Assistance Program

The FY 2011 MAG Unified Planning Work Program and Annual Budget, approved by the

6. For information, discussion and possible recommendation to approve Design Assistance Program funding for the recommended projects as listed in Attachment Four.

MAG Regional Council in May 2010, included \$300,000 for the MAG Design Assistance for Bicycle and Pedestrian Facilities. The Design Assistance Program allows MAG Member Agencies to apply for funding for the design portion of a bicycle or pedestrian project. At the October 19, 2010 meeting, the Bicycle and Pedestrian Committee reviewed and ranked six applications for project funding. The Committee voted to approve three projects for \$300,000. Please refer to the memorandum in Attachment Four for additional information.

7. Programming 5307 and 5309 - Fixed Rail and Guideway Modernization Funds in FY2010 and 2011

On June 22, 2010 the MAG Transit Committee approved the FY2010 Program of Projects, and the Regional Council took action on these changes on June 30, 2010. Since then, the Executive Committee took action on September 13, 2010 to remove \$1,517,999 of FY2010 5309 Fixed Rail and Guideway Modernization (FGM) federal transit funds from two Mesa park and ride construction projects. Additionally, the MAG Regional Council took action on July 28, 2010 to approve the FY2011-2015 MAG TIP and that the programming of preventive maintenance be reviewed for potential amendments/administrative modifications no later than December 2010. On October 14, 2010, the Transit Committee made the recommendation noted in the action and asked that further analysis regarding distribution scenarios for 5307 federal funds is brought back to the Transit Committee in November. Please refer to Attachment Five for additional information.

8. Tempe South Locally Preferred Alternative (LPA)

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

7. Information, discussion, and possible action to: (1) recommend Scenario #3 preventative maintenance distribution methodology for \$1,571,999 of FY2010 5309-FGM funds and that it is a non-precedent setting distribution and (2) recommend the amount of funds for preventative maintenance programmed in FY2011 and FY 2012 is distributed equally as shown in Option #2, and modify/amend the FY2011-2015 MAG TIP and the FY2010 Program of Projects appropriately.

8. 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 to FY 2015 Transportation

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 (AA) 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 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 MAG Transit Committee recommended to approve the five actions at its October 14, 2010 meeting. Please refer to Attachment Six for additional information.

9. Federal Fund Programming Principles and Work Group

For Federal Fiscal Year (FFY) 2011, which began on October 1, 2010, there are fifty-three projects sponsored by local agencies that are programmed with federal Congestion Mitigation and Air Quality (CMAQ) funds: six CMAQ projects led by the Arizona Department of Transportation (ADOT) and six CMAQ projects led by Valley Metro Rail. In 2008, MAG drafted the Federal Fund Programming Principles and a Federal Fund Work Group was established in 2009 to look at modifications to the programming policies and procedures to increase the amount of federal fund obligated each year. In order to manage the CMAQ program more efficiently, MAG Staff will rely on the current Draft Federal Fund Programming Principles to aid in decision making for project change requests, programming federal funds, and year

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) Future consideration for increased service levels and capital improvements, per the description provided herein, for Rural Road BRT 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 planning process, and pending results from the Arizona Department of Transportation's (ADOT's) Phoenix-Tucson Intercity Rail Alternatives Analysis.

9. For information and discussion.

end closeout. The Federal Fund Work Group will also reconvene and modifications to the federal fund program policies and procedures will be recommended. These changes could include a dynamic TIP process, enforcement of project development milestones, and reporting to appropriate committees on project status. Please refer to Attachment Seven for an overview of the Draft Federal Fund Programming Principles.

10. Transit Prioritization Guidelines for Federal Funds

Currently, MAG does not have an approved set of transit prioritization guidelines for programming federal funds. MAG sets the priorities for the transit element of the Regional Transportation Plan (RTP) and the Regional Transportation Planning Authority (RPTA) is tasked to manage the life cycle for the transit element, known as the Transit Life Cycle Program (TLCP). There is a disconnect in the programming process, which has resulted in about \$18 million of 5307 federal funds in FY 2013-2015 programmed for preventive maintenance in the MAG Transportation Improvement Program (TIP). This was done as a placeholder since MAG does not have prioritization guidelines in place to apply in programming the transit funds. MAG Staff has used the framework of previous prioritization guidelines used in the region and has created different scenarios that emphasize: transit customers and existing service, transit customers and expansion of service, passenger enhancements, 'Building the Plan:' funding unfunded projects in the RTP, and other support services. These are emphasis areas and are not exhaustive. Please see Attachment Eight for additional information.

11. Request for Future Agenda Items

Topics or issues of interest that the Transportation Review Committee would like

10. For information and discussion.

11. For information and discussion.

to have considered for discussion at a future meeting will be requested.

12. Member Agency Update

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

13. Next Meeting Date

The next regular TRC meeting will be scheduled Thursday, December 9, 2010 at 10:00 a.m. in the MAG Office, Saguaro Room.

12. For information.

13. For information.

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

September 23, 2010

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

MEMBERS ATTENDING

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

Maricopa County: Mike Sabatini for John Hauskins  
Mesa: Jeff Martin for Scott Butler  
\*Paradise Valley: Bill Mead  
Phoenix: Rick Naimark  
#Queen Creek: Wendy Kaserman for Tom Condit  
RPTA: Bryan Jungwirth  
Scottsdale: Dave Meinhart  
Surprise: Bob Beckley  
Tempe: Robert Yabes for Chris Salomone  
Valley Metro Rail: John Farry  
Wickenburg: Rick Austin  
Youngtown: Mark Hannah 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

OTHERS PRESENT

Eric Anderson, MAG  
Monique de los Rios-Urban, MAG  
Micah Henry, MAG  
Roger Herzog, MAG  
Jorge Luna, MAG  
Marc Pearsall, MAG  
Nathan Pryor, MAG  
Eileen Yazzie, MAG

Kwi-Sung Kang, ADOT  
Karen Savage, Surprise  
Art Brooks, Strand  
Lauren Neu, Strand  
Serena Unrein, Arizona PIRG  
Vinay Vanapalli, Stantec

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:00 a.m.

2. Approval of Draft July 31, 2010 Minutes

Chairman Moody announced that the minutes from the August 31, 2010 meeting of the Transportation Review Committee had been revised since the mailing of the agenda packet. He informed the Committee that the revised minutes had been emailed to the Committee and were at their places as well. Chairman Moody asked if there were any changes or amendments to the August 31<sup>st</sup> meeting minutes.

Mr. Bob Beckley from the City of Surprise requested that the minutes be revised to reflect his attendance at the August 31<sup>st</sup> meeting. Mr. RJ Zeder from the City of Chandler motioned to approve the minutes with the requested revisions. Mr. Jeff Martin from the City of Mesa seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

Chairman Moody announced that he had not received a request to speak card and moved on to the next item on the agenda.

4. Transportation Director's Report

Chairman Moody invited Mr. Eric Anderson to present the Transportation Director's report. Mr. Anderson stated that MAG had not received the August sales tax revenues yet. He reported that Regional Area Road Fund (RARF) revenues for July were down 4.5 percent noting that despite the decrease in RARF revenues, the year-to-date Highway User Revenue Fees (HURF) had increased by 5 percent. He stated that new car sales continued to be soft, which had a negative impact on RARF and HURF revenues.

Mr. Anderson announced that the Regional Council had approved the proposed acceleration of the Williams-Gateway project in Mesa. He informed the Committee that the City of Tempe's local preferred alternative option would be presented to the MAG Transit Committee next week and would be heard by the Transportation Review Committee in October.

Then, Mr. Anderson addressed the potential conformity freeze. He encouraged member agencies to submit any project changes in a timely manner. He explained that once the freeze was in effect, any change that would impact conformity could not be made. He emphasized the need to have all regionally significant projects included in the TIP stating this included developer funded projects.

Chairman Moody asked if there were any questions or comments about the Transportation Director's Report. Mr. Terry Johnson from the City of Glendale inquired about the status of the Proposition 400 audit. Mr. Eric Anderson replied that the initial meeting for the audit had been conducted the previous week. He stated that MAG expected a field visit in October or November 2010 adding that draft recommendations from the audit would be available in the summer of 2011.

Mr. Eric Fitzer from the Town of Gila Bend inquired how the conformity freeze would affect people outside the conformity area. Ms. Yazzie replied that for conformity the federal guidance did not differentiate between jurisdictions in or out of an attainment area. She explained that federal guidance stated that during a freeze, all projects listed in the Transportation Improvement Program could proceed; however, new non-conforming projects could not be added regardless of location.

Chairman Moody inquired if there were any additional questions or comments. There were none, and he proceed to the next item on the agenda.

5. Consent Agenda

Addressing the next item of business, Chairman Moody directed the Committee's attention to the consent agenda. He asked the Committee if there were any questions or comments regarding the consent agenda item 5a on the Arizona Department of Transportation (ADOT) Red Letter Process. There were none. Mr. Rick Naimark from the City of Phoenix motioned to approve the consent agenda. Mr. Martin seconded, and the motion passed with a unanimous voice vote of the Committee.

6. Transportation Review Committee Chair and Vice Chair Appointments

Next, Chairman Moody invited Ms. Christina Hopes, MAG Transportation Planner, to present on the Transportation Review Committee (TRC) Chair and Vice Chair appointments. Ms. Hopes informed the Committee that on July 22, 2009 the MAG Regional Council had adopted committee operating policies and procedures. She explained that the current procedures required the Committee to address chair and vice-chair appointments annually.

Ms. Hopes informed the Committee that the TRC Chair, Mr. David Moody from the City of Peoria, and the TRC Vice Chair, Mr. David Meinhart from the City of Scottsdale, were eligible for reappointment to their respective positions. She explained that the Committee was tasked with either recommending the reappointments or recommending that the Vice-Chair ascend to the Chair position and a new Vice-Chair be appointed. Ms. Hopes stated that if the Committee decided to have the Vice-Chair ascend to the Chair position, then the members of the Committee could submit letters of interest for the vacant Vice-Chair position.

Mr. David Fitzhugh from the City of Avondale recommended to reappointment of the current chair and vice chair to serve a second one-year term. Mr. Gino Turrubiarres from the Town

of Guadalupe seconded, and the motion passed by a unanimous voice vote of the Committee.

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

Chairman Moody invited Ms. Eileen Yazzie, MAG Transportation Programming Manager, to present project changes to the FY 2011-2015 MAG Transportation Improvement Program (TIP). Ms. Yazzie directed the Committee's attention to a summary transmittal and handout at their places. She informed the Committee that copies had been emailed to the Committee on Monday and apologized for not sending the handouts earlier for review.

Ms. Yazzie reported that four ADOT projects were included on the project change handout. She explained that an ADOT project was listed as one line item in the currently approved TIP and needed to be split into multiple TIP items for utilities and construction. Ms. Yazzie stated the change would address the needed split and define project location.

Ms. Yazzie noted two other project changes, which included a request for pavement preservation and a revision to the project scope for the Environmental Impact Statement (EIS) for the South Mountain project. Then, she directed the Committee's attention to the Safe Routes to School projects. She explained that the projects needed to be included in the TIP to move forward. She also noted three projects in the City of Mesa, which were locally funded.

Next, Ms. Yazzie addressed project changes for four projects funded with Congestion Mitigation and Air Quality (CMAQ) funds. She stated one of the four projects was to pave unpaved roads in the City of Surprise. She explained that the City was requesting a location change due to right-of-way issues encountered at the original location. She added that the Air Quality Technical Advisory Committee (AQTAC) had reviewed and recommended approval of the requested change. Ms. Yazzie discussed the remaining three CMAQ funded projects. She reported that the three projects were Intelligent Transportation Systems (ITS) projects that had been recommended by the ITS Committee.

In closing, Ms. Yazzie noted two transit projects. She informed the Committee that the City of Phoenix had been awarded a transit grant. She explained that the projects needed to be in the TIP in order to proceed.

Chairman Moody asked if there were any questions or comments about the agenda item. Mr. Fitzhugh inquired if the project costs for the traffic interchange (TI) at Interstate 10 and Loop 303 had been resolved. Mr. Eric Anderson replied that MAG Staff was working diligently with ADOT on the costs of the TI. He stated the efforts included reviewing the unit costs and the possibility of lowering the ramp speeds, which would save money.

Mr. Martin stated that the summary transmittal indicated that the projects listed were exempt for conformity analysis. He inquired what the time line was for submitting project changes before the conformity freeze occurred. Ms. Yazzie replied that MAG Staff was developing a Frequently-Asked-Questions (FAQ) sheet addressing the conformity freeze and that one the

attachments to the mailing was a schedule. She stated that November 4, 2010 was the tentative deadline.

Mr. Naimark request clarification on the City of Mesa projects. He stated that it appeared on project was listed twice or had two phases. Ms. Yazzie replied that the project had two phases.

Mr. Terry Johnson from the City of Glendale requested verification that high occupancy vehicle (HOV) lanes were not conformity exempt projects. Ms. Yazzie affirmed that HOV lanes were not exempt.

Chairman Moody inquired if there were any additional questions or comment regarding the agenda item. There were none. Mr. Beckley motioned to approve the amendments and administrative modifications to the FY 2011-2015 MAG TIP and, as necessary, the Regional Transportation Plan 2010 Update. Mr. Martin seconded, and the motion passed by a unanimous voice vote of the Committee.

8. Submittal of Paving Unpaved Road Projects and PM-10 Certified Street Sweepers for MAG Federal Funding

Chairman Moody invited Ms. Yazzie to present on the project submittals for paving of unpaved road and PM-10 certified street sweepers. Ms. Yazzie directed the Committee's attention to handouts at their places.

Ms. Yazzie announced that MAG Staff had solicited project applications for Congestion Mitigation and Air Quality (CMAQ) funding for Fiscal Year (FY) 2014. She stated that \$14 million in CMAQ funds were available for FY 2014. Ms. Yazzie reported that 15 application had been submitted although one was not submitted by the deadline on Thursday at noon. She stated that the applications requested \$9 million in funding.

Ms. Yazzie informed the Committee that the agenda item would be heard by the Committee for approval in November. She stated that the Air Quality Technical Advisory Committee would review and recommend projects for funding before then. Mr. Randy Harrel from the Town of Fountain Hills joined the meeting. A brief discussion regarding administrative errors in the handouts transpired.

Chairman Moody inquired if there were any questions or comments about the agenda item. There were none, and he moved on to the next item.

9. 2010 Annual Report on the Status of the Implementation of Proposition 400

Chairman Moody invited Mr. Roger Herzog from MAG to present the Annual Report on the Status of the Implementation of Proposition 400. Mr. Herzog informed the Committee that by law MAG was required to issue an annual report on project funded by Proposition 400. He explained that those projects were included in the life cycle programs (freeway, transit, and

arterial). Mr. Herzog reported that a public hearing had been held in November. He stated that the public hearing for the Proposition 400 annual report was conducted in conjunction with the public hearing on the MAG Regional Transportation Plan (RTP) and life cycle programs.

Mr. Herzog stated that revenues in FY 2010 were 8.9 percent lower than FY 2009. He announced that FY 2010 was the third consecutive year for declining revenue collections. He stated that the year-to-year decrease in revenues since 2007 were 3.1 percent, 13.7 percent, and 8.9 percent, respectively. Mr. Herzog informed the Committee that declining revenues had resulted in the deferral of some life cycle projects past the original horizon date of the program, FY 2026. He reported that the deferred projects remained in the RTP because the horizon year had changed to FY 2031.

Mr. Herzog informed the Committee that the current long range revenue forecast was 6.2 percent lower than the previous year's forecast. He reported that the revenue estimates for the life of the tax had decreased by 26 percent since 2007. He explained that the life cycle program needed to be rebalanced due to the decline in actual and forecasted revenues.

Then, Mr. Herzog explained how value engineering and project deferrals were used to balance the Freeway Life Cycle Program. He reported a major imbalance between costs and revenues, which were identified in FY 2009. He explained that measures applied to balance the Freeway Life Cycle Program included value engineering, project rescoping, program management, and updating cost estimates.

Mr. Herzog announced that the measures resulted in a \$2.4 billion cost savings. He reported that \$4.4 billion had been deferred to balance the program adding that the deferrals would have been higher if the cost savings had not be identified. He stated that Freeway Life Cycle Program future costs were \$8.3 billion while anticipated revenues were \$8.4 billion.

Mr. Herzog addressed major projects in the Freeway Life Cycle Program that had been deferred beyond FY 2026. He stated the deferred projects included State Route 801 (renumbered to SR 30) and the final construction for State Route 802 (renumbered to SR 24). He added that the general purpose lanes on the outer freeways, several interchanges with arterials, and direct HOV ramps also had been deferred.

Then, Mr. Herzog discussed major projects that had been retained in the Freeway Life Cycle Program. He cited projects, such as Loop 202/South Mountain, Loop 303 from I-10 to SR 801, several miles of the HOV lanes system, and improvements to the inner freeway network. Mr. Herzog announced that to-date 14 miles of new freeway and 119 miles of HOV lanes had been completed or were underway.

Moving on, Mr. Herzog reported on the Arterial Life Cycle Program funded by Proposition 400. Mr. Herzog announced that 20 arterial street projects had been completed to-date. He stated that in FY 2010, \$62 million in project expenditures had been reimbursed through the program adding that \$178 million had been reimbursed since the beginning of the program.

Mr. Herzog acknowledged the fiscal issues the Arterial Life Cycle Program had encountered due to the decline in program revenue. He stated that lead agencies had contended with project cost and local match issues citing the deferral of \$38 million in programmed reimbursements from FY 2010 to a later year.

Mr. Herzog reported that the Arterial Life Cycle Program needed to be rebalanced due to the revenue shortfall as well. He explained that in FY 2009, \$22 million in programmed reimbursements were deferred beyond FY 2026. He stated that the adjustments were retained in the FY 2010 program update, but that no additional reimbursements had been deferred.

Mr. Herzog announced that work would proceed on phases of 87 arterial projects in the next five years. He reported that programmed reimbursements and projected revenues were in balance citing \$1.5 billion in programmed reimbursements and \$1.6 billion in projected revenues between FY 2011 and FY 2026.

Next, Mr. Herzog addressed the Transit Life Cycle Program. He stated that 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 deferring bus routes and delaying the implementation of projects. Mr. Herzog stated that in FY 2010 the program was refined to allow more routes to be retained in funded years of the program. He also noted a program shift from bus capital funding to operations expenditures.

Mr. Herzog reported that the Transit Life Cycle Program future costs were \$4.6 billion and project revenues were \$4.8 billion between FY 2011 and FY 2026. He stated the Transit Life Cycle Program was brought into balance by reducing service levels on regional grid routes, and shifting capital expenditures to operations. He noted that any projects deferred based FY 2026 were still listed in the RTP.

Then, Mr. Herzog summarized the major Transit Life Cycle Program projects within the FY 2026 horizon. According to Mr. Herzog, 16 bus rapid transit/express bus routes, 24 regional grid bus routes, and 25.7 miles of high capacity transit/light rail transit (LRT) would be operation by FY 2026. He reported that 15 bus rapid transit (BRT)/express bus routes, 9 regional grid bus routes, and 12 miles of high capacity transit/light rail transit had been deferred beyond FY 2026. He noted the significant progress made in transit since Proposition 400, which included the implementation of 11 BRT routes, 7 regional bus grid routes, and the LRT starter system. A brief discussion followed.

Chairman Moody asked if there were any questions or comments about the agenda item. There were none.

#### 10. Request for Future Agenda Items

Chairman Moody inquired if the members had any topics or issues of interest they would like to have considered for discussion at a future Committee meeting. Mr. Martin requested an update on the EPA conformity freeze.

Chairman Moody inquired if there were any additional requests, and there were none.

11. Member Agency Update

Chairman Moody asked members of the Committee if they would like to provide updates, address any issues or concerns regarding transportation at the regional level, and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none.

12. Next Meeting Date

Chairman Moody informed members in attendance that the next regularly scheduled meeting of the Committee would be held on October 28, 2010. There be no further business, Chairman Moody adjourned the meeting at 10:38 a.m.

# **ATTACHMENT ONE**



# ARTERIAL LIFE CYCLE PROGRAM

## Status Report

April 2010 – September 2010

### CONTENTS

- Phase I Wrap-Up ..... 1
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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.

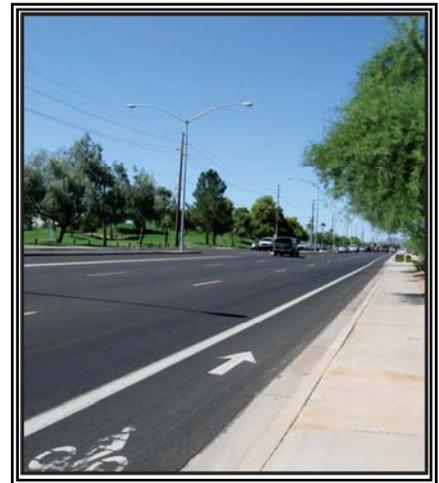
Economic impacts of the recession included decreased program revenues and increased the need to defer projects to later years or phases in the ALCP and RTP, respectively. While member agencies faced budget reductions, the commitment to “Build the Plan” remained strong. In Phase I, 18 projects were completed 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 90/92/96<sup>th</sup> Streets
- Shea Blvd at Via Linda
- Shea Blvd at Mayo/134<sup>th</sup> 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 67<sup>th</sup> 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. .

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## 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](mailto: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)
<b>July</b>	\$14,476,416.17	\$2,704,668.50	\$8,577,662.96	\$ 25,758,748
<b>August</b>	13,692,463.22	2,558,200.42	8,113,149.92	\$ 24,363,814
<b>September</b>	13,865,092.84	2,590,453.29	8,215,437.57	\$ 24,670,984
<b>October</b>	13,464,882.64	2,515,680.92	7,978,302.35	\$ 23,958,866
<b>November</b>	13,559,500.56	2,533,358.64	8,034,365.99	\$ 24,127,225
<b>December</b>	13,623,153.00	2,545,251.00	8,072,081.76	\$ 24,240,486
<b>January</b>	\$15,869,936.94	2,965,023.81	9,403,361.21	\$ 28,238,322
<b>February</b>	\$12,839,782.02	2,398,891.66	7,607,913.55	\$ 22,846,587
<b>March</b>	\$13,191,947.33	2,464,687.67	7,816,580.89	\$ 23,473,216
<b>April</b>	\$14,902,194.76	2,784,217.89	8,829,948.14	\$ 26,516,361
<b>May</b>	\$13,837,804.41	2,585,354.92	8,199,268.45	\$ 24,622,428
<b>June</b>	\$14,350,821.50	2,681,203.30	8,503,244.77	\$ 25,535,270
<b>Total</b>	\$ 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



Transportation  
Division



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%
<b>Total</b>	<b>\$ 315,303,000</b>	<b>\$ 298,352,305</b>	<b>-5.2%</b>

\*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 Five 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 deferments, 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.

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### 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 aide 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](mailto:state@azmag.gov) or Eileen Yazzie at [eyazzie@azmag.gov](mailto:eyazzie@azmag.gov) for review.

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

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### 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.

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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
<b>CHANDLER</b>					
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
<b>FOUNTAIN HILLS</b>					
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
<b>GILBERT</b>					
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
<b>MARICOPA COUNTY</b>					
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
<b>MESA</b>					
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**

<b>PEORIA</b>					
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
<b>PHOENIX</b>					
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
<b>SCOTTSDALE</b>					
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\$)			
<b>CHANDLER</b>												
Arizona Ave/Elliot 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	
<b>CHANDLER/GILBERT</b>												
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	
<b>FOUNTAIN HILLS</b>												
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	
<b>GILBERT</b>												
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

### 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\$)			
<b>GILBERT/MARICOPA COUNTY/MESA</b>												
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
<b>MARICOPA COUNTY</b>												
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	
<b>MESA</b>												
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	

YOE Year of Expenditure

\$ Dollars

Reimb. Reimbursements

FY Fiscal Year

\* Measured in centerline miles

Expend Expenditures

## 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\$)			
<b>MESA</b>												
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 Ellsworth 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	
<b>PEORIA</b>												
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	
<b>PHOENIX</b>												
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  
FY Fiscal Year

\$ Dollars  
\* Measured in centerline miles

Reimb. Reimbursements  
Expend Expenditures

**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\$)			
<b>SCOTTSDALE/CAREFREE</b>												
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	
<b>SCOTTSDALE</b>												
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

FY Fiscal Year

\$ Dollars

\* Measured in centerline miles

Reimb. Reimbursements

Expend Expenditures

# **ATTACHMENT TWO**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

October 19, 2010

**SUBJECT:**

Project Change Request to the Federal Fiscal Year 2009 and 2010 Program of Projects

**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 ten 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. These projects need to be added to the TIP to move forward.

**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:**

For information, discussion and possible action to recommend approval to modify/amend the FY 2011-2015 MAG TIP and the FY 2009 and FY2010 Program of Projects.

**PRIOR COMMITTEE ACTIONS:**

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

\*Paradise Valley: William Mead

Peoria: Maher Hazine

\*Queen Creek: Wendy Kaserman

#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

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
New	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.
New	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.

### 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
PHX11-107T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2005 Earmark reallocated to FY2010)	2011	11.32.04	5309-Disc	\$ 85,031	\$ 340,123		\$ 425,154	Amend: Add new earmark/ high priority project to the TIP
PHX11-108T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2004 Earmark reallocated to FY2010)	2011	11.32.04	5309-Disc	\$ 242,719	\$ 970,874		\$ 1,213,593	Amend: Add new earmark/ high priority project to the TIP
PHX11-109T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2008 Earmark reallocated to FY2010)	2011	11.32.04	5309-Disc	\$ 122,500	\$ 490,000		\$ 612,500	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



# Federal Register

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Tuesday,  
February 16, 2010

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Part II

## Department of Transportation

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Federal Transit Administration  
FTA Fiscal Year 2010 Apportionments,  
Allocations, and Program Information;  
Notice

## FEDERAL TRANSIT ADMINISTRATION

TABLE 10

## FY 2010 SECTION 5309 BUS AND BUS RELATED EQUIPMENT AND FACILITIES ALLOCATIONS

State	Earmark ID	Project Location and Description	Allocation
AK	E2010-BUSP-001	Anchorage People Mover, AK	\$750,000
AK	E2010-BUSP-002	Port of Anchorage Intermodal Expansion Project, AK	487,000
AL	E2010-BUSP-003	Buses and Bus Facility Improvement, Baldwin County, AL	275,000
AL	E2010-BUSP-004	Morgan County System of Services, transit vans for HANDS Home Shelter for Girls, AL	50,000
AL	E2010-BUSP-005	Senior Transportation Program, AL	2,000,000
AL	E2010-BUSP-006	U.S. Space and Rocket Center Transportation Request, Huntsville, AL	1,600,000
AR	E2010-BUSP-007	State of Arkansas—Bus and bus facilities, AR	1,300,000
AZ	E2010-BUSP-008	Loop 101—Scottsdale Road Park and Ride, Scottsdale, AZ	500,000
AZ	E2010-BUSP-009	Orbit Neighborhood Circulator, Tempe, AZ	500,000
AZ	E2010-BUSP-010	Scottsdale Intermodal Center, AZ	500,000
AZ	E2010-BUSP-011	Senior Center Buses, Guadalupe, AZ	150,000
CA	E2010-BUSP-012	Alternative Fuel SolanoExpress Bus Replacement, Solano, CA	500,000
CA	E2010-BUSP-013	Anaheim Regional Transportation Intermodal Center (ARTIC), Anaheim, CA	725,000
CA	E2010-BUSP-014	Bob Hope Airport Regional Transportation Center, Burbank, CA	550,000
CA	E2010-BUSP-015	Brawley Transfer Terminal Transit Station, Brawley, CA	300,000
CA	E2010-BUSP-016	City of Bellflower bus shelters, CA	500,000
CA	E2010-BUSP-017	City of Corona Dial-A-Ride Bus Replacement, CA	208,000
CA	E2010-BUSP-018	City of Dinuba CNG Fueling Station Expansion, CA	779,200
CA	E2010-BUSP-019	City of Hawaiian Gardens bus shelters, CA	200,000
CA	E2010-BUSP-020	City of Imperial Downtown Transportation Park, CA	974,000
CA	E2010-BUSP-021	City of Whittier bus shelters, CA	450,000
CA	E2010-BUSP-022	Ed Roberts Campus bus and bus facilities, Berkeley, CA	250,000
CA	E2010-BUSP-023	Los Angeles Central Avenue Streetscape bus shelters and lighting, CA	700,000
CA	E2010-BUSP-024	McBean Regional Transit Center Park & Ride Facility, CA	300,000
CA	E2010-BUSP-025	Monrovia Station Square Transit Village, CA	750,000
CA	E2010-BUSP-026	Municipal Transit Operators Coalition (MTOC) Bus/Bus Facility Improvement Project, CA	550,000
CA	E2010-BUSP-027	Norwalk/Santa Fe Springs Transportation Center Improvements, Santa Fe Springs, CA	500,000
CA	E2010-BUSP-028	Palmdale Transportation Center Train Platform Extension, Palmdale, CA	370,000
CA	E2010-BUSP-029	Regional Transportation Management System, San Diego, CA	800,000
CA	E2010-BUSP-030	Riverside Transit Agency Bus Replacement Program, CA	1,400,000
CA	E2010-BUSP-031	San Joaquin Regional Operations Facility Construction, CA	500,000
CA	E2010-BUSP-032	San Jose High Volume Bus Stop Upgrades, Santa Clara County, CA	600,000
CA	E2010-BUSP-033	South Bay Regional Intermodal Transit Centers, CA	800,000
CA	E2010-BUSP-034	SunLine Transit Agency paratransit buses and commuter coaches, CA	750,000
CA	E2010-BUSP-035	Union City Intermodal Station, Phases 1C and 2, CA	500,000
CA	E2010-BUSP-036	Vacaville Intermodal Station—Phase 2, CA	500,000
CA	E2010-BUSP-037	VTA Renewable Energy Conversion Project, San Jose, CA	750,000
CO	E2010-BUSP-038	Colorado Transit Coalition Statewide Bus & Bus Facilities, CO	2,841,500
CT	E2010-BUSP-039	Bridgeport Intermodal Transportation Center, CT	2,435,000
CT	E2010-BUSP-040	Harbor Point Bus Expansion, CT	487,000
CT	E2010-BUSP-041	Thompsonville Intermodal Transportation Center, CT	974,000
CT	E2010-BUSP-042	Waterbury Intermodal Transportation Center, CT	500,000
DC	E2010-BUSP-043	Union Station Intermodal Transit Center, Washington, DC	500,000
DE	E2010-BUSP-044	40 Fixed Route Transit Buses, DE	974,000
DE	E2010-BUSP-045	Automotive-Based Fuel Cell Hybrid Bus Program, DE	487,000
FL	E2010-BUSP-046	Broward County Transit Infrastructure Improvements, FL	500,000
FL	E2010-BUSP-047	Bus Shelter Replacement, Bal Harbour, FL	250,000
FL	E2010-BUSP-048	City of Doral Transit Circulator Program, FL	350,000
FL	E2010-BUSP-049	City of Miramar Multi Service Center and Transit Hub, FL	500,000
FL	E2010-BUSP-050	Clearwater Downtown Intermodal Terminal, St. Petersburg, FL	1,250,000
FL	E2010-BUSP-051	HART Bus and Paratransit Acquisition, FL	500,000
FL	E2010-BUSP-052	Lakeland Area Mass Transit District Bus Replacement and Facility Maintenance, FL	200,000
FL	E2010-BUSP-053	LYNX Buses, Orlando, FL	1,500,000
FL	E2010-BUSP-054	Lynx's Central Station improvements, Orlando, FL	550,000
FL	E2010-BUSP-055	Palm Tran Park and Ride Facilities, FL	600,000
FL	E2010-BUSP-056	Regional Intermodal Terminal Center, JTA, Jacksonville, FL	400,000
FL	E2010-BUSP-057	RTS Bus Replacement, City of Gainesville, Alachua County, FL	750,000
FL	E2010-BUSP-058	St. Petersburg Central Avenue Bus Rapid Transit, FL	500,000
FL	E2010-BUSP-059	StarMetro Buses, Tallahassee, FL	1,000,000
FL	E2010-BUSP-060	Transit Facility and Bus Apron Access Construction along US 1, Key West, FL	1,000,000
FL	E2010-BUSP-061	Winter Haven/Polk County Buses, FL	200,000
GA	E2010-BUSP-062	Albany Heavy-Duty Buses, GA	500,000
GA	E2010-BUSP-063	Albany Transit Multimodal Transportation Center, GA	1,500,000
GA	E2010-BUSP-064	Chatham Area Transit Bus and Bus Facilities, Savannah, GA	2,525,000
GA	E2010-BUSP-065	MARTA Acquisition of Clean Fuel Buses, GA	4,000,000

## FEDERAL TRANSIT ADMINISTRATION

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TABLE 10-A

## Prior Year Unobligated Section 5309 Bus and Bus Related Equipment and Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
AL	E2009-BUSP-023	437	American Village/Montevallo, Alabama construction of closed loop Access Road, bus lanes and parking facility	90,288
AL	E2009-BUSP-024		Baldwin County Bus and Bus Facilities Project	950,000
AL	E2009-BUSP-025	98	Birmingham, AL Expansion of Downtown Intermodal Facility, Phase II	451,440
AL	E2009-BUSP-026	496	City of Birmingham, AL-Birmingham Downtown Intermodal Terminal, Phase II	1,372,000
AL	E2009-BUSP-027	501	City of Huntsville, AL- Cummings Park Intermodal Center	40,004
AL	E2009-BUSP-028	503	City of Montgomery, AL-ITS Acquisition and Implementation	1,097,000
AL	E2009-BUSP-032	534	Gulf Shores, AL-- Bus and Bus facilities	274,000
AL	E2009-BUSP-033		Marshall County Vehicle Replacement for Seniors and for the Mentally Disabled	285,000
AL	E2009-BUSP-034	582	Mobile County, AL Commission-Bus project	137,000
AL	E2009-BUSP-035		Replacement of Buses and Vans, Birmingham-Jefferson County Transit Authority	1,425,000
AL	E2009-BUSP-036		University of Alabama Bus and Bus Facility Project	475,000
AL	E2009-BUSP-037	644	University of Alabama in Birmingham Intermodal Facility	1,919,000
AL	E2009-BUSP-038	645	University of Alabama in Huntsville Intermodal Facility	1,646,000
AL	E2009-BUSP-039	646	University of Alabama Intermodal Facility South	2,468,000
AL	E2009-BUSP-040	647	University of Alabama Transit System	411,000
AR	E2009-BUSP-042	487	Central Arkansas Transit Authority, Bus Acquisition	1,000,000
AR	E2009-BUSP-046		Statewide Bus and Bus Facilities	950,000
AZ	E2009-BUSP-048	304	Coconino County buses and bus facilities for Flagstaff, AZ	282,150
AZ	E2009-BUSP-049	229	Coconino County, Arizona-Bus and bus facilities for the Sedona Transit System	214,434
AZ	E2009-BUSP-050	47	Phoenix, AZ Construct City of Phoenix para-transit facility (Dial-A-Ride)	225,720
AZ	E2009-BUSP-051	346	Phoenix, AZ Construct metro bus facility in Phoenix West Valley	1,128,600
AZ	E2009-BUSP-052	150	Phoenix, AZ Construct regional heavy bus maintenance facility	225,720
AZ	E2009-BUSP-053	26	Scottsdale, Arizona-Plan, design, and construct intermodal center	564,300
AZ	E2009-BUSP-054		South Mountain Circulator Bus, Phoenix	950,000
AZ	E2009-BUSP-055	203	Tempe, Arizona-Construct East Valley Metro Bus Facility	1,467,180
CA	E2009-BUSP-056	75	Alameda County, CA AC Transit Bus Rapid Transit Corridor Project	112,860
CA	E2009-BUSP-057	288	Alameda County, CA AC Transit Bus Rapid Transit Corridor Project	451,440
CA	E2009-BUSP-058	398	Amador County, California-Regional Transit Center	225,720
CA	E2009-BUSP-060	76	Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center	451,440
CA	E2009-BUSP-062	119	Burbank, CA CNG Transit Vehicles Purchase for Local Transit Network Expansion	101,574
CA	E2009-BUSP-063	396	Burbank, CA Construction of Empire Area Transit Center near Burbank Airport	56,430
CA	E2009-BUSP-064		Bus Replacement, Culver City	142,500
CA	E2009-BUSP-065		Bus Replacement/Expansion (Alternative Fuel), Solano County	760,000
CA	E2009-BUSP-067	190	Calexico, CA Purchase new buses for the Calexico Transit System	67,716
CA	E2009-BUSP-068	132	Carson, CA Purchase one bus	56,430
CA	E2009-BUSP-069	407	Carson, CA Purchase one trolley-bus vehicle	56,430
CA	E2009-BUSP-070	108	Carson, CA Purchase two transfer facility	112,860
CA	E2009-BUSP-072	155	City of Livermore, CA Construct Bus Facility for Livermore Amador Valley Transit Authority	507,870
CA	E2009-BUSP-073	669	City of Los Angeles California, for the purchase of transit vehicles in Watts and enhancement of paratransit and senior transportation services.	150,480
CA	E2009-BUSP-075		Clean Air Buses, City of Cerritos	190,000
CA	E2009-BUSP-076	168	Covina, El Monte, Baldwin Park, Upland, CA Parking and Electronic Signage Improvements	396,010
CA	E2009-BUSP-077	207	Culver City, CA Purchase compressed natural gas buses and expand natural gas fueling facility	835,164
CA	E2009-BUSP-078	17	Davis, CA Davis Multi-Modal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service	225,720
CA	E2009-BUSP-079	11	Development of Gold Country Stage Transit Transfer Center, Nevada County, CA	209,992
CA	E2009-BUSP-081	339	East San Diego County, California-Bus Maintenance Facility Expansion	451,440
CA	E2009-BUSP-083	101	Emeryville, CA Expand & Improve Inter-modal Transit Center at Amtrak Station	225,720
CA	E2009-BUSP-085		Fairfield Transportation Center	475,000
CA	E2009-BUSP-086	387	Fresno, CA-Develop program of low-emission transit vehicles	225,720
CA	E2009-BUSP-088		Glassell park Transit Pavilion, Los Angeles	190,000
CA	E2009-BUSP-089	212	Glendale, CA Construction of Downtown Streetcar Project	225,720
CA	E2009-BUSP-090	1	Glendale, CA Purchase of CNG Buses for Glendale Beeline Transit System	104,283
CA	E2009-BUSP-091		Gold Coast Transit Maintenance and Operations Facility, Oxnard	475,000
CA	E2009-BUSP-092	414	Hercules, CA Inter-modal Rail Station Improvements	338,580
CA	E2009-BUSP-093		Historic Filipinotown Bus Security Lights, Los Angeles	62,700
CA	E2009-BUSP-094		Intermodal Station, Vacaville	475,000
CA	E2009-BUSP-095		La Cienega Intermodal Center, Los Angeles	475,000
CA	E2009-BUSP-097	332	Long Beach, CA Park and Ride Facility	225,720
CA	E2009-BUSP-100	443	Los Angeles County Metropolitan Transit Authority, CA capital funds for facility improvements to support the Cal State Northridge tram system	73,359
CA	E2009-BUSP-101		Los Angeles Southwest College Western Transit Center, Los Angeles	712,500
CA	E2009-BUSP-103	223	Los Angeles, CA Design and construct improved transit and pedestrian linkages between Los Angeles Community College and nearby MTA rail stop and bus l	338,580
CA	E2009-BUSP-104	307	Los Angeles, CA Improve safety, mobility and access between LATTTC, Metro line and nearby bus stops on Grand Ave between Washington and 23rd	112,860
CA	E2009-BUSP-105	121	Los Angeles, CA Improve transit shelters, sidewalks lighting and landscaping around Cedars-Sinai Medical Center	338,580
CA	E2009-BUSP-107	6	Los Angeles, CA, Construction of Intermodal Transit Center at California State University Los Angeles	178,319
CA	E2009-BUSP-108	567	Los Angeles, CA, Fly-Away Bus System Expansion	850,000

## FEDERAL TRANSIT ADMINISTRATION

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TABLE 10-B

## Section 5309 Bus and Bus Related Equipment and Facilities Reprogrammed Earmarks

State	Earmark ID	SAFETEA-LU No.	Project Location and Description	Unexpended Allocation
<b>FY 2002 Reprogrammed Earmarks</b>				
NV	E2002-BUSP-2000	----	Regional Transportation Commission of Southern Nevada Bus and Bus-Related Projects and Bus Rapid Transit Projects (No previous earmark id)	\$2,334,443 a/
<b>FY 2003 Reprogrammed Earmarks</b>				
NV	E2003-BUSP-2000	----	Regional Transportation Commission of Southern Nevada Bus and Bus-Related Projects and Bus Rapid Transit Projects (Previous earmark ids: E2003-BUSP-802 for \$4,918,394; E2003-BUSP-250 for \$2,213,277 and E2003-BUSP-251 for \$319,696)	\$7,451,366 a/
<b>FY 2004 Reprogrammed Earmarks</b>				
NV	E2004-BUSP-2000	----	Regional Transportation Commission of Southern Nevada Bus and Bus-Related Projects and Bus Rapid Transit Projects (Previous earmark id: E2004-BUSP-310)	\$485,437 a/
<b>FY 2005 Reprogrammed Earmarks</b>				
AZ	E2005-BUSP-2000	----	East Baseline Park-and-Ride Facility in Phoenix (Previous earmark id: E2005-BUSP-028)	\$340,123 b/
<b>Total Reprogrammed Earmarks.....</b>				<b>\$10,611,369</b>

a/ Sec. 196 of the Department of Transportation Appropriations Act, 2010 states that notwithstanding any other provision of law, funds made available under section 330 of the Fiscal Year 2002 Department of Transportation and Related Agencies Appropriations Act (Public Law 107-87) for the Las Vegas, Nevada Monorail Project, funds made available under section 115 of the Fiscal Year 2004 Transportation, Treasury and Independent Agencies Appropriations Act (Public Law 108-199) for the North Las Vegas Intermodal Transit Hub, and funds made available for the CATRAIL RTC Rail Project, Nevada in the Fiscal Year 2005 Transportation, Treasury, Independent Agencies and General Government Appropriations Act (Public Law 108-447), as well as any unexpended funds in the Federal Transit Administration grant numbers NV-03-0024 and NV-03-0027, shall be made available until expended to the Regional Transportation Commission of Southern Nevada for bus and bus-related projects and bus rapid transit projects: *Provided*, That the funds made available for a project in accordance with this section shall be administered under the terms and conditions set forth in 49 U.S.C. 5307, to the extent applicable.

b/ Sec. 166.(c) of the Department of Transportation Appropriations Act, 2010 states that funds made available for the 'Phoenix/Regional Heavy Maintenance Facility, AZ', 'Dial-a-Ride facility, Phoenix, AZ' and the 'Phoenix Regional Heavy Bus Maintenance Facility, Arizona' through the Department of Transportation Appropriations Acts for Fiscal Years 2004, 2005 and 2008 that remain unobligated or unexpended shall be made available to the East Baseline Park-and-Ride Facility in Phoenix, Arizona.

## FEDERAL TRANSIT ADMINISTRATION

TABLE

## Section 5309 Bus and Bus Related Equipment and Facilities Extended Earmarks

State	Earmark ID	SAFETEA-LU No.	Project Location and Description	Unexpended Allocation
<b>FY 2006 Extended Funds</b>				
CT	E2006-BUSP-2000	131	Stonington and Mystic, CT - Intermodal Center Parking Facility and Streetscape (Previous earmark id: E2006-BUSP-238)	\$464,471 a/
CT	E2006-BUSP-2001	267	Middleton, CT - Construct Intermodal Center (Previous earmark id: E2006-BUSP-230)	285,536 a/
CT	E2006-BUSP-2002	523	Downtown Middleton, CT, Transportation Infrastructure Improvement Project (Previous earmark id: E2006-BUSP-226)	1,980,000 a/
<b>Total FY 2006 Extended Earmarks.....</b>				<b>\$2,265,536</b>
<b>FY 2007 Extended Funds</b>				
CT	E2007-BUSP-2000	131	Stonington and Mystic, CT - Intermodal Center Parking Facility and Streetscape (Previous earmark id: E2007-BUSP-0162)	489,562 a/
CT	E2007-BUSP-2001	267	Middleton, CT - Construct Intermodal Center (Previous earmark id: E2007-BUSP-0158)	300,960 a/
CT	E2007-BUSP-2002	523	Downtown Middleton, CT, Transportation Infrastructure Improvement Project (Previous earmark id: E2007-BUSP-0155)	2,150,000 a/
<b>Total FY 2007 Extended Earmarks.....</b>				<b>\$2,450,960</b>

a/ Sec. 170 of the Department of Transportation Appropriations Act, 2010 states that notwithstanding any other provision of law, the Secretary of Transportation shall not reallocate any funding made available for items 523, 267, and 131 of section 3044 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59).

## FEDERAL TRANSIT ADMINISTRATION

TABLE 11

## FY 2010 SECTION 5309 NEW STARTS ALLOCATIONS

State	Earmark ID	Project Location and Description	Allocation
AK	E2010-NWST-001	Denali Commission	\$5,000,000
AK/HI	E2010-NWST-002	Alaska/Hawaii	15,000,000 <sup>a/</sup>
AZ	E2010-NWST-003	Central Phoenix/East Valley Light Rail	61,249,903
AZ	E2010-NWST-004	Modern Streetcar/Light Rail Transit System, Tuscon	4,000,000
AZ	E2010-NWST-005	Mountain Links BRT, Flagstaff	681,942
CA	E2010-NWST-006	Berkley-Oakland-San Leandro Bus Rapid Transit Corridor Improvement Project, Alameda Cnty	1,000,000
CA	E2010-NWST-007	Livermore-Amador Route 10 BRT	79,900
CA	E2010-NWST-008	Los Angles-Wilshire Blvd Bus-Only Lane	13,558,474
CA	E2010-NWST-009	Metro Express-Airport Way Corridor BRT Project, San Joaquin	2,808,825
CA	E2010-NWST-010	Metro Gold Line Eastside Extension, Los Angeles	9,582,551
CA	E2010-NWST-011	Metro Rapid Bus System Gap Closure, Los Angeles	23,326
CA	E2010-NWST-012	Monterey Bay Rapid Transit	2,773,038
CA	E2010-NWST-013	Perris Valley Line	5,000,000
CA	E2010-NWST-014	Sacramento South Corridor Phase II	38,000,000
CA	E2010-NWST-015	San Bernardino, E Street Corridor sbX BRT	32,370,000
CA	E2010-NWST-016	San Diego-Mid-City Rapid	2,359,850
CA	E2010-NWST-017	Sonoma-Marín Area Rail Transit (SMART)	2,500,000
CA	E2010-NWST-018	Third Street Light Rail-Central Subway Project	6,000,000
CO	E2010-NWST-019	Mason Corridor BRT, Fort Collins	49,055,155
CO	E2010-NWST-020	Roaring Fork Valley, BRT Project	810,000
CO	E2010-NWST-021	RTD East Corridor Construction	2,500,000
CO	E2010-NWST-022	RTD Gold Corridor	2,000,000
CO	E2010-NWST-023	RTD West Corridor LRT, Denver	90,000,000
CO	E2010-NWST-024	Southeast Corridor LRT, Denver	10,312
CT	E2010-NWST-025	Stamford Urban Transitway	2,000,000
DC	E2010-NWST-026	Duiles Corridor Metrorail Project Extension to Wiehle Avenue, Washington	85,000,000
DC	E2010-NWST-027	Largo Metrorail Extension	347,000
DE	E2010-NWST-028	Wilmington to Newark Commuter Rail Improvement Program	3,000,000
FL	E2010-NWST-029	Central Florida Commuter Rail Transit, Orlando	40,000,000
FL	E2010-NWST-030	Fort Lauderdale-The Downtown, Transit Corridor Program, Downtown Transit Circulator	500,000
FL	E2010-NWST-031	HART Light Rail Preliminary Engineering	1,650,000
FL	E2010-NWST-032	Miami-Dade County Metrorail Orange Line Expansion	4,000,000
HI	E2010-NWST-033	Honolulu High Capacity Transit Corridor Project	30,000,000
IL	E2010-NWST-034	Chicago Transit Hub (Circle Line-Ogden Streetcar)	1,500,000
IL	E2010-NWST-035	CTA Red Line North Station, Track, Viaduct and Station Rehabilitation	7,500,000
IL	E2010-NWST-036	Metra Commuter Rail (Union Pacific Northwest, STAR and UP-West)	8,000,000
IL	E2010-NWST-037	Ravenswood Line Extension, Chicago	304,744
IN	E2010-NWST-038	South Shore Commuter Rail Capital Reinvestment Plan, Northern Indiana Commtr Transp. District	2,000,000
MA	E2010-NWST-039	Assembly Square Orange Line Station	1,000,000
MA	E2010-NWST-040	Commuter Rail Improvements, Fitchburg	37,452,000
MD	E2010-NWST-041	Baltimore Red Line	3,000,000
MD	E2010-NWST-042	Purple Line	3,000,000
MI	E2010-NWST-043	Ann Arbor-Detroit Regional Rail Project	3,500,000
MN	E2010-NWST-044	Central Corridor Light Rail Transit Project	2,000,000
MN	E2010-NWST-045	Northstar Corridor Rail, Minneapolis-Big Lake	711,661
MN	E2010-NWST-046	Northstar Phase II-Extension of Northstar Commuter Rail to the St. Cloud Area	3,000,000
MO	E2010-NWST-047	Troost Corridor BRT, Kansas City	6,022
NC	E2010-NWST-048	Charlotte Streetcar Project	500,000
NC	E2010-NWST-049	City of Charlotte, Charlotte Area Transit System's Blue Line Extension-Northeast Corridor	14,700,000
NJ	E2010-NWST-050	Hudson-Bergen MOS-2, Northern NJ	11,039
NJ	E2010-NWST-051	Northern NJ Access to the Region's Core	200,000,000
NY	E2010-NWST-052	Long Island Rail Road East Side Access	202,522,853
NY	E2010-NWST-053	Second Avenue Subway Phase I	197,182,000
OR	E2010-NWST-054	South Corridor I-205/Portland Mall LRT	74,229,000
PA	E2010-NWST-055	Lackawanna Cut-Off Restoration Project, PA/NJ	1,000,000
PA	E2010-NWST-056	North Shore LRT Connector, Pittsburgh	6,153
TX	E2010-NWST-057	Fort Worth Transportation Authority Southwest-to-Northeast Rail Corridor	4,000,000
TX	E2010-NWST-058	Galveston-Houston Commuter Rail	2,000,000
TX	E2010-NWST-059	Houston North Corridor LRT	75,000,000
TX	E2010-NWST-060	Houston Southeast Corridor LRT	75,000,000
TX	E2010-NWST-061	Metro Rapid BRT, Austin	13,370,204
TX	E2010-NWST-062	Northwest/Southeast LRT MOS, Dallas	84,124,745
UT	E2010-NWST-063	Draper Light Rail	10,000,000
UT	E2010-NWST-064	Salt Lake City-Mid Jordan LRT	98,000,000
UT	E2010-NWST-065	Weber County-Salt Lake City Commuter Rail	80,000,000
VA	E2010-NWST-066	Improvements to the Rosslyn Metro Station	1,000,000

## **State of Good Repair – Bus and Bus Facilities Project Descriptions**

### **ARIZONA**

#### **City of Phoenix**

Project: Transit Vehicle Replacement (Diesel-Electric Hybrid)

Grant Amount: \$2,917,700

The City of Phoenix will replace buses in its fleet that are beyond their useful lives with diesel-electric hybrid buses that will reduce overall energy usage and emissions.

#### **City of Tucson**

Project: Transit Vehicle Replacement

Grant Amount: \$5,000,000

# **ATTACHMENT THREE**

## FY2011 TSOP Project List

	Lead Agency	Other Agencies	Project Descriptions	# Intx	Estimated Cost	Contact	SYNCHRO workshop
1	Avondale		Implement and adjust the signal timing that was developed by a previous TSOP project	28	\$8,000.00	Bennie Robinson	
2	Chandler		Collection of Turning Movement Counts at 50 intersections for AM, Midday and PM (2 hours each) - city staff will develop new signal timing based on the data	50	\$25,000.00	Debra Bieber	1
3	Gilbert		Collection of Turning Movement Counts at 51 intersections for AM, Midday and PM (2 hours each) - city staff will develop new signal timing based on the data	51	\$25,000.00	Erik Guderian	1
4	Glendale	ADOT	Collection of Turning Movement Counts at 24 intersections around the Glendale sports facilities on a typical day and different event days - city staff will develop new signal timing based on the data	24	\$25,000.00	Debbie Albert	
5		ADOT, Peoria	Turning Movement Counts collection at 9 intersections along 75th Avenue and Union Hills Drive - city staff will develop new signal timing based on the data	9	\$5,000.00		
6	Goodyear		Turning Movement Counts collection at 63 intersections for AM, Midday and PM - city staff will develop new signal timing based on the data	63	\$25,000.00	Hugh Bigalk	
7	MAG		Regional SYNCHRO software training workshop		\$10,000.00	Leo Luo	
8	Maricopa County	Surprise, Glendale, Peoria, ADOT	Saturday AM, PM, mid-day and Sunday all day timing plans for Bell Road, 37 intersections across 5 jurisdictions, approximately 13 miles.	37	\$95,000.00	Bob Steele	5
9	Mesa		Approach counts at 96 locations - city staff will develop the signal timing based on the data		\$25,000.00	Derrick Bailey	6
10	Phoenix		Develop the SYNCHRO Model for Phoenix West Core and input existing timing and Turning Movement Counts	28	\$12,500.00	Marshall Riegel	
11			Develop signal timing for McDowell Rd and Van Buren St; Evaluate the impact of pedestrian requirements in the 2009 MUTCD	32	\$25,000.00		
12			Develop SYNCHRO model for Phoenix North Central Core and input existing timing and Turning Movement Counts	120	\$25,000.00		
13	Scottsdale	ADOT, SRPMIC	Optimization of 8 freeway-arterial interchanges along Loop 101 Pima Freeway	8	\$25,000.00	Paul Porell	1
14	Surprise		Optimization of 8 intersections along Bell, Greenway and Litchfield Roads	8	\$25,000.00	Allan Galicia	3
15	Tempe		Update signal timing along University Drive for AM, PM and off-peak	18	\$25,000.00	Cathy Hollow	1
16			Update citywide SYNCHRO network and input existing data		\$25,000.00		
			<b>Total Amount</b>	<b>476</b>	<b>\$405,500.00</b>	<b>Est # workshop attendees</b>	<b>18</b>

Available this year	\$400,000.00
Estimated balance from previous TSOP cycle	\$30,000.00
<b>Total available</b>	<b>\$430,000.00</b>

# **ATTACHMENT FOUR**

October 20, 2010

TO: Members of the Transportation Review Committee

FROM: Maureen DeCindis, Transportation Planner III

SUBJECT: MAG DESIGN ASSISTANCE FOR BICYCLE AND PEDESTRIAN FACILITIES PROGRAM

The FY 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes \$300,000 for the Design Assistance for Bicycle and Pedestrian Facilities. The Design Assistance Program allows MAG member agencies to apply for funding for the design portion of a bicycle or pedestrian project. Six applications for the program were received on September 23, 2010. On October 19, 2010, the MAG Bicycle and Pedestrian Committee reviewed the applications and recommended that the following for approval:

El Mirage: Rancho El Mirage MUP	\$100,000
Mesa: Porter Park Pathway	\$125,000
Phoenix: Grand Canal MUP at 22 <sup>nd</sup> St.	\$ 75,000

The following projects were not recommended for approval because the amount of requests exceeded the amount available.

Apache Junction: Community Improvements	\$ 40,070
Glendale: New River North Connection	\$ 90,000
Litchfield Park: MUP on Litchfield Road	\$ 85,000

# **ATTACHMENT FIVE**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

October 20, 2010

**SUBJECT:**

Programming 5307 and 5309 - Fixed Rail and Guideway Modernization Funds in FY2010 and 2011

**SUMMARY:**

On June 22, 2010 the MAG Transit Committee approved the FY2010 Program of Projects, and the Regional Council took action on these changes on June 30, 2010. Since then, the Executive Committee took action on September 13, 2010 to remove \$1,517,999 of FY2010 5309 Rail & Fixed Guideway Modernization (FGM) federal transit funds from two Mesa park and ride construction projects.

Additionally, the MAG Regional Council took action on July 28, 2010 to approve the FY2011-2015 MAG TIP and that the programming of preventive maintenance be reviewed for potential amendments/administrative modifications no later than December 2010.

On October 14, 2010, the Transit Committee made the recommendation noted in the action and asked that further analysis regarding distribution scenarios for 5307 federal funds is brought back to the Transit Committee in November. Please refer to the memorandum and tables for more information.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: Approval of these changes will allow the federal transit grants 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: Currently, MAG does not have an approved set of prioritization guidelines for programming federal transit funds. Understanding the current need to aid transit operators, it is proposed to use the funds for preventive maintenance to offset some of the operations & maintenance costs.

**ACTION NEEDED:**

Information, discussion, and possible action to: (1) recommend Scenario #3 preventative maintenance distribution methodology for \$1,571,999 of FY2010 5309-FGM funds and that it is a non-precedent setting distribution and (2) recommend the amount of funds for preventative maintenance programmed in FY2011 and FY 2012 is distributed equally as shown in Option #2, and modify/amend the FY2011-2015 MAG TIP and the FY2010 Program of Projects appropriately.

**PRIOR COMMITTEE ACTIONS:**

MAG Transit Committee: On October 14, 2010, the MAG Transit Committee unanimously recommended (1) Scenario #3 preventative maintenance distribution methodology for \$1,571,999 of FY2010 5309-FGM funds and that it is a non-precedent setting distribution, (2) the amount of funds for preventative maintenance programmed in FY2011 and FY 2012 is distributed equally as shown in Option #2, and modify/amend the FY2011-2015 MAG TIP and the FY2010 Program of Projects appropriately.

**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.

October 20, 2010

TO: MAG Transportation Review Committee

FROM: Eileen Yazzie, Transportation Programming Manager

SUBJECT: PROGRAMMING 5307-URBANIZED AREA FORMULA AND 5309-RAIL & FIXED GUIDEWAY MODERNIZATION FUNDS FOR FY2010 AND 2011

The purpose of this memo is to provide the committee with an outline of information needed to make a two-part programming recommendation for programming funds for preventative maintenance (PM) in FY2010 and 2011.

Part 1. On September 13, 2010 the MAG Executive Committee approved the removal of \$1,517,999, FY2010 5309 Rail & Fixed Guideway Modernization (FGM) federal transit funds from two Mesa park-and-ride construction projects. It is suggested to program these funds for related eligible PM since all eligible, regional priority projects, as defined by the RTP/TLCP, are currently programmed in the FY2011-2015 MAG Transportation Improvement Program (TIP). This memo outlines four scenarios for distributing the 5309-FGM federal funds for PM in the MAG region. The Transit Committee recommended Scenario #3 on October 14, 2010.

Part 2. On July 28, 2010 Regional Council took action on the "approval of the Draft FY2011-2015 MAG TIP contingent on a finding of conformity. . . and that the programming of preventive maintenance be reviewed for potential amendments/administrative modifications no later than December 2010." MAG staff has put forth two options for programming the FY2011 5307 \$11.7 million for regionwide PM. The Transit Committee recommended Option #2 on October 14, 2010.

Please refer to the attachment for specifics as explained in this memorandum.

## **BACKGROUND**

Preventive maintenance is all maintenance costs related to vehicles. Specifically, it is defined as all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner, up to and including the current state of the art for maintaining such an asset.

Fixed guideway refers to any transit service that uses exclusive or controlled rights-of-way. The term includes several modes, including light rail and that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes. The FTA 5309-FGM funds are apportioned based on the latest available route miles and vehicle revenue miles on segments at least seven years or longer as reported to the National Transit Database (NTD); vehicle revenue miles for

segments less than seven years in operation are also reported to NTD. While funds are apportioned based only on fixed guideway segments that have been in operation seven years or longer, a recipient may use the funds apportioned to it for eligible modernization projects on any part of its fixed guideway system, such as METRO light rail.

The Federal Transit Administration (FTA) 5307 Urbanized Area Formula Funding program makes federal resources available to urbanized areas (UZAs) and to Governors for transit capital, operating assistance, and for transportation related planning. For UZAs with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density; this formula applies to the Phoenix-Mesa UZA. The FTA obtains population and population density data from the current decennial census; all other data used for formula apportionments come from the latest report year of validated NTD data.

There is an approximate two-year lag between reporting to NTD and receiving 5309-FGM and 5307 funds, which means that FY2008 NTD data are used to apportion earnings in FY2010.

The FY2010 5309-FGM apportionment available to the region is based on 2008 reporting data by the City of Phoenix Public Transit Department and the Regional Public Transportation Authority (RPTA). METRO light rail did not report fixed guideway vehicle revenue miles for FY2008 since it began operating in December 2008 (FY2009 reporting period). Under current regulations, METRO light rail will begin impacting the distribution formula approximately in FY2018, seven years of fixed guideway operation and a two-year lag time for validating NTD submitted data.

The FY2010 5307 apportionment is based on 2008 reporting data by City of Glendale Transit, Peoria Transit, City of Phoenix Public Transit Department, Maricopa County Special Transportation Services (no longer in operation), Regional Public Transportation Authority (RPTA), City of Scottsdale, Surprise Dial-A-Ride Transit System, and the City of Tempe Transit Division; vanpool information is reported on behalf of the RPTA by VPSI, Inc.

### **5309-FGM PREVENTATIVE MAINTENANCE DISTRIBUTION SCENARIOS**

Based on the above-mentioned information, staff developed four scenarios for distributing PM for FY2010 5309- FGM federal funds: 1) based on valid annual fixed guideway vehicle revenue miles, 2) a combination of total bus fixed guideway vehicle revenue miles including METRO's half year fixed guideway vehicle revenue miles, 3) a combination of total bus fixed guideway vehicle revenue miles including METRO's projected full year of operation fixed guideway vehicle revenue miles, 4) distributing all funds to METRO light rail. Please refer to the tables on page 1 of the attachment.

### **5307 PREVENTATIVE MAINTENANCE FUNDING AMOUNTS IN FY2011**

Currently, there is a total of \$ 6,546,883 programmed in FY2011 and \$ 6,677,823 programmed in FY2012 for PM. Additionally, there is lump sum of \$ 11,766,118 programmed in FY2011 for regionwide PM. There are two programming options for the lump sum of \$11,766,118 as shown on page 2 of the attachment. Option 1 retains the \$11.7 million in FY2011 bringing the total amount of federal funds for PM distribution up to \$18,313,001 while leaving the FY2012 amount unchanged. Option 2 pools all of the available PM funds together and distributes the total amount evenly over 2

years. In this case, \$5.8 million of 2012 bus purchases would need to be advanced to 2011. Additional options are welcome for discussion.

### **TRANSIT COMMITTEE ACTION**

On October 14, 2010, Transit Committee heard the items noted above. Regarding Part 1, the committee recommended scenario 3, a onetime, non-precedent setting distribution of \$1,517,999 of FY2010 5309 FGM federal transit funds for PM in the MAG region.

Regarding part 2, the committee recommended approval of option 2, evenly distributing \$11.7 million of 5307 federal transit funds for PM in the MAG region for FY2011 and FY2012. In addition, the committee heard scenarios for a distribution methodology for the 5307 funds for PM. The scenarios presented were: distributing federal funds based on NTD reported revenue miles, operating expenses, or the ARRA unspent funds operating assistance distribution formula (combination of operating expenses and revenue miles). The committee did not recommend a distribution methodology; the committee requested additional scenarios from staff, which will be presented to the Transit Committee in November 2010.

### **RECOMMENDATION**

This item is on the agenda for information, discussion, and possible action to (1) recommend Scenario #3 preventative maintenance distribution methodology for \$1,571,999 of FY2010 5309-FGM funds and that it is a non-precedent setting distribution and (2) recommend the amount of funds for preventative maintenance programmed in FY2011 and FY 2012 is distributed equally as shown in Option #2, and modify/amend the FY2011-2015 MAG TIP and the FY2010 Program of Projects appropriately.

Please feel free to contact myself or Jorge Luna at 602.254.6300 or [eyazzie@azmag.gov](mailto:eyazzie@azmag.gov), [jluna@azmag.gov](mailto:jluna@azmag.gov) with questions or comments.

## ATTACHMENT

Part I. 5309-FGM Distribution Scenarios:

FY2010 Available Funds	
<b>Unprogrammed FY2010 5309 FGM</b>	<b>\$ 1,517,999</b>

Scenario 1 - BUS ONLY (on segments in operation 7 or more years)	
Fixed Guideway Vehicle Revenue Mile Distribution Percentages	
City of Phoenix*	64.75%
RPTA*	35.25%
TOTAL	100.00%
*Fixed Guideway Vehicle Revenue Miles on segments in operation 7 or more years reported to NTD.	

Scenario 2 - BUS and METRO (all segment totals with METRO's half year of startup operation)	
Fixed Guideway Vehicle Revenue Mile Distribution Percentages	
City of Phoenix*	18.55%
RPTA*	12.77%
METRO**	68.68%
TOTAL	100.00%
* Fixed Guideway Vehicle Revenue Miles on segments in operation 7 or more years reported to NTD.	
**METRO Six months of operations (FY2009, December 2008-June 2009)	

Scenario 3 - BUS and METRO (all segment totals and METRO project for an entire year)	
Fixed Guideway Vehicle Revenue Mile Distribution Percentages	
City of Phoenix*	11.00%
RPTA*	7.57%
METRO**	81.43%
TOTAL	100.00%
* Fixed Guideway Vehicle Revenue Miles on segments in operation 7 or more years reported to NTD.	
**METRO Projected for one year of operation (FY2009, December 2008-June 2009)	

Scenario 4 - METRO Only	
Distribution Percentage	
METRO	100.00%
TOTAL	100.00%

Part 2. 5307 Preventive Maintenance Distribution Scenarios FY2011 and 2012:

<b>Current FY 2011-2015 MAG TIP</b>	
PM Funding to Agencies in FY 2011	\$ 6,546,883
Regionwide PM Funding in FY 2011	\$ 11,766,118
PM Funding to Agencies in FY 2012	\$ 6,677,823

<b>Option #1</b>	
Combine 2011 Funding together & distribute via recommended formula	\$ 6,546,883
+	\$ 11,766,118
FY2011 PM Funding	\$ 18,313,001
FY2012 remains the same	\$ 6,677,823

<b>Option #2</b>	
Combine all funds and distribute evenly between 2011 and 2012	\$ 6,546,883
	\$ 11,766,118
+	\$ 6,677,823
	\$ 24,990,824
New PM Funding in FY2011	\$ 12,495,412
New PM Funding in FY2012	\$ 12,495,412
Amount of Bus purchase in 2012 would need to be moved forward to 2011 balance out program	\$ 5,817,589

At the request of the Transit Committee, staff is developing additional distribution scenarios of these funds for preventive maintenance.

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

TIP #	Agency	Project Location	Project Description	FY	A.L.I.	Fund Type	Local Cost	Federal Cost	Reg. Cost	Total Cost	Requested Change
PHX11-111T	Phoenix	Phoenix -Buses serving Rapid Routes on HOV system	Preventive Maintenance - FY2010 5309-FGM Funds	2011	11.7A.00	5309-FGM	\$ 43,230	\$ 172,920		\$ 216,150	Amend: Add new project to the TIP
VMT11-105T	Valley Metro	Regionwide -Buses serving Express Routes on HOV system	Preventive Maintenance - FY2010 5309-FGM Funds	2011	11.7A.00	5309-FGM	\$ 29,750	\$ 119,000		\$ 148,750	Amend: Add new project to the TIP
VMR11-102T	Valley Metro Rail	Phoenix, Mesa, Tempe - Light Rail	Preventive Maintenance - FY2010 5309-FGM Funds	2011	11.7A.00	5309-FGM	\$ 320,020	\$ 1,280,079		\$ 1,600,099	Amend: Add new project to the TIP

# **ATTACHMENT SIX**



# MEMO

**To:** MAG Transit Committee  
**From:** Wulf Grote, Director, Planning and Development  
**Date:** October 13, 2010  
**Re:** **TEMPE SOUTH CORRIDOR STUDY**  
**Alternatives Analysis Recommendations**

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## 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 TOD 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 improvement extending south from downtown Tempe and a 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/Valley 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 (CBD). 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. Bus rapid transit 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 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: Evaluation Matrix of Tier 2 Criteria, Tempe South**

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 <sup>(1)</sup>	○	+	---	---	+
Operating costs <sup>(1)</sup>	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 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 projects: 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 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**

	Year 2015 <sup>(1)</sup> Forecast Mill Modern Street Car
Daily Ridership Estimates:	
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 2030 forecasted daily ridership of 5,200-5,700; 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**

	<b>Year 2030</b>
Daily Ridership Estimates:	Rural Road BRT
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.

#### *Project Schedule*

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

**TABLE 5: Tempe South Project Schedule**

<u>PROCESS / APPROVAL</u>	<u>TIMELINE</u>
<b>LOCAL / REGIONAL</b>	
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
<b>FEDERAL</b>	
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 Project Development	Fall 2011
- Anticipated Project Construction Grant Agreement	Early, 2013

**FINANCIAL IMPACTS**

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 (YOE \$'s millions)**

<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
Public Transportation Fund (PTF)	\$31.8 – 41.2
Congestion Mitigation Air Quality (CMAQ)	\$44.2
FTA Section 5339 / 5309 Small Starts	\$75.0
<b>TOTAL</b>	<b>\$151.0 – \$160.4</b>

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;
- 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) 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 (ADOT'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](mailto:blimmer@metrolightrail.org). Additional information and updates can be found on the Tempe South website: [www.MetroLightRail.org/tempesouth](http://www.MetroLightRail.org/tempesouth).

FIGURE 1 - TRAVEL MARKETS IN TEMPE SOUTH STUDY AREA

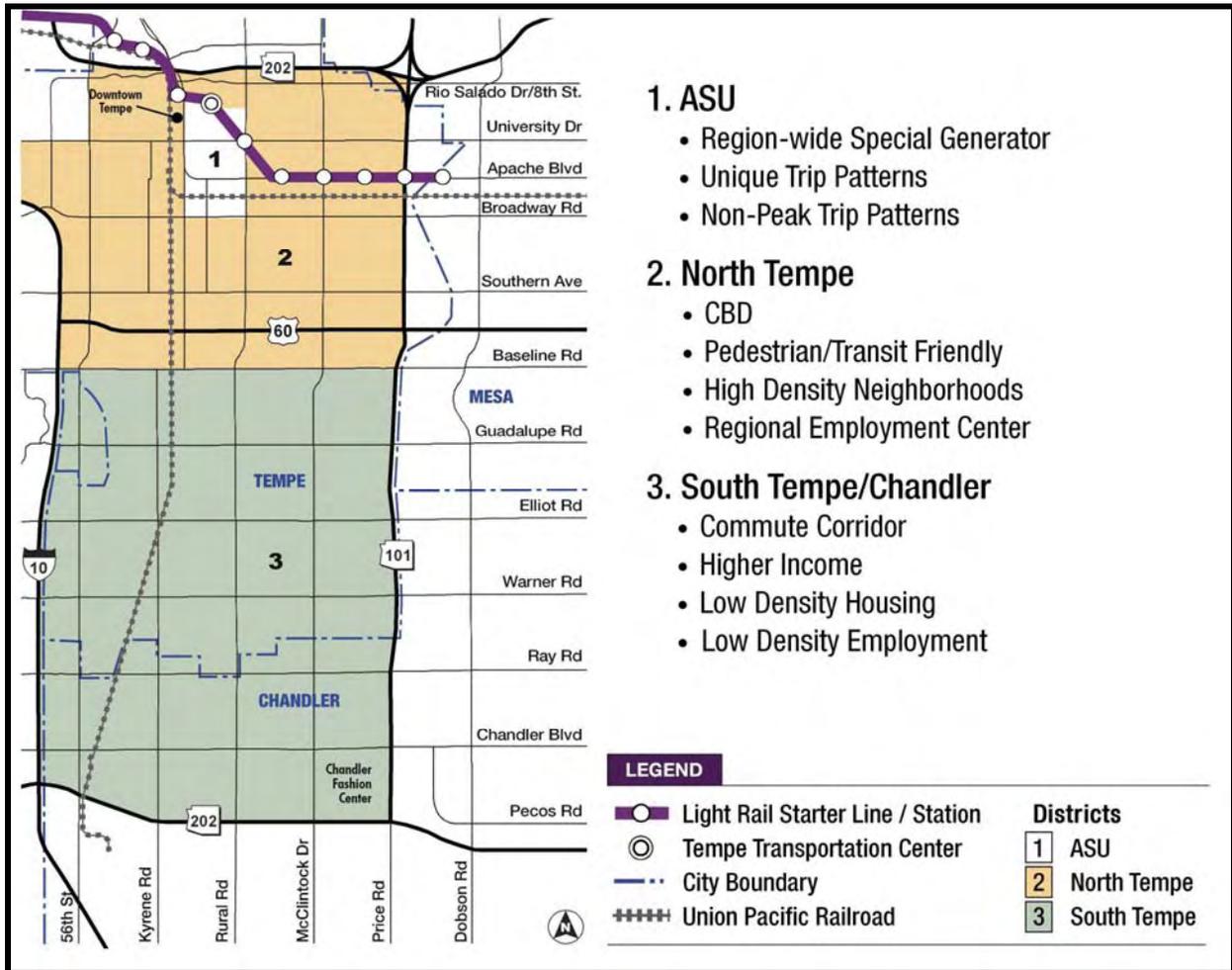


FIGURE 2 - PROPOSED TEMPE SOUTH LOCALLY PREFERRED ALTERNATIVE

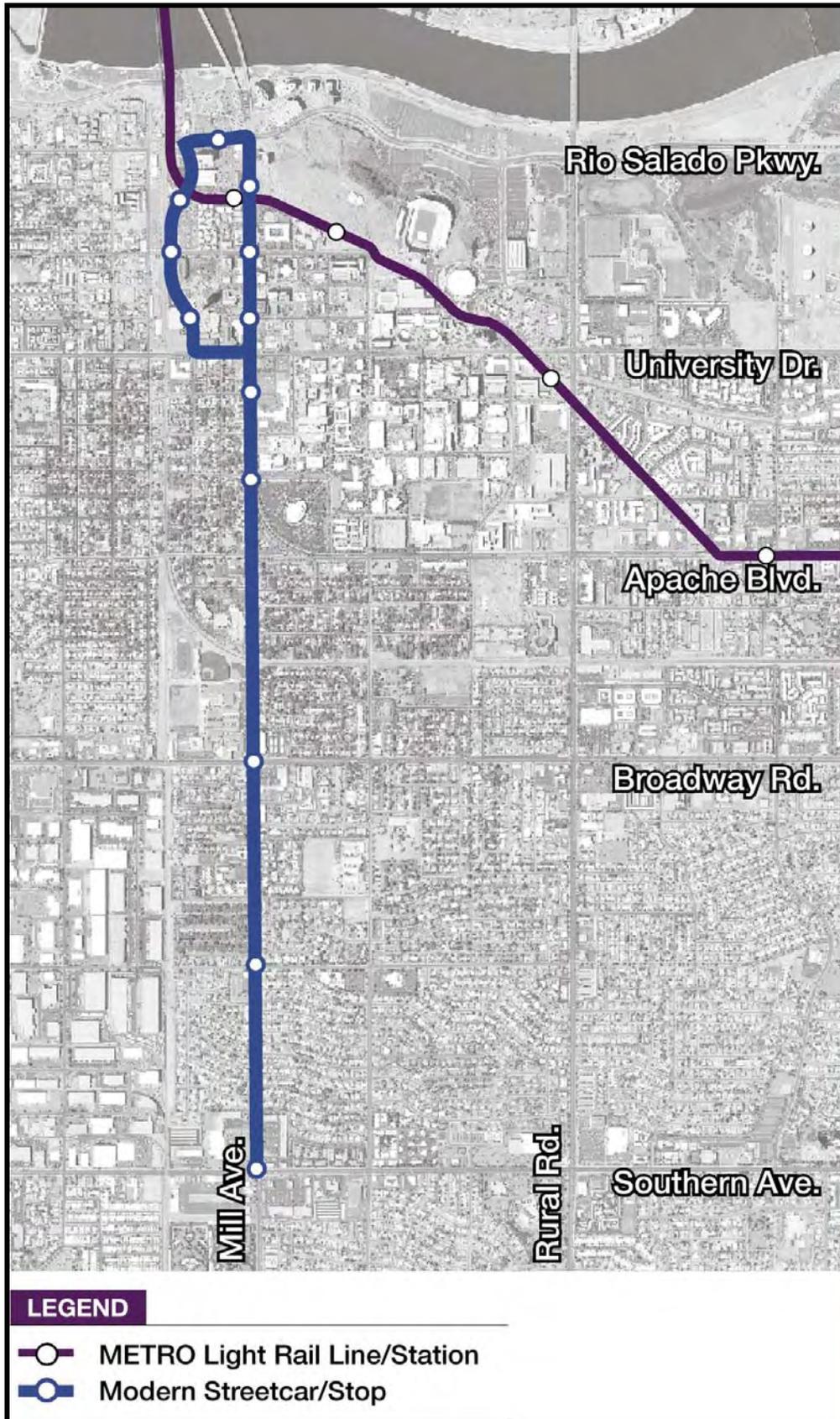


FIGURE 3 – DOWNTOWN MILL AVENUE / ASH AVENUE LOOP ALTERNATIVE

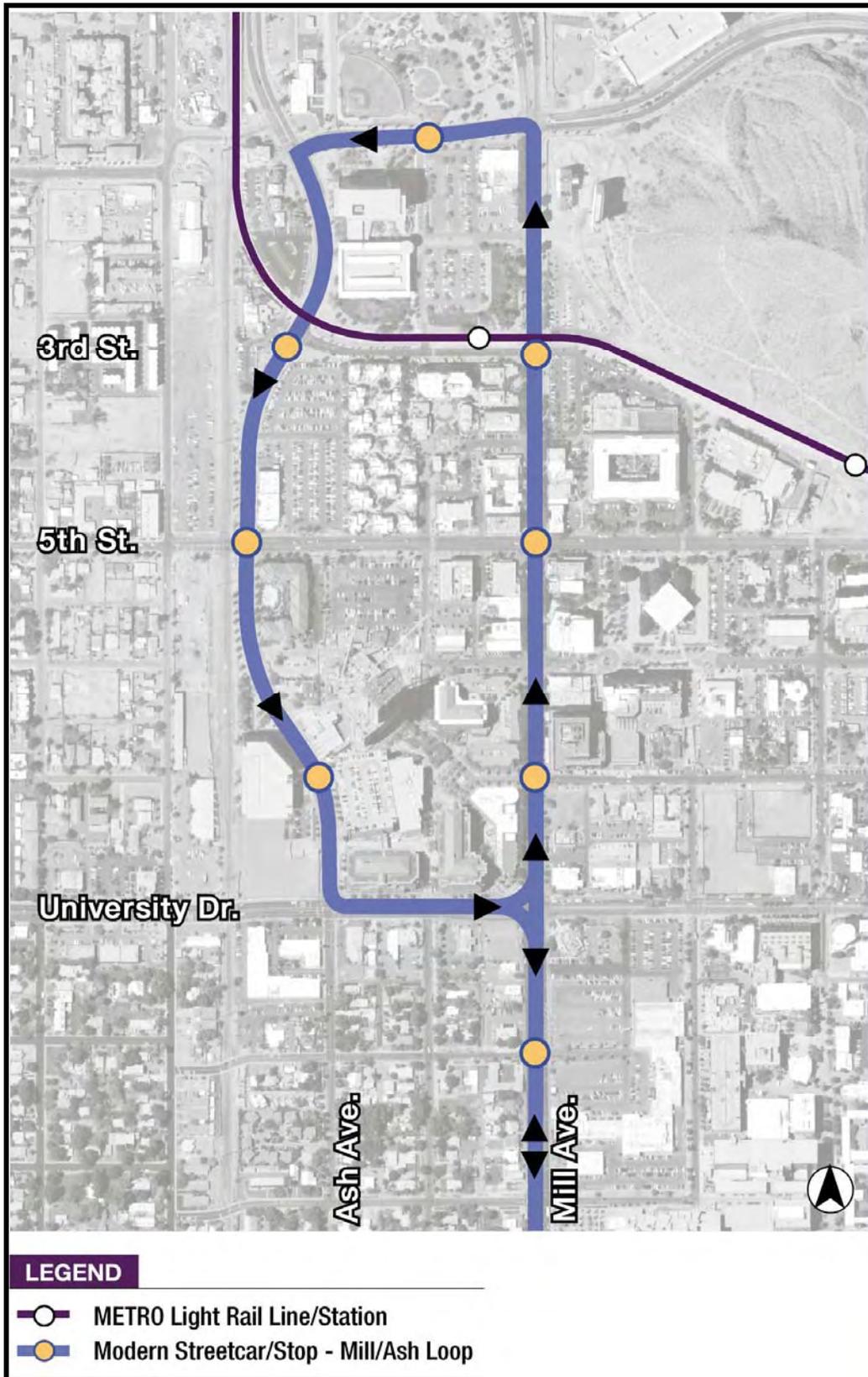
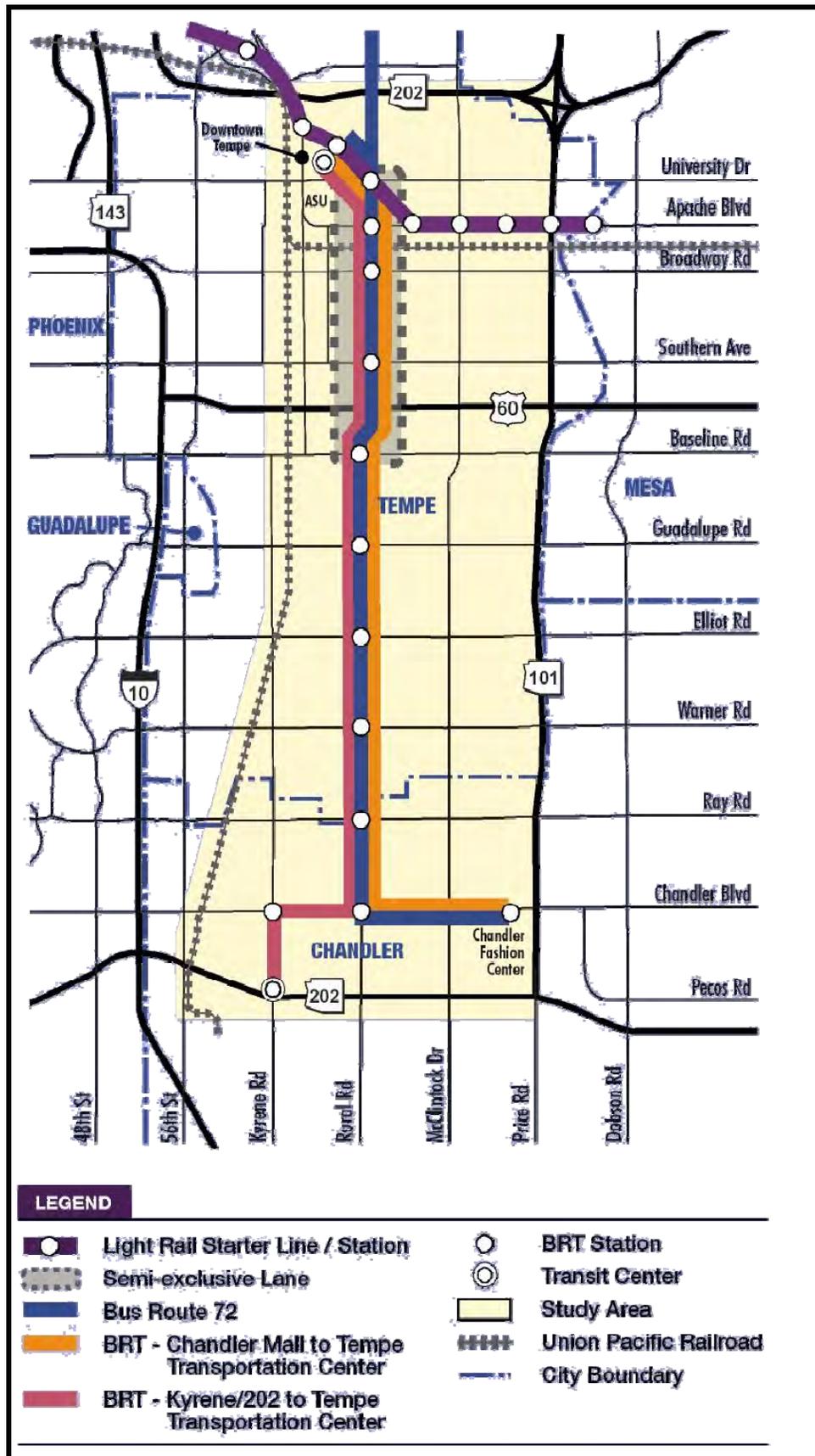


FIGURE 4 – PROPOSED RURAL ROAD BUS RAPID TRANSIT ALTERNATIVE (UNFUNDED)



# **ATTACHMENT SEVEN**

October 20, 2010

TO: Members of the Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: IMPLELMENTATION - DRAFT MAG FEDERAL FUND PROGRAMMING PRINCIPLES

MAG uses a project evaluation process to select projects for federal funding. The evaluation uses project-specific information such as the cost, location, traffic volumes and impacts, air quality benefits, among other information, to provide the required project scores and rankings that form the basis for project selection. The MAG process follows the Federal Highway Administration (FHWA) guidance for selecting federally funded projects. Federal transportation funds can only be allocated to projects through a coordinated selection process. Such funds cannot be distributed on a "revenue sharing" basis. Note that this did not apply to the American Recovery and Reinvestment Act (ARRA) funds that were initially allocated to jurisdictions by MAG then projects to use the funds were identified.

Since August 2008, MAG has relied on the draft MAG Federal Fund Programming Principles (Principles). These principles were developed to guide the project application process, project change requests for projects with federal funds, the year end Closeout process, and other areas related to obligating federal aid local projects.

The MAG Principles clearly state that the MAG is selecting projects to be funded with federal highway funds. The overall scope and location of the project cannot be changed. If the jurisdiction decides not move forward with the project, the federal funds come back to the region for reprogramming. Likewise, unused funds on a project resulting from cost savings also come back to the region for reprogramming. Reprogramming of available funds should be made through a competitive project selection process.

Over recent months, a number of project change requests have been received by MAG that are in conflict with the draft MAG Federal Fund Programming Principles and would undermine the MAG project selection process. Requests have been made to reallocate project savings to other projects in the jurisdictions, request to change the location of the project, and to delete projects and reallocate the funds to other projects in the jurisdiction. MAG has also received requests to defer projects due to the lack of financial resources or a change in the priorities of the jurisdiction. Section 400 of the attached Principles applies to these types of project change requests.

MAG staff has been meeting with each of the jurisdictions that have requested project changes. For the cases that are in conflict with the MAG Principles, the requested change will likely have to be modified accordingly. In some cases, this may mean that a project will have to be deleted from the program with the funds returned to the region. These funds can then be reprogrammed through a competitive project selection process.

This item is on the agenda for information and discussion. If there are any questions or additional information is needed, please contact me at [eyazzie@mag.maricopa.gov](mailto:eyazzie@mag.maricopa.gov) or Eric Anderson at [eanderson@mag.maricopa.gov](mailto:eanderson@mag.maricopa.gov), (602)254-6300.

# **ATTACHMENT EIGHT**

October 20, 2010

TO: Transportation Review Committee

FROM: Eileen Yazzie, Transportation Programming Manager

SUBJECT: TRANSIT PRIORITIZATION GUIDELINES FOR FEDERAL FUNDS

Currently, MAG does not have an approved set of transit prioritization guidelines for programming federal funds. As MAG sets the priorities for the transit element of the Regional Transportation Plan (RTP) and the Regional Transportation Planning Authority (RPTA) is tasked to manage the life cycle for the transit element, known as the Transit Life Cycle Program (TLCP), there is a disconnect in the programming process. This disconnect has resulted in about \$18 million of federal funds in FY2013-2015 MAG Transportation Improvement Program (TIP) that were programmed to preventative maintenance as a placeholder since MAG does not have prioritization guidelines in place. The region is moving forward in programming \$11.7 million in FY2011 and FY2012 for preventive maintenance due to time constraints, while the region will rely on the future Prioritization Guidelines to program the \$18 million of federal funds that is in FY2013 and 2015.

MAG Staff suggests developing the Prioritization Guidelines for Federal Funds in four phases:

- 1) Establishing a framework,
- 2) Setting the priorities and any priorities that remain constant (ex: meeting federal legislative requirements)
- 3) Developing a regional transit demand metric system for evaluation and measurement, and
- 4) Implementation of the Prioritization Guidelines during the development of a future MAG TIP.

MAG staff has used the framework of previous prioritization guidelines and has created different scenarios that emphasize: operations & preventative maintenance, transit customers and existing service, transit customers and expansion of service, passenger enhancements, 'Build the Plan:' funding projects in the RTP, and unfunded regional projects. Please review the three Concepts following this memorandum. These Concepts are not exhaustive and additional options are welcome for discussion. Examples of transit demand metrics are also included.

### **Transit Committee Input**

The Transit Committee had additional comments about transit demand metric system and request for definitions. They thought that consideration of new/small/very small starts evaluation criteria that the Federal Transit Administration (FTA) uses might be a part, and also that state of good repair and safety

might be beneficial. It was also requested that, if appropriate in this process, a minimum level of transit service is defined.

This item is on the agenda for information and discussion. Please feel free to contact myself at 602.254.6300 or [eyazzie@azmag.gov](mailto:eyazzie@azmag.gov) with questions or comments.

### **Concept #1:**

1. Meet Federal Legal Requirements for Transit Service - As of October 6, 2010
  - 1% for bus stop improvements
  - 1% for transit security projects
2. ADA
3. Maintaining Existing Service
  - a. Operations
  - b. Preventative Maintenance
4. 'Build the Plan': Fund RTP projects
  - a. Projects Supporting Existing Service
  - b. Projects Supporting Expansion of Service
5. Other Regional Projects
  - a. Projects Supporting Existing Service
  - b. Projects Supporting Expansion of Service
6. Passenger Enhancements/ITS/Safety

### **Concept #2: Emphasis of Funding Regional Projects for Existing Service**

1. Meet Federal Legal Requirements for Transit Service - As of October 6, 2010
  - 1% for bus stop improvements
  - 1% for transit security projects
2. ADA
3. Operations/Preventive Maintenance
4. Projects Supporting Existing Service (Combined RTP and Other Regional Projects)
5. Projects Supporting Expansion of Service (Combined RTP and Other Regional Projects)
6. Passenger Needs/Enhancements(Combined RTP and Other Regional Projects)

### **Concept #3:**

1. Meet Federal Legal Requirements for Transit Service - As of October 6, 2010
  - 1% for bus stop improvements
  - 1% for transit security projects
2. ADA
3. 'Build the Plan': Fund RTP projects
  - a. Maintain Existing Service
  - b. Expansion of Service

- c. Capital Projects
- d. Passenger Enhancements/ITS/Safety
- 4. Other Regional Projects
  - a. Projects Supporting Existing Service
  - b. Projects Supporting Expansion of Service
  - c. Passenger Enhancements/ITS/Safety
- 5. Operations/Preventive Maintenance

### **Transit Demand Metrics – Ideas & Examples**

- Operation
  - Operating Expense
  - Vehicle miles/hours/trips
  - Services provided
  - Service Hours
- Passenger
  - Ridership
  - Revenue miles/hours/trips
  - Travel time saved
  - Title VI
- Asset-Management
  - Spare Ratio
  - Average age of fleet
  - Age/Mileage of vehicles to be replaced
  - Eliminated back-log maintenance
- Other
  - Locally derived revenue
  - Local Match
  - Emission reduction
  - Development patterns & Accessibility
  - Auto ownership rates
  - Expansion v. replacement
  - State of Good Repair
  - Safety
  - Livability Factors:
    - Economic development
    - Mobility improvements
    - Environmental benefits
    - Operating efficiencies
    - Cost effectiveness
    - Land use