

February 28, 2006

TO: Members of the MAG Management Committee

FROM: Ed Beasley, Glendale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, March 8, 2006 - noon to 1:00 p.m. (Meeting will begin promptly at noon)
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

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

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

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

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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
March 8, 2006**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of February 8, 2006 Meeting Minutes

5A. Review and approve the February 8, 2006 meeting minutes.

TRANSPORTATION ITEMS

*5B. Initial Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

In this phase of the FY 2006 closeout process, approximately \$1.5 million is available for the initial closeout. Members are reminded that requests to defer MAG federally funded projects from FY 2006 to FY 2007 should be submitted to MAG staff by March 1, 2006. On February 26, 2006, the Transportation Review Committee reviewed and discussed the issue. Please refer to the enclosed material.

*5C. Proposed Amendment to the FY 2006-2010 Transportation Improvement Program for Highway and Transit Projects

On July 25, 2005, the FY 2006-2010 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council. Since then, the following six projects have been identified that need to be added to the TIP: a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded Intelligent Transportation System (ITS) Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe. Consultation on the air quality conformity assessment for both of the proposed Amendment and Adjustment changes is considered under a separate agenda item. On February 23, 2006, the Transportation Review Committee recommended approval of the Amendment for the projects listed. Please refer to the enclosed material.

*5D. Approval to Transfer Funds Within the MAG Pedestrian Design Assistance Program

The FY 2005 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, included \$200,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the Pedestrian Design Assistance Program. In May 2005, the Regional Council approved the projects that would receive this

5B. Information and discussion.

5C. Recommend approval of a TIP Amendment to the FY 2006-2010 MAG Transportation Improvement Program to add a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded ITS Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe, as shown in the attached tables.

5D. Recommend approval of reallocating \$20,000 to the following Pedestrian Design Assistance programs: \$15,000 for the City of Avondale - Littleton School Sidewalk Connection and \$5,000 for the City of Mesa - North/South Pedestrian Connection.

funding, which included the City of El Mirage Cactus Road Sidewalk Project in the amount of \$20,000. In January 2006, El Mirage decided not to proceed with its project. On February 21, 2006, the MAG Pedestrian Task Force recommended that the \$20,000 be reallocated as follows: \$15,000 for the City of Avondale - Littleton School Sidewalk Connection and \$5,000 for the City of Mesa - North/South Pedestrian Connection. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5E. Consultation on Proposed Transportation Conformity Processes for the 2006 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and Plan. MAG is distributing for comment the proposed processes to be applied in the upcoming conformity analysis for the FY 2007-2011 MAG Transportation Improvement Program and the Regional Transportation Plan - 2006 Update. Comments regarding this material are requested by March 24, 2006. Please refer to the enclosed material.

*5F. Consultation on Potentially Regionally Significant Projects of the FY 2007-2011 MAG Transportation Improvement Program

Federal and state conformity regulations require Metropolitan Planning Organizations such as MAG to consult with state and local air quality and transportation agencies, the U.S. Environmental Protection Agency, and the U.S. Department of Transportation regarding which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed FY 2007-2011 MAG Transportation Improvement Program has been prepared. It is requested that

5E. Consultation.

5F. Consultation.

comments regarding the list be reported to MAG by March 24, 2006. Please refer to the enclosed material.

*5G. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program. The proposed amendment includes the addition of three new federally-funded transit projects for Avondale, Tempe, and Valley Metro . The amendment also includes a City of Phoenix federal-aid bridge scour project and two City of Mesa Intelligent Transportation System projects. All of the projects are for addition to FY 2006. The amendment includes new projects that are exempt from conformity determinations. Please refer to the enclosed material.

5G. Consultation.

GENERAL ITEMS

*5H. Status Report on 2005 Census Survey

The results of the 2005 Census Survey will be used to distribute billions of dollars in state shared revenue to cities and towns from 2006 to 2011. The Census Bureau is now in the data processing phase. MAG is holding an Information Workshop on March 2, 2006 to explain how the 2005 Census Survey differs from the 1995 Special Census, and how to interpret and evaluate the preliminary numbers. Preliminary results will be received and sent to member agencies by March 15, 2006. Please refer to the enclosed material.

5H. Information and discussion.

*5I. Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for Maricopa County

The MAG Continuum of Care Regional Committee on Homelessness is the responsible entity for a year round homeless planning process. This includes the submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the Maricopa Region. The release

5I. Information and discussion.

of the 2006 application is anticipated in the next few months. Since 1999, \$106 million has been awarded to the MAG Region. Last year, the region received more than \$20 million for 48 homeless service providers. It is anticipated that our region will be awarded comparably in 2006. This information is being presented to inform MAG member agencies of the application process and of the opportunity to apply for this funding. Please refer to the enclosed material.

*5J. Draft MAG 208 Small Plant Review and Approval for the Proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant

The City of Peoria has requested that MAG review the proposed Estates at Lakeside Wastewater Treatment Plant through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The plant would have an ultimate capacity of 120,000 gallons per day and effluent would be disposed of through deep well injection into the aquifer. The City of Phoenix is within three miles of the project and does not object to the proposed plant. Since the Lake Pleasant Park is within three miles of the project, Maricopa County has also indicated no objections. On February 7, 2006, the MAG Water Quality Advisory Committee recommended approval of the Small Plant Review and Approval for the proposed plant. Please refer to the enclosed material.

*5K. Arizona Department of Economic Security Socioeconomic Projections

According to Executive Order 95-2, the Arizona Department of Economic Security (DES) is responsible for preparing official population projections every five years. The last set of official projections was approved in February 1997. MAG created an Interim Set of Projections in June 2003. DES is in the process of developing a draft set of state and county projections. Please refer to the enclosed material.

5J. Recommend approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan.

5K. Information and discussion.

ITEMS PROPOSED TO BE HEARD**TRANSPORTATION ITEM**6. City of Phoenix Request to Advance the I-17/
Dove Valley Road Traffic Interchange

MAG has received a request to accelerate a project that is part of the Freeway Life Cycle program. The City of Phoenix has submitted a request to advance the construction of the I-17 and Dove Valley Road Traffic Interchange (TI) by approximately 15 years to coincide with the widening of I-17 in FY 2007. The Dove Valley TI is listed in the Regional Transportation Plan as a Phase IV project and is currently in the ADOT Life Cycle Program for design funding in 2021 and construction in 2022. The City will provide the funding for the acceleration of the project with repayment as provided in the ADOT Life Cycle Program at the time of the repayment. The project would be accelerated under the MAG Freeway/Highway Acceleration policy with the repayment subject to program accelerations or delays as any other project in the life cycle program. The City will be responsible for one-half of the interest cost. The advanced schedule for this project, if approved, would be included in the draft MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update that are being developed and will be presented for consideration in April for the purpose of air quality conformity analysis. Please refer to the enclosed material.

6. Recommend approval of the City of Phoenix Request to Advance the I-17/Dove Valley Road Traffic Interchange project.

GENERAL ITEMS7. Regionally Significant Development Projects

On July 27, 2005, the MAG Regional Council approved compiling information on Regionally Significant Development Projects (RSDP) to provide MAG member agencies with the regional transportation costs of major development projects. The Regional Council requested information on all new growth arising from new construction that occurred during the year, all

7. Information and discussion.

RSDP projects submitted by member agencies for the year and all development projects received by MAG from member agencies for the year, irrespective of any criteria to designate them as RSDP. A report on the requested information will be provided. Please refer to the enclosed material.

8. Discussion of the Draft FY 2007 MAG Unified Planning Work Program and Annual Budget and Expenditures and Projects in the MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2007 MAG Unified Planning Work Program and Annual Budget represents the budget document development to-date. The elements of the budget document are about 70 percent complete. Please refer to the enclosed material.

9. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

10. Comments from the Committee

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

8. Input on the development of the FY 2007 MAG Unified Planning Work Program and Annual Budget.

9. Information, discussion and possible action.

10. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
February 8, 2006
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

| | |
|---|--|
| Dana Tranberg for Ed Beasley, Glendale, Chair | Mark Johnson, Guadalupe |
| Jan Dolan, Scottsdale, Vice Chair | Darryl Crossman, Litchfield Park |
| # Janine Solley for George Hoffman, Apache Junction | Christopher Brady, Mesa |
| Charlie McClendon, Avondale | * Tom Martinsen, Paradise Valley |
| Carroll Reynolds, Buckeye | John Wenderski for Terry Ellis, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| * Usama Abujbarah, Cave Creek | # Cynthia Seelhammer, Queen Creek |
| Mark Pentz, Chandler | * Bryan Meyers, Salt River |
| * B.J. Cornwall, El Mirage | Pima-Maricopa Indian Community |
| Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation | Jim Rumpeltes, Surprise |
| Tim Pickering, Fountain Hills | Will Manley, Tempe |
| + Lynn Farmer, Gila Bend | Reyes Medrano, Tolleson |
| * Urban Giff, Gila River Indian Community | Shane Dille, Wickenburg |
| George Pettit, Gilbert | Mark Fooks, Youngtown |
| Stephen Cleveland, Goodyear | Dale Buskirk for Victor Mendez, ADOT |
| | David Smith, Maricopa County |
| | David Boggs, Valley Metro/RPTA |

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Vice Chair Jan Dolan at 12:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Dolan announced that Cynthia Seelhammer, Tim Pickering, and Janine Solley as proxy for George Hoffman, were attending via teleconference; Lynn Farmer was attending via videoconference. Vice Chair Dolan stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage. Vice Chair Dolan stated that a

memorandum and table regarding updated Census Survey costs for agenda item #5E, revised summary transmittals reflecting the recommendations of the MAG Water Quality Advisory Committee for agenda items #5H and #5I, the addendum to the agenda, item #5J, and the legislative bill summary chart for agenda item #8, were at each place.

3. Call to the Audience

Vice Chair Dolan stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Vice Chair Dolan noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. Vice Chair Dolan stated that for members of the audience who wish to speak, comment cards were available from the staff.

Vice Chair Dolan recognized public comment from Dianne Barker, who stated that she took a natural gas bus to the meeting and expressed thanks for the transit tickets. Ms. Barker commented that the transit voice activation system does not recognize all voices and suggested that at least one live person be available to take calls during business hours. Ms. Barker stated that buses are getting filled to the maximum capacity. She stated that nationally, growth is slowing, but is not in Arizona, which puts a tremendous demand on transportation. Ms. Barker requested that MAG look at contractors making realistic bids. Because of the national slowdown in growth, there will be more jobs here and it is MAG's job to get them around. She stated that citizens retain documents and referred to one she had kept since 1990. Ms. Barker stated that she went to Sun City on her bike and the bus. She said that citizens are concerned about trucks on Beardsley. There are 26 mining operations in the area and it looks like there is no dust control enforcement. Vice Chair Dolan thanked Ms. Barker for her comments.

Vice Chair Dolan recognized public comment from Joe Ryan, who submitted a written document that was entered into the permanent record. Mr. Ryan stated that the propaganda that light rail is less expensive than elevated rail is a lie. Mr. Ryan spoke about the economic losses incurred by light rail that are not reported. Mr. Ryan's three minutes expired and he requested additional time. Vice Chair Dolan granted him extra time. Mr. Ryan stated that legislation should be overturned that says the price for right-of-way taken for a roadway is at the worth after the roadway is built. Mr. Ryan noted that federal regulations says you cannot do that and must pay the value at the time the land is condemned. Vice Chair Dolan thanked Mr. Ryan for his comments.

Vice Chair Dolan recognized public comment from William Crowley, who commented on the list of air quality exceedances and warnings. Mr. Crowley stated that legislation says that buses have an exemption on idling time and are allowed to idle up to an hour, longer than other vehicles. He said he wanted the Legislature to allow Maricopa County to change this rule. Mr. Crowley stated that the region has 6,914 bus stops and only 1,874 are sheltered. He stated that funds are going to cover park and rides, because it is more important to shelter cars than people. Mr. Crowley commented that the Canamex document says the corridor will be going through

Phoenix. He pointed out a route using utility easements so that Canamex will not go by schools and golf courses. Mr. Crowley asked if this route was included in the modeling. Some of the MAG agenda material do not include comments he made at RPTA meetings. Mr. Crowley commented that bus operating hours total 2,300,000 hours, but only 1,800,000 hours are revenue hours. Vice Chair Dolan thanked Mr. Crowley for his comments.

4. Executive Director's Report

Dennis Smith reported that the Desert Peaks Awards will be held on June 28, 2006 at the Arizona Club. He said that the nomination forms were mailed out at the end of January and are due to MAG on March 31, 2006.

Mr. Smith stated that the Best Practices for Dust Control Workshop will be held February 10, 2006 at 1:30 p.m. in the Saguaro Room. There will be discussion on best practices for dust control being utilized by the Cities of Mesa, Peoria and Phoenix.

Mr. Smith introduced a new MAG employee, Steve Smith, who is the Database Administrator in the Information Services division of MAG. Vice Chair Dolan thanked Mr. Smith for his report. No comments from the Committee were noted.

5. Approval of Consent Agenda

Vice Chair Dolan stated that public comment would be heard before action was taken on the consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Vice Chair Dolan stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the consent agenda.

Vice Chair Dolan recognized public comment from Ms. Barker, who commented on agenda item #5J. She said that she would like better information on the selection process. Ms. Barker commented that it seems that contracts are awarded to only a few firms, and DMJM+Harris is one of those. She suggested having a citizen serve on the evaluation teams. Ms. Barker stated that she was interested in the selection criteria and see if it follows guidelines. This would give a basis as to why a firm was chosen and reassure citizens that the firm is qualified. Vice Chair Dolan thanked Ms. Barker for her comments.

Vice Chair Dolan recognized public comment from Mr. Crowley, who stated that he had only three minutes to comment on 13 agenda items. He stated that he could not comment on agenda item #7 when it was presented because it was not for action. Mr. Crowley commented on agenda item #5D. He said that the road he uses to go to Agua Caliente is a dirt road and that road, along with some of the undeveloped paths he uses, probably creates dust. Mr. Crowley stated that agenda item #5B is worth three minutes of comment itself. He questioned whether all of the municipalities had contributed their shares for the service grants. Mr. Crowley noted that most do not have to pay more than \$3,000 and urged payment because they need the money. Mr. Crowley stated that he made comments at the Transportation Review Committee meeting

that should have been reflected in the Management Committee agenda material but are not. Vice Chair Dolan thanked Mr. Crowley for his comments.

Mr. Fairbanks stated that he did not want to remove an item, but wanted to comment on agenda item #5D. He stated that he was supportive of the projects but he wanted to encourage staff and committees to target CMAQ funding on projects where the highest impact on our serious particulate problem would be made.

With no further discussion of the consent agenda, Vice Chair Dolan called for a motion to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mr. Manley moved, Mr. Fairbanks seconded, and the motion carried unanimously.

5A. Approval of January 11, 2006 Meeting Minutes

The Management Committee, by consent, approved the January 11, 2006 meeting minutes.

5B. Consultant Selection for the MAG Intelligent Transportation Systems (ITS), Traffic Engineering and Transportation Safety On-Call Services Request for Qualifications

The Management Committee, by consent, recommended approval of the selected list of consultants for the ITS/TE and Transportation Safety on-call services, for amounts not to exceed the following: (1) Traffic Engineering (\$300,000, approximately ten projects); (2) ITS Planning (\$400,000, three projects); (3) ITS Operations Planning (\$200,000, one project); (4) ITS Training (\$18,000, one project); (5) ITS Evaluation (\$68,000, two projects); (6) Traffic Data Collections Systems (\$20,000, one project); (7) Transportation Safety, Phase 1 (\$50,000, one project); (8) Transportation Safety - Phase 2 (\$120,000, one project); (9) Transportation Safety - Phase 3 (\$ 150,000, one project). The 2006 MAG Unified Planning Work Program includes 21 projects to be implemented in nine areas of technical expertise (ITS, Traffic Engineering and Transportation Safety) over a two-year span. These projects will be executed through on-call consultant contracts with qualified consultants. A request for qualifications in the nine areas of expertise was advertised on October 16, 2005. Proposals were received from 13 consultant teams with their qualifications in ITS and Traffic Engineering. Eight of these teams also submitted qualifications in Transportation Safety. Two multi-jurisdictional panels evaluated the proposals and recommended to MAG the selection of a number of qualified consultant teams in each of the areas of expertise. The MAG Transportation Safety Committee and the MAG ITS Committee recommended approval.

5C. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the ADOT Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2005, to December 31, 2005. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. This item was on the agenda for information and discussion. ADOT received 603 Red Letter notifications in the period from July 1, 2005 to December 31, 2005, of which 76 could

potentially impact the Regional Freeway System (attached). In addition to the 76 separate examples attached, ADOT has requested plans review on an additional 253 notifications and on an additional 45 notifications, a complete set of plans for the development were requested. The 253 additional notices included zoning changes and/or general plan amendments that would put future developments adjacent or very close to ADOT right-of-way that would cause concerns. The 45 additional notices were close enough to ADOT right-of-way that a set of plans was necessary to determine any impact to ADOT facilities. The ADOT Red Letter coordinator also received 35 telephone, mail, and/or email notifications of possible impact to the State Highway System. The 35 telephone, mail, and/or email notifications consisted of 19 notifications on the Estrella Corridor, 303 Loop, 10 on the South Mountain, 202 Loop, and six on the I-10 Reliever.

5D. Selection of CMAQ Funded Dirt Road Paving Projects for FY 2007

The Management Committee, by consent, recommended approval that Cave Creek receive \$250,000 for various unpaved roads; Chandler receive \$325,000 to pave Commonwealth Avenue; Hamilton Street to McQueen Road; and the Ft. McDowell Yavapai Nation receive \$775,000 for various unpaved roads. In addition, these projects should be added to the MAG federally funded program for FY 2007 in the FY 2007-2011 MAG Transportation Improvement Program. A total of \$1.35 million in CMAQ funds has been programmed in FY 2007 for the paving of dirt roads in the MAG Region. Following a selection process that was carried out in September and October 2005, the MAG Air Quality Technical Advisory Committee (AQTAC) has recommended that the following projects to utilize the funds available: Cave Creek (\$250,000 for various unpaved roads); Chandler (\$325,000 for Commonwealth Avenue; Hamilton Street to McQueen Road); and Fort McDowell Yavapai Nation (\$775,000 for various unpaved roads). The Transportation Review Committee recommended approval.

5E. Status Report on 2005 Census Survey

At the December 3, 2003 Regional Council meeting, the MAG Regional Council approved conducting a 2005 Census Survey and a full count of population in group quarters at an estimated cost of \$7.5 million. The Federal Highway Administration (FHWA) has authorized MAG to use FHWA funds assigned to MAG to cover a portion of the estimated cost, while the remaining estimated cost will be incurred by MAG member agencies. The Census Bureau final costs will be based upon total expenses incurred by the Census Bureau and will be determined after the work is completed in May 2006. Other census costs have been incurred, including an increase to the Census Bureau's original cost estimate (increase estimated at \$200,000), the regionwide media campaign (estimated at \$230,000) and the setup and maintenance of the local census office (estimated at \$170,000), for a total estimated cost increase of \$600,000. In preliminary discussions with FHWA, they have agreed that MAG FHWA funds may be used for 50 percent of the additional costs. The table provides an estimated cost allocation by jurisdiction for the additional 2005 Census Survey costs. It assumes that MAG FHWA funds will pay half of the costs (\$300,000) and the remaining (\$300,000) will be paid by member agencies. The procedure for allocating the 2005 Census Survey costs will be in accordance with the method developed by the MAG Subcommittee on 2005 Population Options and approved by the Regional Council in December 2003. In addition, the final costs will be based upon the results of the Census Survey and will be recalculated in accordance with the same cost allocation

method. The table is an estimate only and intended for use by member agencies during their budgeting process. This item was on the agenda for information and discussion.

5F. Status Update on the June 30, 2005 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2005

The Management Committee, by consent, recommended acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2005. The public accounting firm of Deloitte & Touche LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2005. An unqualified audit opinion was issued on January 13, 2006 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance, with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2005.

5G. Social Services Block Grant Recommendations FY 2006-2007

The Management Committee, by consent, recommended approval of the priority needs, services, and funding recommendations for FY 2006-2007 to be forwarded to the Arizona Department of Economic Security. Under a planning contract with the Arizona Department of Economic Security (DES), the MAG Human Services Planning program annually researches and solicits input on human services needs in the MAG region. Services funded by the Social Services Block Grant include assistance to the most vulnerable people in our region. Each year, the MAG Human Services Planning program makes funding recommendations for more than \$4 million in the areas of adults, families and children; people with disabilities; people with developmental disabilities; and elderly. The MAG Human Services Technical Committee met on January 26, 2006 to determine and make a recommendation on the priority needs, services, and funding recommendations for FY2006-2007.

5H. Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Trillium West Wastewater Treatment Facility

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Trillium West Wastewater Treatment Facility. The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the Trillium West Wastewater Treatment Facility with an ultimate capacity of 11 million gallons per day. Reclaimed water from the facility would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System Permit discharge to the Hassayampa River or the Wagner Wash. The Maricopa County unincorporated area is within three miles of the project, and the County has indicated they do not object to the

facility. On February 7, 2006, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendment and recommended approval.

5I. Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Palo Verde Road Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharge to the Roosevelt Irrigation District Canal

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Palo Verde Road Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharge to the Roosevelt Irrigation District Canal. The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the Palo Verde Road Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharge to the Roosevelt Irrigation District Canal. The Maricopa County unincorporated area is within three miles of the project, and the County has indicated they do not object to the amendment. On February 7, 2006, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendment and recommended approval.

5J. Consultant Selection for the Interstate 10-Hassayampa Valley Roadway Framework Study

The Management Committee, by consent, recommended approval of the selection of DMJM+Harris to conduct the Interstate 10-Hassayampa Valley Roadway Framework Study for an amount not to exceed \$500,000. In October 2005, the Regional Council approved an amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to include funding for the Interstate 10-Hassayampa Valley Roadway Framework Study. The purpose of the study is to develop a roadway framework plan for connections to the Interstate and other regional roadways, including US-60/Grand Avenue, SR-85, Bell Road, and SR-303L/Estrella Freeway. A request for proposals was advertised and four responses were received. A multiagency review panel reviewed the proposals and recommended to MAG that the firm DMJM+Harris be selected to conduct the study for an amount not to exceed \$500,000.

6. Grand Avenue Major Investment Study - Phase II

Vice Chair Dolan recognized public comment from Mr. Crowley, who asked where the bike facilities would be across I-17, across Grand Avenue, at 27th Avenue, and at 35th Avenue. Mr. Crowley said that the agenda material says no public comment, but he spoke at the Citizens Action Committee about having the bike part. He expressed thanks to Mary O'Connor and Mike who asked where the bike part was. Mr. Crowley stated there are bike facilities at 55th Avenue but you would be lucky if you do not get hit by a car. He said he did not know why the City of Glendale thinks he is a second class citizen because he does not pollute. Mr. Crowley stated that a tunnel under I-17 at Osborn is opposed by the neighborhood because residents feel it will bring in a criminal element. He said that he saw it as a way to get people into the Central City. Mr. Crowley said that simultaneously with light rail, a tunnel could have been constructed at Central and Grand that could be lighted and monitored because there will be surveillance anyway. He stated that he was on the Alhambra Village Planning Committee, who said to do

bicycle and pedestrian on Grand Avenue and not as an afterthought. Vice Chair Dolan thanked Mr. Crowley for his comments.

Trent Kelso, HDR, provided a report on the Grand Avenue Major Investment Study - Phase II, for improvements along Grand Avenue between Loop 101 and McDowell Road. Mr. Kelso reviewed the study process that included public and agency involvement, evaluating environmental and socioeconomic conditions, evaluating existing, programmed, and planned facilities, identifying issues and needs, evaluating alternatives and analyses, and recommending improvements.

Mr. Kelso stated that funding for Grand Avenue improvements is programmed for \$151.7 million in the Regional Transportation Plan—in Phase 1 for \$31.1 million, Phase 2 for \$21 million, and Phase 4 for \$99.6 million. Mr. Kelso stated that improvements were recommended in four categories—grade separations, intersection improvements, access management, and community mitigation.

Mr. Kelso stated that the grade separation improvements include Bethany Home Road under Grand Avenue, 19th Avenue over McDowell Road and Grand Avenue, Grand Avenue under 35th Avenue/Indian School Road, for a total estimated cost in 2005 dollars of \$89.2 million in Phase 4.

Mr. Kelso stated that intersection improvements at Grand Avenue/Peoria Avenue and Grand Avenue/83rd Avenue, Grand Avenue/31st Avenue/Osborn Road, and dual left turn lanes at 19th Avenue and at Myrtle Avenue were recommended at an estimated cost of \$15 million in 2005 dollars.

Mr. Kelso stated that the study also examined access management and recommended improvements that included closing 18 median crossovers, reconfiguring 10 minor intersections to right-in/right-out, removing 91 unused driveways, constructing nine right-turn only and auxiliary lanes, potentially constructing frontage roads, purchasing groups of parcels for access reconfiguration. Mr. Kelso advised that construction of the nine right-turn only and auxiliary lanes will require substantial right-of-way, including approximately 30 total takes along the corridor.

Mr. Kelso stated that community mitigation was considered. Recommended improvements include landscaping and screen walls on the non-railroad side in four-foot and ten-foot buffers from SR 101L to 43rd Avenue, sidewalks on the non-railroad side for the entire corridor, median landscaping for the entire corridor, landscaping and screen walls or concrete barriers on the railroad side for the entire corridor, new street lighting on both sides for the entire corridor, utility undergrounding at specific locations, and improved intersection aesthetics at select intersections. Mr. Kelso noted that the total cost for access management and community mitigation is estimated at \$47.5 million in 2005 dollars. Vice Chair Dolan thanked Mr. Kelso for his report and asked members if they had questions.

Mr. Buskirk asked when the cost estimates were prepared. Mr. Kelso replied that they were prepared recently. He added that they used 2005 dollars and took into account the recent cost increases being experienced in the Valley.

Mr. Cleveland asked how pedestrian and bicycle improvements were addressed in the study. Mr. Kelso stated that attached and detached sidewalks would be constructed for pedestrians. Whether they are attached or detached depends on the right-of-way available. For bicycle, the focus is to allow the safe passage across Grand Avenue, rather than along Grand Avenue. Mr. Cleveland asked if the crossovers were the solution for getting across Grand Avenue. Mr. Kelso replied that the 55th Avenue and Maryland overpass that Mr. Crowley mentioned was developed with bicycle lanes, but grade separations at major arterials were not designed for bike crossings. Mr. Cleveland asked if he could speak to the tunnel at I-17 and Osborn Road. Mr. Kelso replied that he did not have that information.

Vice Chair Dolan stated that upon approval, the proposed package of projects on Grand Avenue would be included in the ADOT Freeway/Highway Life Cycle Program. She noted that the Transportation Review Committee had recommended approval.

Mr. Fairbanks moved to recommend approval of the proposed package of projects on Grand Avenue between SR 101L and McDowell Road for inclusion in the ADOT Freeway/Highway Life Cycle Program. Mr. Buskirk seconded, and the motion carried unanimously.

7. Discussion of the Development of the FY 2007 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG Fiscal Services Manager, reviewed the items included in the agenda packet. She said that the draft budget timeline was updated to reflect two newly scheduled budget meetings. The Budget Workshop is scheduled for Thursday, February 16, 2006, and the Intermodal Planning Group meeting is scheduled for April 6, 2006. Ms. Kimbrough noted that the invitation to the Budget Workshop was included as Attachment Six.

Ms. Kimbrough stated that the draft Dues and Assessments have not changed from last year, but may be revised when the Census numbers are received later in the Spring. The proposed Solid Waste Assessment is expected to remain at \$10,000 for FY 2007 as no additional activity is anticipated. Ms. Kimbrough stated that the proposed construction inflation factor for the estimated dues and assessments is set at seven percent. ADOT is expected to issue the final construction inflation factor in late February and the estimated dues and assessments will be updated at that time.

Ms. Kimbrough stated that Attachment Three is the draft estimate of projected funding sources and uses for FY 2007. She referred to Attachment Four, "MAG Programs in Brief," which includes a summary of proposed new projects, a comparison of 2005 actual, 2006 budgeted, and 2007 proposed numbers. Ms. Kimbrough noted that Attachment Five is a detailed narrative of proposed new projects. She stated that the FY 2007 budgeted operating expenditures are estimated at \$7.7 million. The total proposed FY 2007 budget with carry forward is estimated at \$28.9 million, a reduction from last year because the Community Emergency Notification

System project and the 2005 Census Survey are winding down. She said that the overall operating budget increased due to an increase in the ASRS rate, an increase in budgeted health care costs of 22 percent and an overall budgeted increase in salaries of five percent. Ms. Kimbrough stated there is also a budget increase of approximately \$100,000 for replacing capital equipment. Vice Chair Dolan thanked Ms. Kimbrough for her report and asked members if they had questions.

Mr. Fairbanks stated that the budget had been prepared with a tremendous level of professionalism. He asked if the process for assumptions on inflation and staff growth had been conducted by contacting member agencies or if it was internal. Ms. Kimbrough explained that member agencies are surveyed. She added that she has surveyed 11 member agencies.

Mr. Fooks asked if funds beyond the \$300,000 would be allocated to the Commuter Rail Study. Dennis Smith stated that the Commuter Rail Stakeholders Group will develop the scope of work, which in turn, will determine the final dollar amount.

David Smith asked how the agenda was set and who was invited to speak and attend the Human Services Retreat. Amy St. Peter, MAG Human Services Manager, stated that the agenda is set through the MAG Human Services Coordinating Committee, chaired by Maricopa County Supervisor Mary Rose Wilcox. She said that invitees will include committee members, technical staff, and the general public.

8. Legislative Update

Dennis Smith provided an update on legislation. He said that since discussion of legislation with the Intergovernmental Representatives, SB 1248 was added to the bill summary. He added that because it has not yet been discussed with the Intergovernmental Representatives, the bill is being monitored. Mr. Smith advised that of the nine bills being tracked, seven are related to bonding, acceleration, or funds from the general fund to help with transportation issues. Mr. Smith commented that getting general fund money into transportation is positive.

Vice Chair Dolan recognized public comment from Mr. Crowley, who asked how he could get MAG to say to a Senator that he needs a strikeall. Mr. Crowley stated that light rail needs to cross I-17. He noted that a map in the hallway shows a future pl transit center at 25th Avenue and Mountain View, which will require a shuttle. Mr. Crowley referenced the Work Program. He asked if it would take the Legislature to tell you what to do. Mr. Crowley stated that the consultant on the Grand Avenue improvements has been told for two and one-half years that bicycle needs to be addressed. He stated that he did not know if he could support Representative Nelson's bill. You need to start looking at the West side to get the equation fixed. Mr. Crowley stated that it was too bad he could not speak on item #7. TEA-21 says to be proactive. He said that MAG makes me feel welcome sometime, but what about others? He stated that the idling bill needs to be changed. Vice Chair Dolan thanked Mr. Crowley for his comments.

9. Comments from the Committee

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

David Smith stated that the amendments to the Intergovernmental Agreements for the Reciprocal Borrowing Agreements have been finalized. He noted that the agreement allows for a \$24.50 reimbursement this year and \$29 next year. Mr. Smith urged member agencies to submit their amendments for processing. Mr. Smith also noted that \$1.5 million in databases will be purchased and made available to member agencies.

David Smith stated that the County Manager for Clark County, Nevada, invited Maricopa County representatives to learn about their successful air quality program. He said that the County wants to be in a better position than this year with best practices in air quality.

Shane Dille welcomed everyone to attend the Wickenburg Gold Rush Days this weekend.

There being no further business, the meeting adjourned at 1:05 p.m.

Chairman

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 28, 2006

SUBJECT:

Initial Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

SUMMARY:

Annual sub-allocations of Federal Obligation Authority (OA) to the MAG region must be used or they could be lost. Each year, the process to close out the MAG federally funded program is completed in three distinct steps. First, the federal funds that have been sub-allocated to the MAG region are compared with the list of projects programmed in the current year (FFY 2005) of the most recent Transportation Improvement Program (TIP). Second, by March 1, MAG agencies request the deferral from the current federal fiscal year to the following, or later, of any projects that are not likely to be completed through the federal development process in time. Third, projects are identified that are able to utilize the funds available from the first two phases and from any other obligation authority (OA) that might become available from federal sources. In this phase of the FY 2006 closeout process, approximately \$1.5 million is available for the initial closeout. Members are reminded that requests to defer MAG federally funded projects from FY 2006 to FY 2007 should be submitted to MAG staff by March 1, 2006. For additional information, please see the attached memorandum.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on February 23, 2006. There were no comments about this particular agenda item.

PROS & CONS:

PROS: Early notification of the expected availability of funds allows member agencies to plan for interim and final year-end close out projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Initial analysis of funds have been provided by FHWA and ADOT Financial staff. Full analyses of the expected financial distributions at the Federal and State are not yet available.

POLICY: This initial close out is the first step of the Regional Council approved process.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: This item was on the February 23, 2006 MAG Transportation Review Committee agenda for information and discussion.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairperson
ADOT: Dan Lance
Avondale: David Fitzhugh
Chandler: Patrice Kraus
* El Mirage: B.J. Cornwall
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Ken Maruyama for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
* Litchfield Park: Mike Cartsonis
Mesa: Jim Huling
* Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Don Herp for Tom Callow
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhardt for Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
* Wickenburg: Shane Dille
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Randi Alcott,
RPTA
* Street Committee: Darryl Crossman
ITS Committee: Alan Sanderson
* Pedestrian Working Group: Eric Iwersen,
Tempe
* Telecommunications Advisory Group:

* Members neither present nor represented by proxy.

CONTACT PERSON:

Paul Ward, MAG, 602-254-6300.

February 28, 2006

TO: Members of the MAG Management Committee

FROM: Paul D. Ward, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR (FFY) 2006 INITIAL YEAR END CLOSEOUT

As part of the initial phase of the year end closeout of the FFY 2006 MAG federally funded program, this memorandum contains a comparison of the funds expected to be available for FFY 2006 and the projects programmed. This analysis shows that approximately \$1.5 million is available from uncommitted funds in the current FFY. There will also be funds available from projects being deferred from FY 2006 to FY 2007 or later and the deadline for submitting these requests for deferrals is **March 1, 2006**.

BACKGROUND

Current guidelines for the year end closeout process were approved by the Regional Council in 1995 and were slightly revised in 1996 and 2001. Important points for utilizing closeout funds are as follows:

- If federal funds are not utilized each year, they remain in accounts maintained by ADOT. However, the authority to spend those funds, known as Obligation Authority (OA), must be used each year or it may be lost to other states. If a state utilizes all of its allotted OA, there are opportunities to receive additional, redistributed OA. As a result, the MAG region attempts to utilize all of the OA targeted for projects within the region and identifies contingency projects that can utilize any redistributed OA, if any should become available.
- Any project that wishes to utilize year end closeout federal funds must have completed the federal project development process and be in a position to go to bid by the end of the current federal fiscal year. This requirement shows a distinct preference for projects that have already fulfilled the federal development process, or that have little or no development processes, such as design or procurement projects. Transit projects operate under an Annual Grant process and the obligation process differs slightly. Transfers of funding from highway to transit funds can be accomplished at very short notice and make very good candidates for contingency projects.
- Current Regional Council approved priorities for closeout funds are:

- Advancing projects (or phases of projects) that are already programmed with MAG federal funds in a future year;
 - Adding additional federal funds to an existing, unobligated projects, up to the originally programmed, federal-aid maximum;
 - Any other projects.
- If there is any unutilized OA, it is usually 'loaned' to ADOT and repaid in the following year. Generally, out of an average of \$75 million in federal funds each year of TEA-21, the MAG region has 'loaned' less than \$200,000 to ADOT at the end of each year (including successfully utilizing an average of \$1.5 million in redistributed OA at the end of each year).
 - The Regional Transportation Plan (RTP) allocates the overall allocation of MAG federal funds by mode. Although RTP modal allocations should be considered during the closeout process, it may not be possible given the desire to obligate all of the funds before the end of the FFY.

THE CLOSEOUT PROCESS

Projections of MAG federal funds are estimated based on the underlying federal authorizing legislation involved (SAFETEA-LU) and are usually programmed in the MAG Transportation Improvement Program (TIP) up to five years ahead. An estimate of the expected OA limitation for the period covered by the TIP usually reduces the expected funds and other conservative techniques are used to try and ensure that we live within our budgets. This approach has successfully ensured that we have not had more projects programmed than funds available.

The closeout process for each federal fiscal year has evolved over the past few years and can be split into three separate parts as follows:

Initial Closeout: The initial closeout usually occurs at the beginning of the FFY, October 1, and involves a simple comparison between the funds available and the projects programmed, resulting in an initial estimate of uncommitted funds. These uncommitted funds are not usually made available immediately, but are made available during the interim and final phases of the closeout process.

The date at which the initial closeout occurs is directly affected by the date when the annual Transportation Appropriations bill is passed and, in recent years, this date has been several months later than expected. For example, the FY 2005 Transportation Appropriations Bill was only passed in January 2005. However, the FY 2006 Bill has already been passed and good estimates of the funds available are known.

Interim Closeout: Under the process established for the year end closeout, MAG agencies notify MAG staff, by March 1 of each year, of the projects that they wish to defer from the current fiscal year to the following fiscal year or that they do not wish to proceed with. The current year funds that are released by these actions are then added to the uncommitted funds from the initial closeout and form the majority of the funds that are made available for closeout projects. When this amount is known, agencies are then requested to identify projects that can utilize the funds made available.

As many of the funds available for current year projects are often deferred from one year to another, the priorities established for utilizing the funds are based on advancing future year projects, if possible, then adding additional funds to existing projects, and then any other uses. Due to the limited time frame involved, projects that are identified for using closeout funds are, by definition, only considered if they are likely to be able to utilize the funds within the current federal fiscal year.

The time frame for developing federally funded construction projects is currently between 18 and 24 months, so this process effectively excludes the advancement of construction projects, unless the projects involved have already been designed and appropriately reviewed by ADOT Local Governments staff. When the projects that can utilize the current year funds are identified, TIP Amendment actions are taken and sponsor agencies are then expected to implement the projects accordingly. Action by the Regional Council on the Interim Closeout usually occurs by May or June of each year.

Projects such as advance designs, additional funds for street sweepers and advancing the purchase of transit projects are good candidates for utilizing interim closeout funds, as they are able to utilize the funds in the short time frame involved. More and more agencies are requesting to advance the design of future years' federally funded projects and technical advisory committees have been encouraging this strategy for advancing the development of projects. In addition, some agencies have requested closeout federal funds for completing the advance design of projects that are programmed for construction or implementation with local funds in the TIP. The process to utilize federal funds for a design project is relatively short (two to three months) and, once the designs have been completed, the projects are then candidates for construction with the following year's federal closeout funds as the projects have already been developed to federal standards.

Final Closeout: Throughout the federal fiscal year, and especially during the first and final years of a federal reauthorization bill, there are adjustments made to the apportionment or appropriations formulas that can add to, or subtract from, the funds available. Furthermore, and as previously indicated, if MAG agencies successfully utilize all of the OA available, there is an opportunity to receive additional, redistributed OA. On average, MAG has received approximately \$1.5 million in redistributed OA each year during the period of TEA-21. The notification of the availability of this OA is usually at extremely short notice and occurs after July of each year.

The timing of these notifications does not allow for due consideration by MAG modal technical advisory committees, nor for any formal review and approval by the Management Committee or Regional Council. During the final closeout process, agencies identify possible contingency projects that can utilize the funds at extremely short notice. Likely projects for final closeout funds are transit projects, procurement projects and advancing the repayment of federally funded programmed projects that have been advance constructed and have been changed in the TIP for repayment in a future year. These projects can successfully be "obligated" at very short notice and do not require any additional actions by MAG committees.

FFY 2006 INITIAL CLOSEOUT ESTIMATES

The FY 2006 federal funds available for programming amount to \$96.1 million, and the projects programmed total \$94.6 million, leaving an uncommitted \$1.5 million.

EXPECTED TIMELINE

The uncommitted funds are available for immediate use, However, these funds are usually combined with funds released by deferred projects and projects are usually then selected during the interim closeout phase. It is expected that the Transportation Review Committee in March will review the funds available and may discuss preferences for how the funds available should be targeted. Requests for these funds should be submitted to MAG staff by **Friday, April 28, 2006**.

MAG staff will review the projects and make estimates of emission reductions for a possible ranking of projects, as appropriate. It is expected that TRC action on the interim list of closeout projects will occur in May, with Management Committee, Transportation Policy Committee and Regional Council action taking place in June 2006. Successful projects will be expected to have completed their respective development process and have the final requests submitted to ADOT for obligation by August 1, 2006.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 28, 2006

SUBJECT:

Proposed Amendment to the FY 2006-2010 Transportation Improvement Program for Highway and Transit Projects

SUMMARY:

On July 25, 2005, the FY 2006-2010 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council. Since then, the following six projects have been identified that need to be added to the TIP: a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded ITS Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe. Consultation on the air quality conformity assessment for both of the proposed Amendment and Adjustment changes is considered under a separate agenda item. On February 23, 2006, the Transportation Review Committee recommended approval of the Amendment for the projects listed.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on February 23, 2006. All of the projects are included in the air quality conformity consultation process, and this consultation is being considered as a separate agenda item.

PROS & CONS:

PROS: Approval of this TIP amendment 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 assessment.

POLICY: This amendment request is in accord with all MAG guidelines.

ACTION NEEDED:

Recommend approval of a TIP Amendment to the FY 2006-2010 MAG Transportation Improvement Program to add a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded ITS Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe, as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On February 23, 2006, the MAG Transportation Review Committee unanimously recommended approval of an Amendment to the FY 2006-2010 Transportation Improvement Program for highway and transit projects.

MEMBERS ATTENDING

- Maricopa County: Mike Ellegood, Chairperson
- ADOT: Dan Lance
- Avondale: David Fitzhugh
- Chandler: Patrice Kraus
- * El Mirage: B.J. Cornwall
- Fountain Hills: Randy Harrel
- * Gila Bend: Lynn Farmer
- Gilbert: Ken Maruyama for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- Guadalupe: Jim Ricker
- * Litchfield Park: Mike Cartsonis
- Mesa: Jim Huling
- * Paradise Valley: Robert M. Cicarelli
- Peoria: David Moody
- Phoenix: Don Herp for Tom Callow
- Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhardt for Mary O'Connor
- Surprise: Randy Overmyer
- Tempe: Carlos De Leon
- * Wickenburg: Shane Dille
- Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Randi Alcott, RPTA
- * Street Committee: Darryl Crossman
- ITS Committee: Alan Sanderson
- * Pedestrian Working Group: Eric Iwersen, Tempe
- * Telecommunications Advisory Group:

* Members neither present nor represented by proxy.

CONTACT PERSON:

Paul Ward, MAG, 602-254-6300.

Table One A - Amendment to the FY 2006-2010 MAG TIP for Highway Projects (Amendment Number 2A)
The listed projects DO NOT involve FTA funds, NOR the transfer of FHWA funds to FTA.

| Proj # | Agency | Description | FY | Length | Fund Type | Local Cost | Fed. Cost | Reg. Cost | Total Cost | Errata Reason |
|--|---------|--|------|--------|-----------|------------|-----------|-----------|------------|--|
| PHX06-638 | Phoenix | Regionwide: Bridge Scour Plan of Action | 2006 | 0 | BR | \$15,000 | \$60,000 | \$0 | \$75,000 | Add new Bridge Scour project to FY 2006 with BR funds |
| MES06-701 | Mesa | Country Club Dr: Baseline Rd to McKellips Rd: Design ITS Traffic Signal Conversion from Sonix to Icon | 2006 | 5 | Local | \$220,000 | \$0 | \$0 | \$220,000 | Add new ITS design project to FY 2006 with local funds |
| MES06-702 | Mesa | Mesa Dr: Broadway Rd to Brown Rd and Main St: Mesa Dr to Williams: Design ITS Traffic Signal Conversion from Sonix to Icon | 2006 | 3.5 | Local | \$120,000 | \$0 | \$0 | \$120,000 | Add new ITS design project to FY 2006 with local funds |
| Total added to (or deleted from) the FY 2006-2010 MAG TIP: | | | | | | \$355,000 | \$60,000 | \$0 | \$415,000 | |

Table One B - Amendment to the FY 2006-2010 MAG TIP for Transit Projects (Amendment Number 2B)
ALL of the listed projects involve FTA funds, OR the transfer of FHWA funds to FTA.

| Proj # | Agency | Description | FY | Length | Fund Type | Local Cost | Fed. Cost | Reg. Cost | Total Cost | Errata Reason |
|--|--------------|---|------|--------|-----------|-------------|-------------|-----------|-------------|--|
| VMT06-666T | Valley Metro | Citywide: Design and construct upgrades - Mesa | 2006 | 0 | 5307 | \$121,000 | \$484,000 | \$0 | \$605,000 | Add new Transit project to FY 2006 with 5307 funds |
| AVN06-601T | Avondale | Area-wide: Operating assistance - Avondale urbanized area | 2006 | 0 | 5307 | \$814,700 | \$814,700 | \$0 | \$1,629,400 | Add new Transit project to FY 2006 with 5307 funds |
| TMP06-607T | Tempe | Downtown Tempe: Construct downtown transit center | 2006 | 0 | 5309 | \$194,356 | \$777,422 | \$0 | \$971,778 | Add new Transit project to FY 2006 with 5309 funds |
| Total added to (or deleted from) the FY 2006-2010 MAG TIP: | | | | | | \$1,130,056 | \$2,076,122 | \$0 | \$3,206,178 | |

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

DATE:

February 28, 2006

SUBJECT:

Approval to Transfer Funds Within the MAG Pedestrian Design Assistance Program

SUMMARY:

The FY 2005 Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, included \$200,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the Pedestrian Design Assistance Program. In May 2005, the Regional Council approved the following projects that would receive this funding:

- City of Scottsdale - Enhancing Pedestrian Mobility in Downtown Scottsdale (\$70,000)
- City of Phoenix - Roosevelt Row Pedestrian Connection (\$70,000)
- City of El Mirage - Cactus Road Sidewalk Project (\$20,000)
- City of Avondale - Littleton School Sidewalk Connection (\$12,270)
- City of Mesa - North/South Pedestrian Connection (\$30,000)

In January 2006, the City of El Mirage decided not to proceed with its Cactus Road Sidewalk Project in the amount of \$20,000. On February 21, 2006, the MAG Pedestrian Working Group recommended that the \$20,000 be reallocated as follows:

- \$15,000 for the City of Avondale - Littleton School Sidewalk Connection
- \$5,000 for the City of Mesa - North/South Pedestrian Connection

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The additional funding to these two projects is essential for the design of the projects. The Pedestrian Design Assistance program assists MAG member agencies to offer facilities for modes of travel which help reduce congestion and improve air quality. The program also leverages additional funding for pedestrian projects. An investment of \$901,000 in 20 projects has leveraged nearly \$5 million in federal transportation funds for pedestrian areas, which does not include local or private funds used to construct the designs.

CONS: According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Design Assistance Program encourages implementation of the adopted MAG Pedestrian Area Policies and Design Guidelines, and provides demonstration projects for "best practice" pedestrian area policies and facilities.

POLICY: This program encourages the development of facilities to encourage walking.

ACTION NEEDED:

Recommend approval of reallocating \$20,000 to the following Pedestrian Design Assistance programs: \$15,000 for the City of Avondale - Littleton School Sidewalk Connection and \$5,000 for the City of Mesa - North/South Pedestrian Connection.

PRIOR COMMITTEE ACTIONS:

On February 21, 2006, the MAG Pedestrian Working Group has recommended that the \$20,000 in Pedestrian Design Assistance funds be reallocated as follows: \$15,000 for the City of Avondale - Littleton School Sidewalk Connection and \$5,000 for the City of Mesa - North/South Pedestrian Connection

MEMBERS/PROXY:

- | | |
|--|-------------------------------|
| Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group | Peggy Rubach, Maricopa County |
| Bruce Meyers, ADOA Gen. Services | Mitch Foy, Mesa |
| Michael Sanders, ADOT | Karen Flores, Peoria |
| Michael Eagan, ASLA, Arizona Chapter | Katherine Coles, Phoenix |
| Anna Bertanzetti, Avondale | Briiana Leon, Phoenix |
| * Michael Normand, Chandler | Randi Alcott, RPTA |
| Bill Lazenby, Coalition of Arizona Bicyclists | * Dawn Coomer, Scottsdale |
| Steve Hancock, Glendale | Reed Kempton, Scottsdale |
| * Farhad Tavassoli, Goodyear | Eric Iwersen, Tempe |
| Michael Cartsonis, Litchfield Park | * Gary Norris, Surprise |
| | Mark Smith, El Mirage |

* Those members neither present nor represented by proxy.

CONTACT PERSON:

Maureen DeCindis, MAG, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 28, 2006

SUBJECT:

Consultation on Proposed Transportation Conformity Processes for the 2006 MAG Conformity Analysis

SUMMARY:

Federal and State conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the transportation improvement program and transportation plan. The processes include: selection of proposed models, associated methods, and assumptions, identification of exempt projects, ensuring the expeditious implementation of transportation control measures, and identification of projects which require PM-10 hotspot analysis. On February 28, 2006, MAG distributed for comment the proposed processes to be applied in the upcoming conformity analysis for the FY 2007-2011 MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan - 2006 Update. Comments regarding this material are requested by March 24, 2006.

PUBLIC INPUT:

Copies of the attached processes were distributed for consultation purposes to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, Pinal County Air Quality Control District, Central Arizona Association of Governments, Maricopa County Air Quality Department, U.S. Environmental Protection Agency, and other interested parties.

PROS & CONS:

PROS: Interagency consultation on the transportation conformity processes provides required notification to the planning agencies.

CONS: The consultation on transportation conformity requires additional time in the development of the FY 2007-2011 MAG Transportation Improvement Program and the MAG Regional Transportation Plan - 2006 Update.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 2006 MAG Conformity Analysis will be based upon the latest planning assumptions and EPA-approved emissions models.

POLICY: The consultation for the conformity processes is being conducted in accordance with MAG Conformity Consultation Processes adopted by the Regional Council in February 1996. The 2005 MAG Conformity Analysis on the FY 2006-2010 MAG Transportation Improvement Program and MAG Regional Transportation Plan - 2005 Update received joint Federal Highway Administration and Federal Transit Administration approval on August 31, 2005.

ACTION NEEDED:

For consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300



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February 28, 2006

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Stephen Owens, Arizona Department of Environmental Quality
Victor Mendez, Arizona Department of Transportation
Dave Boggs, Regional Public Transportation Authority/ Valley Metro
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Don Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON PROPOSED TRANSPORTATION CONFORMITY
PROCESSES FOR THE 2006 MAG CONFORMITY ANALYSIS

The Maricopa Association of Governments is distributing for interagency consultation the proposed transportation conformity processes to be applied in the upcoming conformity analysis for the FY 2007-2011 MAG Transportation Improvement Program and the MAG Regional Transportation Plan - 2006 Update. Consultation on the proposed processes is required under MAG conformity consultation procedures that were developed to meet state and federal requirements. Please provide any comments regarding this material by March 24, 2006. Additional opportunities for comment on this consultation item are anticipated during the March 8, 2006 MAG Management Committee and March 29, 2006 MAG Regional Council meetings.

The following information is being transmitted for consultation:

- Attachment A documents the models, associated methods, and assumptions to be used in regional emissions analyses.
- Attachment B documents the process for ensuring expeditious implementation of transportation control measures.
- Attachment C documents the process for types of projects considered exempt from conformity requirements.
- Attachment D documents the process for identifying projects which require PM-10 hotspot analysis.

If you have any questions or comments, please contact me at (602) 254-6300.

Attachments

cc: Nancy Wrona, Arizona Department of Environmental Quality

A Voluntary Association of Local Governments in Maricopa County

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

DATE:

February 28, 2006

SUBJECT:

Consultation on Potentially Regionally Significant Projects of the FY 2007-2011 MAG Transportation Improvement Program

SUMMARY:

Federal and State conformity regulations require Metropolitan Planning Organizations such as MAG to consult with State and local air quality and transportation agencies, the U.S. Environmental Protection Agency, and the U.S. Department of Transportation regarding which transportation projects will be considered "regionally significant" for a regional emissions analysis. Regionally significant projects are subject to conformity requirements. Comments on the list of potentially regionally significant projects are requested by March 24, 2006.

PUBLIC INPUT:

Copies of the attached list of regionally significant projects were distributed for consultation purposes to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, Maricopa County Air Quality Department, U.S. Environmental Protection Agency, Central Arizona Association of Governments, Pinal County Air Quality Control District, and other interested parties.

PROS & CONS:

PROS: Interagency consultation on regionally significant projects provides required notification to the planning agencies.

CONS: The consultation on transportation conformity requires additional time in the development of the FY 2007-2011 MAG Transportation Improvement Program and the MAG Regional Transportation Plan - 2006 Update.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: In general, regionally significant projects include arterial construction (or widening) of greater than one-half mile in length, freeway construction, or provision of major fixed transit facilities. MAG may approve a Transportation Improvement Program or amendment only if conformity criteria are met. A transportation project that is designated regionally significant is required to meet conformity requirements. This requirement applies not only to federal projects, but also to locally and privately funded transportation projects.

POLICY: The consultation for the regionally significant projects of the FY 2007-2011 MAG Transportation Improvement Program is being conducted in accordance with MAG Conformity Consultation Processes adopted by the Regional Council in February 1996.

ACTION NEEDED:

For consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.

February 28, 2006

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Stephen Owens, Arizona Department of Environmental Quality
Victor Mendez, Arizona Department of Transportation
Dave Boggs, Regional Public Transportation Authority/ Valley Metro
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Don Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON POTENTIALLY REGIONALLY SIGNIFICANT
PROJECTS OF THE FY 2007-2011 MAG TRANSPORTATION
IMPROVEMENT PROGRAM

The Maricopa Association of Governments (MAG) is distributing for interagency consultation the transportation projects which will be considered “regionally significant” for a regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed FY 2007-2011 MAG Transportation Improvement Program is attached for your review and comment. Please provide any comments regarding the list by March 24, 2006.

On February 23, 2006, members of the MAG Transportation Review Committee were provided with a draft listing of projects, which included regionally significant projects. The attached list reflects the current information. The MAG designation of transportation projects as regionally significant is considered advisory to the sponsoring agencies of the projects. Section R18-2-1429(B) of the Arizona Administrative Code requires the project sponsor that is a recipient of federal highway or transit funds to determine whether or not the project is regionally significant.

PROCESS FOR IDENTIFYING REGIONALLY SIGNIFICANT PROJECTS

Federal conformity regulations specify that a regionally significant project is a transportation project that is on a facility that serves regional transportation needs, and would normally be included in the modeling of the transportation network. The criteria used to identify regionally significant projects are detailed in the *MAG Transportation Conformity Guidance and Procedures*, approved by the MAG Regional Council on September 27, 1995 and revised on March 27, 1996.

If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

AGENCY: Goodyear

| ID# | FY | Location | Type of Work | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|------|-----------------------|--|-----------|------------|--------------|---------------|------------|
| GDY06-204T | 2007 | I-10 at Litchfield Rd | Construct regional park-and-ride (I-10/Litchfield) | STP-Flex | 508,666 | 2,034,665 | 0 | 2,543,331 |

AGENCY: Phoenix

| ID# | FY | Location | Type of Work | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|--------------|------|-------------------------------|--|-----------|------------|--------------|---------------|------------|
| PHX01-902TR3 | 2006 | Phoenix/Glendale | Construct West Valley operations facility | 5309 | 0 | 18,772,800 | 4,693,200 | 23,466,000 |
| PHX05-132T | 2006 | Regionwide | Purchase bus: articulated - 5 expand | 5307 | 0 | 2,211,950 | 453,050 | 2,665,000 |
| PHX06-602T | 2006 | Regionwide | Purchase bus: standard - 5 expand | 5307 | 0 | 1,489,850 | 305,150 | 1,795,000 |
| PHX07-640T | 2007 | Regionwide | Construct regional heavy maintenance facility | 5307 | 0 | 1,972,000 | 493,000 | 2,465,000 |
| PHX07-701T | 2007 | 27th Avenue and Baseline Road | Design regional park-and-ride (27th Avenue/Baseline) | Local | 0 | 0 | 0 | 0 |
| PHX08-705T | 2008 | Happy Valley Road and I-17 | Construct regional park-and-ride (Happy Valley/I-17) | Local | 0 | 0 | 0 | 0 |
| PHX08-704T | 2008 | 27th Avenue and Baseline Road | Construct regional park-and-ride (27th Avenue/Baseline) | Local | 0 | 0 | 0 | 0 |
| PHX08-608T | 2008 | Regionwide | Purchase bus: 5 articulated, 5 standard - 10 expand | 5307 | 0 | 4,116,800 | 843,200 | 4,960,000 |
| PHX09-612T | 2009 | Regionwide | Construct regional park-and-ride (Peoria/I-17) | 5307 | 800,000 | 3,200,000 | 0 | 4,000,000 |
| PHX10-618T | 2010 | Regionwide | Purchase bus: standard - 5 expand | PTF | 0 | 0 | 2,140,000 | 2,140,000 |
| PHX11-709T | 2011 | Regionwide | Purchase bus: commuter - 5 expand (Black Canyon Express) | 5307 | 0 | 2,905,000 | 595,000 | 3,500,000 |

AGENCY: Scottsdale

| ID# | FY | Location | Type of Work | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|------|------------|-----------------------------------|-----------|------------|--------------|---------------|------------|
| SCT05-110T | 2008 | Regionwide | Purchase bus: standard - 5 expand | 5307 | 0 | 1,328,000 | 272,000 | 1,600,000 |

AGENCY: VM Rail

| ID# | FY | Location | Type of Work | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|------|--|---|-----------|------------|--------------|---------------|------------|
| VMR07-478T | 2007 | Various locations | Fixed guideway corridor - Bridge Construction | Local | 2,401,860 | 0 | 0 | 2,401,860 |
| VMR07-486T | 2007 | Various locations | Fixed guideway corridor - Park & Ride Lot Construction | Local | 2,146,746 | 0 | 0 | 2,146,746 |
| VMR07-495T | 2007 | Various locations | Fixed guideway corridor - Station Construction | Local | 25,703,454 | 0 | 0 | 25,703,454 |
| VMR07-499T | 2007 | Various locations | Fixed guideway corridor - Transitway Construction | Local | 61,002,340 | 0 | 0 | 61,002,340 |
| VMR10-603T | 2010 | Regionwide | Fixed guideway corridor - CPEV LRT - Construction | Local | 8,704,656 | 0 | 0 | 8,704,656 |
| VMR10-604T | 2010 | Regionwide | Fixed guideway corridor - CPEV LRT - Construction | Local | 96,340,420 | 0 | 0 | 96,340,420 |
| VMR10-626T | 2010 | I-17 Corridor - Bethany Home Rd to Duniap Rd | Fixed guideway corridor - MetroCenter LRT - Construction (Operation begins in 2013) | CMAQ-Flex | 43,363,000 | 6,250,210 | 0 | 49,613,210 |
| VMR11-705T | 2011 | I-17 Corridor - Bethany Home Rd to Duniap Rd | Fixed guideway corridor - MetroCenter LRT - Construction (Operation Begins in 2013) | 5309 | 35,782,520 | 48,694,500 | 8,800,000 | 93,277,020 |

AGENCY: Valley Metro

| ID# | FY | Location | Type of Work | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|------|------------|--|-----------|------------|--------------|---------------|------------|
| VMT07-213T | 2007 | Regionwide | Purchase bus: standard - 15 expand | 5307 | 0 | 4,980,000 | 1,020,000 | 6,000,000 |
| VMT07-618T | 2007 | Regionwide | Purchase bus: standard - 13 expand Articulated | PTF | 0 | 0 | 7,263,178 | 7,263,178 |
| VMT07-619T | 2007 | Regionwide | Purchase bus: standard - 19 expand | 5307 | 0 | 5,362,951 | 1,098,436 | 6,461,387 |
| VMT07-620T | 2007 | Regionwide | Purchase bus: standard - 3 expand Artic | 5309 | 0 | 1,391,178 | 284,940 | 1,676,118 |
| VMT07-622T | 2007 | Regionwide | Purchase bus: standard - 4 expand Artic | 5307 | 0 | 1,854,904 | 379,920 | 2,234,824 |
| VMT08-636T | 2008 | Regionwide | Purchase bus: standard - 22 expand | 5307 | 0 | 7,304,000 | 1,496,000 | 8,800,000 |
| VMT09-643T | 2009 | Regionwide | Construct regional transit center (4-bay) | PTF | 0 | 0 | 737,924 | 737,924 |
| VMT09-644T | 2009 | Regionwide | Construct regional transit center (6-bay) | PTF | 0 | 0 | 1,106,886 | 1,106,886 |
| VMT09-647T | 2009 | Regionwide | Purchase bus: < 30 foot - 1 Expand (dial-a-ride) | 5307 | 0 | 56,000 | 14,000 | 70,000 |
| VMT09-649T | 2009 | Regionwide | Purchase bus: commuter - 7 expand | 5309 | 0 | 3,398,850 | 696,150 | 4,095,000 |
| VMT09-650T | 2009 | Regionwide | Purchase bus: commuter - 8 expand | PTF | 0 | 0 | 4,680,000 | 4,680,000 |
| VMT09-651T | 2009 | Regionwide | Purchase bus: standard - 19 (of 22) expand | PTF | 0 | 0 | 7,600,000 | 7,600,000 |
| VMT09-652T | 2009 | Regionwide | Purchase bus: standard - 3 (of 22) expand | 5307 | 0 | 996,000 | 204,000 | 1,200,000 |

AGENCY: Valley Metro

| ID# | FY | Location | Type of Work | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|------|------------|---|-----------|------------|--------------|---------------|------------|
| VMT10-656T | 2010 | Regionwide | Construct two regional park-and-rides | 5309 | 0 | 2,896,000 | 724,000 | 3,620,000 |
| VMT10-658T | 2010 | Regionwide | Purchase bus: < 30 foot - 1 Expand (rural) | PTF | 0 | 0 | 70,000 | 70,000 |
| VMT10-662T | 2010 | Regionwide | Purchase bus: commuter - 26 expand | PTF | 0 | 0 | 11,700,000 | 11,700,000 |
| VMT10-663T | 2010 | Regionwide | Purchase bus: standard - 8 expand | PTF | 0 | 0 | 3,200,000 | 3,200,000 |
| VMT11-711T | 2011 | Regionwide | Purchase bus: standard - 33 expand (Super-grid - Elliot, University, Alma School) | PTF | 0 | 0 | 14,190,000 | 14,190,000 |
| VMT11-707T | 2011 | Regionwide | BRT ROW Improvements | 5307 | 0 | 1,400,000 | 350,000 | 1,750,000 |

**REPORT: 07-10 Draft TIP
022206 - Potential Reg Sig**

**FY 2007-2011 DRAFT MAG HIGHWAY TIP
POTENTIALLY REGIONALLY SIGNIFICANT PROJECTS**

**TABLE : 07-11 DRAFT
TIP 022206**

AGENCY: ADOT

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|-------------|
| DOT04-035 | 17 at SR-74 TI (Carefree Hwy) | Reconstruct traffic interchange | .30 | 4 | 4 | IM | 969,000 | 16,031,000 | 0 | 17,000,000 |
| DOT07-641R | 17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy) | Widen freeway from 6 lanes to 8 | 9.00 | 6 | 8 | NHS | 0 | 65,000,000 | 114,000,000 | 179,000,000 |
| DOT07-642 | 51 (Piestewa Fwy): Shea Blvd to Loop 101 (Pima Fwy) | Construct HOV lanes and ramps | 5.00 | 6 | 6 | RARF | 0 | 0 | 61,400,000 | 61,400,000 |
| DOT07-332 | 60 (Grand Ave): 99th Ave to 83rd Ave | Widen roadway (including New River bridge), adding 1 though lane in each direction | 1.70 | 4 | 6 | NHS | 370,500 | 6,129,500 | 0 | 6,500,000 |
| DOT06-612 | 85: MP 139.01 to MP 141. 71 | Widen roadway, adding 2 through lanes | 2.70 | 2 | 4 | NHS | 1,076,046 | 17,801,954 | 0 | 18,878,000 |
| DOT06-613 | 85: Southern Ave to I-10 | Widen roadway, adding 2 through lanes | 2.52 | 2 | 4 | State | 8,602,000 | 0 | 0 | 8,602,000 |
| DOT06-256C | 93: Wickenburg By-pass | Construct by-pass | 3.00 | 0 | 4 | NHS | 1,527,600 | 25,272,400 | 0 | 26,800,000 |
| DOT05-514 | 101 (Pima Fwy) at 64th St | Construct new interchange | .20 | 0 | 0 | STP-AZ | 0 | 21,689,000 | 1,311,000 | 23,000,000 |
| DOT06-618 | 101 (Pima Fwy): Princess Dr to Loop 202 (Red Mountain Fwy) | Construct HOV lanes | 14.25 | 6 | 6 | RARF | 0 | 0 | 65,000,000 | 65,000,000 |
| DOT99-124 | P1101L10IRC -- 101L Pima Fwy: Pima Rd Extension | Construct roadway extension | 3.00 | 0 | 4 | RARF | 0 | 0 | 3,634,000 | 3,634,000 |
| DOT07-711 | 303 (Estrella Pkwy) at I-17 | Construct new freeway interchange | 12.00 | 0 | 4 | RARF | 0 | 0 | 30,000,000 | 30,000,000 |
| DOT07-712 | 303 (Estrella Pkwy): I-10 to US-60 (Grand Ave) | Construct new freeway | 15.00 | 0 | 6 | RARF | 0 | 0 | 150,000,000 | 150,000,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| DOT08-673 | 74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy); MP 20-22 | Construct eastbound and westbound passing lanes | 2.00 | 2 | 3 | State | 2,000,000 | 0 | 0 | 2,000,000 |
| DOT06-252 | 85: MP 130.71 to MP 137.00 | Reconstruct roadway (utilities included) | 6.29 | 2 | 4 | NHS | 892,905 | 14,772,095 | 0 | 15,665,000 |
| DOT07-323 | 101 (Agua Fria Fwy): I-10 to MC-85 (99th Ave) | Construct new roadway | 1.70 | 0 | 4 | STP-AZ | 200,000 | 3,300,000 | 0 | 3,500,000 |
| DOT08-674 | 101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Baseline Rd | Construct HOV lanes | 4.00 | 6 | 6 | CMAQ | 9,100,000 | 7,900,000 | 0 | 17,000,000 |

AGENCY: ADOT**FISCAL YEAR: 2008**

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|-------------|
| DOT06-221 | SH153 08 RC -- 153 Sky Harbor Expwy: Superior Ave to University Dr | Construct new 6 lane freeway | 1.30 | 0 | 6 | RARF | 0 | 0 | 16,000,000 | 16,000,000 |
| DOT07-653A | 303 (Estrella Pkwy): Happy Valley Pkwy to I-17 2008) | Construction of new interim freeway (FY 2008) | 12.00 | 0 | 4 | RARF | 0 | 0 | 100,000,000 | 100,000,000 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|-------------|
| DOT07-635R | 10: 40th St to Baseline Rd | Construct CD roads (FY 2009) | 1.00 | 8 | 12 | NHS | 0 | 47,150,000 | 2,850,000 | 50,000,000 |
| DOT09-698 | 10: Loop 202 (Santan Fwy) to Riggs Rd | Widen freeway from 4 to 6 lanes, plus HOV lanes | 6.30 | 4 | 6 | NHS | 0 | 39,606,000 | 2,394,000 | 42,000,000 |
| DOT09-6C00 | 60 (Grand Ave): Loop 303 (Estrella Pkwy) to Loop 101 (Agua Fria Fwy) | Widen roadway and improve interchanges | 10.00 | 4 | 6 | RARF | 0 | 0 | 24,000,000 | 24,000,000 |
| DOT07-427 | 85: MP 120.54 to MP 122.99 | Widen roadway, adding 2 through lanes | 2.40 | 2 | 4 | STP-AZ | 518,700 | 8,581,300 | 0 | 9,100,000 |
| DOT09-6C03 | 85: MP 149.40 to MP 152.01 | Widen roadway, adding 2 through lanes | 2.61 | 2 | 4 | STP-AZ | 924,000 | 15,276,000 | 0 | 16,200,000 |
| DOT09-6C05 | 202 (Red Mountain Fwy) at SR-51/I-10 TI to 10L, EB lanes | Widen freeway ramps through interchange | .40 | 0 | 0 | RARF | 28,500,000 | 0 | 31,500,000 | 60,000,000 |
| DOT09-6C06 | 202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd | Construct HOV lanes | 6.40 | 6 | 6 | State | 29,000,000 | 0 | 0 | 29,000,000 |
| DOT09-6C08 | 202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), WB lanes | Widen roadway | 2.00 | 8 | 10 | RARF | 0 | 0 | 9,000,000 | 9,000,000 |
| DOT08-678 | 202 (South Mountain Fwy): I-10 (west) to 51st Ave | Construct new 6 lane freeway | 6.00 | 0 | 6 | RARF | 24,800,000 | 0 | 35,200,000 | 60,000,000 |
| DOT07-653B | 303 (Estrella Pkwy): Happy Valley Pkwy to I-17 | Construction of new interim freeway (FY 2009) | 12.00 | 0 | 4 | RARF | 0 | 0 | 100,000,000 | 100,000,000 |

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--------------------------------------|---|-------|--------------|-------------|-----------|------------|--------------|---------------|-------------|
| DOT08-666 | 10: 40th St to Baseline Rd | Construct CD roads (FY 2010) | 1.00 | 8 | 12 | NHS | 55,765,000 | 74,235,000 | 0 | 130,000,000 |
| DOT08-668 | 10: Loop 101 (Agua Fria Fwy) to I-17 | Advance construct roadway widening with GAN or RARF II funds for repayment in a future year | 9.20 | 0 | 0 | RARF | 0 | 0 | 68,000,000 | 68,000,000 |

AGENCY: ADOT

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|-------------|
| DOT10-6C29 | 60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd | Widen roadway | 12.50 | 6 | 10 | RARF | 0 | 0 | 27,165,000 | 27,165,000 |
| DOT10-6C30 | 60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy) | Construct general purpose lanes | 4.50 | 8 | 10 | State | 8,000,000 | 0 | 0 | 8,000,000 |
| DOT10-6C32 | 74: US-60 (Grand Ave) to Loop 303 (Estrella Pkwy); MP 13-15 | Construct eastbound passing lanes | 2.00 | 2 | 3 | State | 2,000,000 | 0 | 0 | 2,000,000 |
| DOT05-168R | 85: I-8 to I-10 | Widen roadway, adding 2 through lanes | 7.05 | 2 | 4 | State | 40,000,000 | 0 | 0 | 40,000,000 |
| DOT10-6C33A | 101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy) | Construct HOV lanes | 5.50 | 6 | 6 | CMAQ | 0 | 3,700,000 | 10,300,000 | 14,000,000 |
| DOT10-6C33B | 101 (Price Fwy): Baseline Rd to Loop 202 (Santan Fwy) | Construct HOV lanes | 5.50 | 6 | 6 | State | 16,000,000 | 0 | 0 | 16,000,000 |
| DOT10-6C35 | 202 (South Mountain Fwy): I-10 (west) to 51st Ave | Advance construct with GAN or RARF II funds for repayment in a future year | 6.00 | 0 | 6 | RARF | 0 | 0 | 110,000,000 | 110,000,000 |
| DOT09-6C09 | 202 (South Mountain Fwy): I-10 (west) to 51st Ave | Construct new freeway (RARF Share) | 6.00 | 0 | 6 | RARF | 0 | 0 | 60,000,000 | 60,000,000 |

FISCAL YEAR: 2011

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|-------------|
| DOT10-6C26 | 10: 40th St to Baseline Rd | Construct CD roads (FY 2011 - additional funds) | 1.00 | 8 | 12 | NHS | 4,845,000 | 80,155,000 | 0 | 85,000,000 |
| DOT09-696 | 10: 40th St to Baseline Rd | Construct CD roads (FY 2011) | 1.00 | 8 | 12 | NHS | 23,200,000 | 61,800,000 | 0 | 85,000,000 |
| DOT11-717 | 10: Loop 303 (Estrella) to Dysart Rd | Construct HOV and general purpose lanes | 5.00 | 0 | 6 | RARF | 0 | 0 | 84,000,000 | 84,000,000 |
| DOT11-718 | 10: SR-51 (Piestewa Fwy) to 40th St (CD Road) | Construct general purpose lanes | 5.20 | 0 | 0 | RARF | 0 | 0 | 120,000,000 | 120,000,000 |
| DOT11-727 | 101 (Pima Fwy): Tatum Blvd to Princess Dr | Construct HOV lanes | 5.00 | 6 | 6 | State | 26,000,000 | 0 | 0 | 26,000,000 |
| DOT11-732 | 202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan Tl | Construct new 6 lane freeway | 8.00 | 0 | 6 | RARF | 0 | 0 | 190,000,000 | 190,000,000 |

TOTALS FOR ADOT

LOCAL:
\$284,290,751

FEDERAL:
\$508,399,249

REGIONAL:
\$1,415,754,000

TOTAL:
\$2,208,444,000

AGENCY: Avondale**FISCAL YEAR: 2007**

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| AVN06-603 | 107th Ave: Van Buren St to north of Buckeye Rd | Add 1 southbound through lane and left turn lane | 1.00 | 2 | 3 | Private | 250,000 | 0 | 0 | 250,000 |
| AVN06-626 | Dysart Rd: Thomas Rd to Osborn Rd | Add 2 through lanes | .50 | 4 | 6 | Private | 500,000 | 0 | 0 | 500,000 |
| AVN07-622 | El Mirage Rd: Lower Buckeye Rd to Durango St | Add 1 northbound through lane and left turn lane | .50 | 2 | 3 | Private | 250,000 | 0 | 0 | 250,000 |
| AVN07-701 | El Mirage Rd: Lower Buckeye Rd to Elwood | Add 1 northbound through lane | .50 | 2 | 3 | Private | 250,000 | 0 | 0 | 250,000 |
| AVN06-608 | Lower Buckeye Rd: El Mirage Rd to Avondale Blvd | Add 1 westbound through lane and left turn lane | 1.00 | 2 | 3 | Private | 2,500,000 | 0 | 0 | 2,500,000 |
| AVN03-213 | Roosevelt St: Avondale Blvd to 107th Ave | Construct new 2 lane roadway, turn lane, curb, gutter and sidewalk | 1.00 | 0 | 2 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| AVN07-702 | Van Buren St: 111th Ave to 107th Ave | Add 1 through lane in each direction | .50 | 2 | 4 | Private | 900,000 | 0 | 0 | 900,000 |
| AVN06-617 | Van Buren St: Agua Fria Bridge to El Mirage Rd | Add 1 through lane in each direction and one continuous left turn lane | .50 | 2 | 4 | Local | 1,000,000 | 0 | 0 | 1,000,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| AVN08-623 | 99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd | Add 1 southbound through lane | .50 | 4 | 5 | Private | 800,000 | 0 | 0 | 800,000 |
| AVN97-702 | Avondale Blvd: Thomas Rd to McDowell Rd | Add 2 through lanes and left turn lane | 1.00 | 2 | 4 | Local | 1,400,000 | 0 | 0 | 1,400,000 |
| AVN07-621 | Dysart Rd: Harrison St to Lower Buckeye Rd | Construct new 2 lane roadway | .50 | 0 | 2 | Local | 1,900,000 | 0 | 0 | 1,900,000 |
| AVN08-625 | Van Buren St: 99th Ave to 107th Ave | Add 1 westbound through lane and continuous left turn lane | 1.00 | 2 | 3 | Private | 900,000 | 0 | 0 | 900,000 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|----------------------------------|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| AVN96-608 | Thomas Rd: RID Canal to 99th Ave | Add 2 through lanes and continuous left turn lane | .50 | 2 | 4 | Private | 650,000 | 0 | 0 | 650,000 |

FISCAL YEAR: 2010

AGENCY: Avondale

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--------------------------------------|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| AVN10-703 | Van Buren St: 121st Ave to 122nd Ave | Add 1 westbound through lane, paving, curb and gutter. | .20 | 2 | 3 | Local | 270,000 | 0 | 0 | 270,000 |

FISCAL YEAR: 2011

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|--------------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| AVN11-705 | Litchfield Rd: Broadway to Lower Buckeye Rd | Add 1 through lane in each direction | 1.00 | 2 | 4 | Local | 1,600,000 | 0 | 0 | 1,600,000 |

TOTALS FOR Avondale

LOCAL:
\$14,170,000

FEDERAL:
\$0

REGIONAL:
\$0

TOTAL:
\$14,170,000

AGENCY: Buckeye

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|----------------------------------|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| BKY07-701 | Miller Rd: Irwin to Southern Ave | Widen roadway adding 1 through lane in each direction | 2.00 | 2 | 4 | Local | 3,224,000 | 0 | 0 | 3,224,000 |
| BKY07-702 | Watson Rd: Extension to MC-85 | Construct new roadway with crossing over Palo Verde Nuclear Generating Station water line, BID Canal and RR Tracks | 1.00 | 0 | 2 | Local | 2,852,000 | 0 | 0 | 2,852,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|--|-----------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| BKY04-401B | Verrado Way: Sunrise Ln to 1.5 miles north | Construct new roadway | 1.50 | 0 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |

TOTALS FOR Buckeye

| | | | |
|---------------|-----------------|------------------|---------------|
| LOCAL: | FEDERAL: | REGIONAL: | TOTAL: |
| \$7,576,000 | \$0 | \$0 | \$7,576,000 |

AGENCY: Chandler**FISCAL YEAR: 2007**

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| CHN06-601 | Chandler Heights Rd: Arizona Ave to McQueen Rd | Reconstruct roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Private | 7,900,000 | 0 | 0 | 7,900,000 |
| CHN99-710 | Cooper Rd: Consolidated Canal to Germann Rd | Reconstruct roadway to add 2 through lanes in each direction | 1.80 | 2 | 6 | Local | 14,856,000 | 0 | 0 | 14,856,000 |
| CHN97-225 | Germann Rd: Alma School Rd to Arizona Ave | Reconstruct roadway to add 2 through lanes in each direction | 1.00 | 2 | 6 | Local | 7,660,000 | 0 | 0 | 7,660,000 |
| CHN96-217 | Germann Rd: Dobson to Alma School Rd | Reconstruct roadway to add 2 through lanes in each direction | 1.00 | 2 | 6 | Local | 7,970,000 | 0 | 0 | 7,970,000 |
| CHN05-403 | Lindsay Rd: Chandler Heights Rd to Ocotillo Rd | Reconstruct roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Private | 10,531,600 | 0 | 0 | 10,531,600 |
| CHN95-208 | Pecos Rd: McQueen Road to west of Gilbert Rd | Reconstruct roadway to add 2 through lanes in each direction | 1.75 | 2 | 6 | Local | 12,206,000 | 0 | 0 | 12,206,000 |
| CHN07-701 | Queen Creek Rd: Price Road to Arizona Avenue | Widen roadway to add 2 through lanes in each direction | 4.00 | 2 | 6 | Local | 23,825,000 | 0 | 0 | 23,825,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| CHN08-702 | Dobson Rd: Chandler Blvd to Frye Rd | Widen roadway to add 1 through lane in each direction | .50 | 4 | 6 | Local | 1,200,000 | 0 | 0 | 1,200,000 |
| CHN99-713 | McQueen Rd: Queen Creek Rd to Riggs Rd | Reconstruct roadway to add 2 through lanes in each direction | 1.00 | 2 | 6 | Local | 23,825,000 | 0 | 0 | 23,825,000 |
| CHN97-003 | Queen Creek Rd: Arizona Ave to 1/2 mile west | Reconstruct roadway to add 2 through lanes in each direction | .50 | 2 | 6 | Private | 2,800,000 | 0 | 0 | 2,800,000 |
| CHN04-114 | Riggs Rd: Gilbert Rd to Val Vista Rd | Add 4 through lanes | 2.00 | 2 | 6 | Local | 12,250,000 | 0 | 0 | 12,250,000 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| CHN06-213 | Chandler Blvd: Colorado St to McQueen Rd | Widen roadway from 4 lanes to 6, plus turn lanes | .75 | 4 | 6 | Local | 12,635,000 | 0 | 0 | 12,635,000 |
| CHN09-703 | Ocotillo Rd: Arizona Ave to McQueen Rd | Widen roadway to add 1 through lane in each direction | 1.00 | 4 | 6 | Local | 14,625,000 | 0 | 0 | 14,625,000 |

AGENCY: Chandler

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| CHN410-10AC | Gilbert Rd: Loop 202 (Santian Fwy) to Queen Creek Rd | Advance construct roadway widening for repayment in 2022 | 1.30 | 4 | 6 | Local | 7,100,000 | 0 | 0 | 7,100,000 |

FISCAL YEAR: 2011

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| CHN210-11C | Arizona Ave: Ocotillo Rd to Hunt Hwy | Construct roadway widening | 3.00 | 4 | 6 | RARF | 6,187,000 | 0 | 3,413,000 | 9,600,000 |
| CHN420-11AC | Gilbert Rd: Queen Creek Rd to Chandler Heights Rd | Advance construct roadway widening for repayment in 2021 | 2.00 | 4 | 6 | Local | 21,600,000 | 0 | 0 | 21,600,000 |
| CHN240-11C | Queen Creek Rd: McQueen Rd to Lindsay Rd | Construct roadway widening | 3.00 | 4 | 6 | RARF | 15,253,000 | 0 | 7,147,000 | 22,400,000 |

LOCAL: \$202,423,600

FEDERAL: \$0

REGIONAL: \$10,560,000

TOTAL: \$212,983,600

TOTALS FOR Chandler

AGENCY: Fountain Hills

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|----------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| FT400-10C | Shea Blvd: Palisades Blvd to Saguaro Blvd | Construct roadway widening | 2.75 | 4 | 6 | RARF | 1,412,000 | 0 | 3,298,000 | 4,710,000 |

TOTALS FOR Fountain Hills

LOCAL:
\$1,412,000

FEDERAL:
\$0

REGIONAL:
\$3,298,000

TOTAL:
\$4,710,000

AGENCY: Gilbert

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GLB07-701 | Elliot Rd: Higley Rd to Recker Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB07-702 | Greenfield Rd: Germann Rd to Queen Creek Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB07-703 | Higley Rd: Queen Creek Rd to Ocotillo Rd | Add 2 lanes in each direction | 1.00 | 2 | 6 | Local | 2,000,000 | 0 | 0 | 2,000,000 |
| GLB07-704 | Higley Rd: Williams Field Rd to Pecos Rd | Add 2 lanes in each direction | 1.00 | 2 | 6 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB07-705 | Higley Rd: Williams Field Rd to Pecos Rd | Reconstruct roadway to add 2 through lanes in each direction | 1.00 | 2 | 6 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB02-806 | Ocotillo Rd: Recker Rd to Power Rd | Construct new four lane roadway | 1.00 | 2 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB04-105 | Pecos Rd: Gilbert Rd to Lindsay Rd | Reconstruct roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Private | 1,300,000 | 0 | 0 | 1,300,000 |
| GLB01-719 | Recker Rd: Queen Creek Rd to Ocotillo Rd | Construct new 4 lane roadway | 1.00 | 0 | 4 | Private | 1,300,000 | 0 | 0 | 1,300,000 |
| GLB07-706 | Val Vista Dr: Williams Field Rd to Pecos Rd | Reconstruct roadway to add 2 through lanes in each direction | 1.00 | 2 | 6 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB07-707 | Williams Field Rd: Val Vista Dr to Parkcrest | Add 2 lanes in each direction | .50 | 2 | 6 | Private | 1,000,000 | 0 | 0 | 1,000,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GLB03-903 | Baseline Rd: Higley Rd to Power Rd | Reconstruct roadway to add 1 through lane in each direction | 2.00 | 4 | 6 | Private | 3,500,000 | 0 | 0 | 3,500,000 |
| GLB08-708 | Elliot Rd: Recker Rd to Power Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB03-904 | Elliot Rd: Recker Rd to Power Rd | Reconstruct roadway to add 2 through lane in each direction | 1.00 | 2 | 4 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| GLB08-709 | Higley Rd: Ocotillo Rd to Chandler Heights Rd | Add 2 lanes in each direction | 1.00 | 2 | 6 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB08-710 | Higley Rd: Pecos Rd to Queen Creek Rd | Add 2 lanes in each direction | 2.00 | 2 | 6 | Private | 3,500,000 | 0 | 0 | 3,500,000 |
| GLB08-711 | Higley Rd: Ray Rd to Williams Field Rd | Add 2 lanes in each direction | 1.00 | 2 | 6 | Private | 2,500,000 | 0 | 0 | 2,500,000 |
| GLB05-108 | Higley Rd: Warner Rd to Ray Rd | Reconstruct roadway to add 2 through lanes in each direction | 1.00 | 2 | 6 | Private | 2,500,000 | 0 | 0 | 2,500,000 |
| GLB08-712 | Ray Rd: Higley Rd to Power Rd | Add 2 lanes in each direction | 2.00 | 2 | 6 | Private | 3,000,000 | 0 | 0 | 3,000,000 |
| GLB05-111 | Ray Rd: Recker Rd to Power Rd | Reconstruct roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Private | 1,300,000 | 0 | 0 | 1,300,000 |

AGENCY: Gilbert**FISCAL YEAR: 2008**

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GLB00-712 | Recker Rd: Baseline Rd to Houston Ave | Reconstruct roadway to add 2 through lane in each direction | .50 | 2 | 4 | Local | 650,000 | 0 | 0 | 650,000 |
| GLB02-808 | Recker Rd: Elliot Rd to Warner Rd | Reconstruct roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB08-713 | Val Vista Dr: Germann Rd to Queen Creek Rd | Add 2 lanes in each direction | 1.00 | 2 | 6 | Private | 2,000,000 | 0 | 0 | 2,000,000 |
| GLB05-113 | Warner Rd: Clalborne Rd to Higley Rd | Reconstruct roadway to add 2 through lanes in each direction | .40 | 2 | 6 | Private | 800,000 | 0 | 0 | 800,000 |
| GLB08-714 | Warner Rd: Higley Rd to Recker Rd | Add 2 lanes in each direction | 1.00 | 2 | 6 | Private | 2,000,000 | 0 | 0 | 2,000,000 |
| GLB03-910 | Warner Rd: Recker Rd to Power Rd | Reconstruct roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| GLB08-715 | Williams Field Rd: Gilbert Rd to SRP Canal | Add 2 lanes in each direction | 1.00 | 2 | 6 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| GLB08-716 | Williams Field Rd: SRP Canal to Recker Rd | Add 2 lanes in each direction | 3.50 | 2 | 6 | Private | 3,500,000 | 0 | 0 | 3,500,000 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|-------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GLB09-717 | Germann Rd: Gilbert Rd to Val Vista Rd | Add 2 lanes in each direction | 2.00 | 2 | 6 | Local | 400,000 | 0 | 0 | 400,000 |
| GLB09-718 | Greenfield Rd: Germann Rd to Pecos Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 2,000,000 | 0 | 0 | 2,000,000 |
| GLB09-719 | Lindsay Rd: Germann Rd to Queen Creek Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 200,000 | 0 | 0 | 200,000 |
| GLB09-720 | Lindsay Rd: Pecos Rd to Germann Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB09-721 | Queen Creek Rd: Lindsay Rd to Val Vista Drive | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB09-722 | Recker Rd: Williams Field to Pecos Rds | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 2,000,000 | 0 | 0 | 2,000,000 |
| GLB09-723 | Riggs Rd: Greenfield Rd to Higley Rd | Add 2 lanes in each direction | 1.00 | 2 | 6 | Private | 2,000,000 | 0 | 0 | 2,000,000 |
| GLB09-724 | Val Vista Dr: Ocotillo Rd to Queen Creek Rd | Add 2 lanes in each direction | 1.00 | 2 | 6 | Private | 2,000,000 | 0 | 0 | 2,000,000 |

FISCAL YEAR: 2010

AGENCY: Gilbert

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|--|------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GLB110-10C | Germann Rd: Gilbert Rd to Power Rd | Construct roadway widening | 6.00 | 2 | 6 | RARF | 19,061,500 | 0 | 3,907,000 | 22,968,500 |
| GLB10-725 | Recker Rd: Elliot Rd to Warner Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| GLB10-726 | Recker Rd: Ray Rd to Warner Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 2,000,000 | 0 | 0 | 2,000,000 |
| GLB10-727 | Recker Rd: Williams Field Rd to Ray Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 150,000 | 0 | 0 | 150,000 |
| GLB10-728 | Williams Field Rd: Recker Rd to Power Rd | Add 1 lane in each direction | 1.00 | 2 | 4 | Private | 150,000 | 0 | 0 | 150,000 |

TOTALS FOR Gilbert

| | | | |
|---------------------|-----------------|--------------------|---------------------|
| LOCAL: | FEDERAL: | REGIONAL: | TOTAL: |
| \$81,811,500 | \$0 | \$3,907,000 | \$85,718,500 |

AGENCY: Glendale

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GLN06-307 | 91st Ave: Glendale Ave to Northern Ave | Widen roadway with curb, gutter, sidewalk and landscaping | 1.00 | 4 | 6 | Local | 1,028,500 | 0 | 0 | 1,028,500 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|-------------------------------------|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GLN08-602 | 59th Ave: Bell Rd to Union Hills Dr | Widen roadway to provide additional lanes | 1.00 | 4 | 5 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| GLN08-603 | 59th Ave: Olive Ave to Brown St | Widen roadway to add medians and stripe for 5 lanes | .50 | 4 | 5 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| GLN07-601 | Bethany Home Rd: 91st to 83rd Aves | Construct new 4 lane roadway | 2.00 | 0 | 4 | Local | 2,000,000 | 0 | 0 | 2,000,000 |

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GLN07-313 | Glendale Ave: Agua Fria Fwy to 115th Ave | Widen roadway with curb, gutter, sidewalk and landscaping | 2.25 | 4 | 6 | Private | 4,000,000 | 0 | 0 | 4,000,000 |

TOTALS FOR Glendale

| | | | | | | | |
|---------------|--------------------|-----------------|------------|------------------|------------|---------------|--------------------|
| LOCAL: | \$9,028,500 | FEDERAL: | \$0 | REGIONAL: | \$0 | TOTAL: | \$9,028,500 |
|---------------|--------------------|-----------------|------------|------------------|------------|---------------|--------------------|

AGENCY: Goodyear

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GDY99-001 | Broadway Rd: Estrella Pkwy to Bullard Ave | Pave dirt road, add 2 lanes and bridge | 1.00 | 2 | 4 | Private | 1,150,000 | 0 | 0 | 1,150,000 |
| GDY07-701 | Bullard Ave: McDowell Rd to Cambridge Ave | Reconstruct roadway from 2 to 6 lanes with curb, gutter, bike lane and landscaping | .50 | 2 | 6 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| GDY07-702 | Cotton Ln: Van Buren St to McDowell Rd | Widen road from 2 lanes to 4 lanes with curb, gutter, and landscaping | 1.00 | 2 | 4 | Private | 2,400,000 | 0 | 0 | 2,400,000 |
| GDY07-704 | Litchfield Rd at Van Buren St | Intersection improvements including busbay, right turn lanes and widening of southbound curb lane | .00 | 5 | 6 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| GDY07-706 | McDowell Rd: Bullard Ave to PebbleCreek Pkwy | Construct new 6 lane roadway, curb, gutter, sidewalk, landscaping, streetlights, storm drain and utilities | 1.00 | 2 | 6 | Private | 12,000,000 | 0 | 0 | 12,000,000 |
| GDY07-707 | PebbleCreek Pkwy: McDowell Rd to Virginia Ave | Reconstruct roadway from 2 to 4 lanes with curb, gutter, landscaping and street lighting | .75 | 2 | 4 | Private | 4,500,000 | 0 | 0 | 4,500,000 |
| GDY07-708 | Van Buren St: Litchfield Rd to Estrella Pkwy | Reconstruct 2 lane road to 5 lanes with landscaped median, storm drainage, street lighting and bridge at Bullard Wash | 2.00 | 2 | 5 | Local | 16,000,000 | 0 | 0 | 16,000,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GDY08-709 | Cotton Ln: MC-85 to Estrella Pkwy | Reconstruct road from 2 to 4 lanes with Bridge at Gila River | 2.50 | 2 | 4 | Local | 63,000,000 | 0 | 0 | 63,000,000 |
| GDY97-008 | Lower Buckeye Rd: Estrella Pkwy to 159th Ave | Reconstruct 2 lanes, curb, gutter, sidewalk & landscape | .50 | 2 | 4 | Private | 500,000 | 0 | 0 | 500,000 |
| GDY08-710 | Yuma Rd: Litchfield Rd to Estrella Pkwy | Reconstruct road from 2 lanes to 6 lanes with curb, gutter, landscaped median, and bridge at Bullard Wash | 2.00 | 2 | 6 | Local | 12,000,000 | 0 | 0 | 12,000,000 |

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| GDY10-711 | Elliot Rd: 185th Ave to Rainbow Valley Rd | Reconstruct road from 2 to 4 lanes | 1.00 | 2 | 4 | Local | 3,750,000 | 0 | 0 | 3,750,000 |
| GDY10-712 | Estrella Pkwy: MC-85 to Vineyard Ave | Reconstruct road from 2 lanes to 4 lanes with bridge widening at Gila River | 1.50 | 2 | 4 | Local | 34,000,000 | 0 | 0 | 34,000,000 |

AGENCY: Goodyear

TOTALS FOR Goodyear

**LOCAL:
\$151,800,000**

**FEDERAL:
\$0**

**REGIONAL:
\$0**

**TOTAL:
\$151,800,000**

AGENCY: Maricopa County

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|---------------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MMA07-701 | 67th Ave: Pinnacle Peak Rd to Happy Valley Rd | Widen roadway from 2 to 4 lanes | 1.00 | 2 | 4 | Local | 300,000 | 0 | 0 | 300,000 |
| MMA07-704 | Chandler Heights Rd at Sonoqui Wash | Construct 5 lane bridge | .50 | 2 | 4 | Local | 2,611,000 | 0 | 0 | 2,611,000 |
| MMA07-705 | Citrus Rd: Olive Ave to 0.75 Mi South | Add 1 southbound through lane | .75 | 2 | 3 | Private | 960,000 | 0 | 0 | 960,000 |
| MMA07-706 | Citrus Rd: Olive Ave to Cheryl Dr | Add 2 through lanes | .75 | 2 | 4 | Private | 1,920,000 | 0 | 0 | 1,920,000 |
| MMA07-707 | Cotton Ln: Elliot Rd to MC-85 | Construct new road and bridge over the Gila River | 3.50 | 0 | 4 | Local | 38,070,000 | 0 | 0 | 38,070,000 |
| MMA07-708 | Dysart Rd: Happy Valley Rd to Beardsley Canal | Construct new 2 lane roadway | .70 | 0 | 2 | Private | 1,680,000 | 0 | 0 | 1,680,000 |
| MMA07-709 | Ellsworth Rd: Ray Rd to Elliot Rd AND Elliot Rd: L202 to Ellsworth Rd | Widen roadway from 2 lanes to 6 | 2.50 | 2 | 6 | Local | 11,500,000 | 0 | 0 | 11,500,000 |
| MMA07-710 | Gavilan Peak Pkwy: Joy Ranch Rd to Daisy Mtn Dr | Construct new road by developer | 2.40 | 0 | 2 | Private | 5,760,000 | 0 | 0 | 5,760,000 |
| MMA07-711 | Happy Valley Rd: El Granada to Vistancia Blvd | Construct new road | 1.90 | 0 | 4 | Private | 9,120,000 | 0 | 0 | 9,120,000 |
| MMA07-712 | Indian School Rd: Litchfield Rd to Dysart Rd | Widen roadway from 2 to 4 lanes | 1.40 | 2 | 4 | Local | 4,865,000 | 0 | 0 | 4,865,000 |
| MMA06-604 | MC-85: Turner Rd to SR-85 | Construct new 2 lane roadway (interim) | 1.00 | 0 | 2 | Local | 1,972,000 | 0 | 0 | 1,972,000 |
| MMA07-714 | Olive Ave: 183rd Ave to Citrus Rd | Add 2 through lanes | .50 | 2 | 4 | Private | 1,200,000 | 0 | 0 | 1,200,000 |
| MMA210-07AC | Power Rd: Baseline Rd to East Maricopa Floodway | Partial advance construct roadway widening for repayment in 2008 | 1.00 | 4 | 6 | RARF | 4,100,000 | 0 | 2,400,000 | 6,500,000 |
| MMA210-06ADX | Power Rd: Baseline Rd to East Maricopa Floodway | Repayment design of roadway widening advance designed in 2006 | 1.00 | | | RARF | -701,000 | 0 | 701,000 | 0 |
| MMA210-06ARWX | Power Rd: Baseline Rd to East Maricopa Floodway | Repayment of advance right of way acquisition completed in 2006 | 1.00 | | | RARF | -1,750,000 | 0 | 1,750,000 | 0 |
| MMA07-715 | Riggs Rd: Ellsworth Rd to 1/2 Mi West | Add 2 through lanes | .50 | 2 | 4 | Private | 1,200,000 | 0 | 0 | 1,200,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|---|---------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MMA08-716 | Gavilan Peak Pkwy: Cloud Rd to Joy Ranch Rd | Construct new 2 lane roadway | 1.00 | 0 | 2 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| MMA03-912 | MC-85: Cotton Ln to Estrella Pkwy | Widen roadway from 2 lanes to 4 | 2.00 | 2 | 4 | Local | 5,834,000 | 0 | 0 | 5,834,000 |
| MMA120-09C | Northern Ave (Phase A1A): US-60 (Grand Ave) to SR-303 | Construct interim roadway | 12.00 | 3 | 6 | STP-MAG | 5,100,000 | 11,653,000 | 617,000 | 17,370,000 |

AGENCY: Maricopa County

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|--------------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MMA210-07ACX | Power Rd: Baseline Rd to East Maricopa Floodway | Repayment (partial) of roadway widening advance constructed in 2007 | 1.00 | 4 | 6 | RARF | -2,150,000 | 0 | 2,150,000 | 0 |
| MMA06-215 | Queen Creek Rd: Arizona Ave to McQueen Rd | Widen roadway from 2 lanes to 4 | 1.00 | 2 | 4 | Local | 5,410,000 | 0 | 0 | 5,410,000 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|--------------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MMA09-608 | MC-85: 107th Ave to 91st Ave | Widen roadway from 2 lanes to 4, plus a raised median | 2.00 | 2 | 4 | Local | 14,519,000 | 0 | 0 | 14,519,000 |
| MMA08-605 | MC-85: 91st Ave to 75th Ave | Widen roadway from 2 lanes to 4, plus a raised median | 2.00 | 2 | 4 | Local | 15,280,000 | 0 | 0 | 15,280,000 |
| MMA120-09RW2 | Northern Ave (Phase A1A): US-60 (Grand Ave) to SR-303 | Protect right of way and construct interim median | 12.00 | 3 | 6 | STP-MAG | 5,100,000 | 11,630,000 | 618,000 | 17,348,000 |
| MMA09-717 | Riggs Rd: Gilbert Rd to Val Vista Dr | Widen roadway from 2 to 6 lanes | 2.00 | 2 | 6 | Local | 3,140,000 | 0 | 0 | 3,140,000 |

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|--------------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MMA100-09C | Dobson Rd at the Salt River Bridge | Construct bridge and widen roadway (1 of 2) | 1.00 | 0 | 6 | RARF | 46,002,950 | 0 | 5,004,000 | 51,006,950 |
| MMA120-09RW3 | Northern Ave (Phase A1A): US-60 (Grand Ave) to SR-303 | Protect right of way and construct interim median | 12.00 | 3 | 6 | STP-MAG | 4,860,857 | 11,138,000 | 0 | 15,998,857 |

FISCAL YEAR: 2011

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MMA11-719 | Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd | Construct new bridge and road across the Agua Fria River | 1.80 | 0 | 4 | Local | 27,000,000 | 0 | 0 | 27,000,000 |
| MMA100-11C | Dobson Rd at the Salt River Bridge | Construct bridge and widen roadway (2 of 2) | 1.00 | 0 | 6 | RARF | 2,145,000 | 0 | 5,005,000 | 7,150,000 |

AGENCY: Maricopa County

TOTALS FOR Maricopa County

LOCAL:
\$216,048,807

FEDERAL:
\$34,421,000

REGIONAL:
\$18,245,000

TOTAL:
\$268,714,807

AGENCY: Mesa**FISCAL YEAR: 2008**

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MES120-08C | Greenfield Rd: Baseline Rd to Southern Ave | Construct roadway widening | 1.00 | 4 | 6 | RARF | 1,561,550 | 0 | 3,645,000 | 5,206,550 |
| MES130-08C | McKellips Rd: Gilbert Rd to Val Vista Dr | Construct roadway widening | 2.00 | 4 | 6 | RARF | 1,301,108 | 0 | 3,036,000 | 4,337,108 |
| MES240-09AC | Power Rd: East Maricopa Floodway to Galveston Rd | Advance construct roadway widening for repayment in phase 2 | 3.50 | 0 | 0 | RARF | 2,460,028 | 0 | 5,739,000 | 8,199,028 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|---|----------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MES100-08C | Broadway Rd: Dobson Rd to Country Club Dr | Construct roadway widening | 2.00 | 4 | 6 | RARF | 3,051,881 | 0 | 3,496,000 | 6,547,881 |
| MES180-09C | Southern Ave: Country Club Dr to Stapley Dr | Construct roadway widening | 2.00 | 4 | 6 | RARF | 2,327,571 | 0 | 5,431,000 | 7,758,571 |
| MES190-09C | Thomas Rd: Gilbert Rd to Val Vista Dr | Construct roadway widening | 2.00 | 0 | 4 | RARF | 1,434,809 | 0 | 3,348,000 | 4,782,809 |

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MES125-10C | Greenfield Rd: Southern Ave to University Dr | Construct roadway widening | 2.00 | 4 | 6 | RARF | 6,790,471 | 0 | 2,737,000 | 9,527,471 |
| MES465-10AC | Hawes Rd: Santan Fwy to Ray Rd | Advance construct roadway widening for repayment in 2025 | .75 | 0 | 0 | Local | 3,223,937 | 0 | 0 | 3,223,937 |
| MES130-10C | McKellips Rd: Val Vista Dr to Higley Rd | Construct roadway widening | 2.00 | 4 | 6 | RARF | 2,815,193 | 0 | 6,570,000 | 9,385,193 |
| MES150-10C | Mesa Dr: Broadway Rd to US-60 (Superstition Fwy) | Construct roadway widening | 2.00 | 4 | 6 | RARF | 1,490,420 | 0 | 3,479,000 | 4,969,420 |
| MES485-07AC | Ray Rd: Sossaman Rd to Ellsworth Rd | Advance construct roadway widening for repayment in phase 2024 | 2.00 | 0 | 0 | Local | 7,261,261 | 0 | 0 | 7,261,261 |

FISCAL YEAR: 2011

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|------------------------------------|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MES250-11AC | Guadalupe Rd: Power Rd to Hawes Rd | Advance construct roadway widening for repayment in 2014 | 2.00 | 0 | 0 | RARF | 1,797,618 | 0 | 4,196,000 | 5,993,618 |

AGENCY: Mesa

FISCAL YEAR: 2011

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|--|----------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| MES185-11C | Southern Ave: Stapley Dr to Lindsay Rd | Construct roadway widening | 2.00 | 4 | 6 | RARF | 1,771,428 | 0 | 4,133,000 | 5,904,428 |

LOCAL:
\$37,287,275

FEDERAL:
\$0

REGIONAL:
\$45,810,000

TOTAL:
\$83,097,275

TOTALS FOR Mesa

AGENCY: Peoria**FISCAL YEAR: 2007**

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PEO07-701 | 67th Ave: Pinnacle Peak Rd to Happy Valley Rd | Widen roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Local | 375,000 | 0 | 0 | 375,000 |
| PEO07-702 | 83rd Ave at Grand Ave | Widen intersection | .20 | 2 | 6 | Local | 4,900,000 | 0 | 0 | 4,900,000 |
| PEO99-724 | 83rd Ave: Northern Ave to Olive Ave | Widen roadway from 2 lanes to 4, paving, curb and gutter | 1.00 | 2 | 4 | Local | 1,640,000 | 0 | 0 | 1,640,000 |
| PEO100-07AC | Beardsley Rd Connection: Loop 101(Agua Fria Fwy) to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy | Advance construct new frontage road and bridges for repayment in 2011 | 2.00 | 0 | 4 | Local | 31,573,395 | 0 | 0 | 31,573,395 |
| PEO07-311 | Lone Mountain Rd: El Mirage Rd to Lake Pleasant Pkwy | Pave, curb, gutter, sidewalk, bike lane, median, landscaping and bridge. | 3.00 | 0 | 2 | Private | 18,900,000 | 0 | 0 | 18,900,000 |
| PEO07-706 | Thunderbird Rd: Loop 101 (Agua Fria Fwy) to 95th Ave | Widen roadway to add 1 through lane in each direction | 1.10 | 4 | 6 | Local | 23,880,000 | 0 | 0 | 23,880,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PEO08-707 | 83rd Ave: Deer Valley Rd to Pinnacle Peak Rd | Widen roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Local | 5,250,000 | 0 | 0 | 5,250,000 |
| PEO08-708 | 83rd Ave: Mountain View Rd to Peoria Ave | Realign and widen roadway, adding two through lanes | .70 | 2 | 4 | Local | 13,000,000 | 0 | 0 | 13,000,000 |
| PEO200-06AC | Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd | Advance construct roadway widening for repayment in 2024 | 3.00 | 0 | 2 | Local | 14,466,000 | 0 | 0 | 14,466,000 |
| PEO08-710 | Peoria Ave: Loop 101 (Agua Fria Fwy) to 91st Ave | Widen roadway to add 1 through lane in each direction | .30 | 4 | 6 | Local | 4,300,000 | 0 | 0 | 4,300,000 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PEO09-714 | 67th Ave: Pinnacle Peak Rd to Happy Valley Rd | Widen roadway to add 1 through lane in each direction | 1.00 | 4 | 6 | Local | 18,200,000 | 0 | 0 | 18,200,000 |
| PEO09-717 | 83rd Ave Happy Valley Rd to Pinnacle Peak Rd | Widen roadway to add 1 through lane in each direction | 1.00 | 4 | 6 | Local | 7,600,000 | 0 | 0 | 7,600,000 |
| PEO09-718 | 83rd Ave: Olive Ave to Mountain View Rd | Widen roadway to add 1 through lane in each direction | .50 | 2 | 4 | Local | 3,500,000 | 0 | 0 | 3,500,000 |

AGENCY: Peoria**FISCAL YEAR: 2009**

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PEO05-306 | El Mirage Rd: Vistancia Blvd to Dynamite Rd | Pave, curb, gutter, sidewalk, bike lane, median and landscaping. | 1.00 | 0 | 4 | Private | 2,030,000 | 0 | 0 | 2,030,000 |

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PEO99-714 | 107th Ave: Union Hills Dr to Palm Tree Dr | Widen roadway from 2 lanes to 4, paving, curb and gutter | .50 | 2 | 4 | Local | 160,000 | 0 | 0 | 160,000 |
| PEO10-721 | 83rd Ave at Lake Pleasant Pkwy | Widen intersection | .20 | 4 | 6 | Local | 1,300,000 | 0 | 0 | 1,300,000 |
| PEO96-674 | Carefree Hwy: Agua Fria River to Twin Buttes Pkwy | Pave, curb, gutter, sidewalk, landscape and bridge | 3.00 | 0 | 4 | Private | 5,000,000 | 0 | 0 | 5,000,000 |
| PEO97-004 | Peak Pkwy: SR-74 to Stagecoach Pkwy | Pave, curb, gutter, sidewalk, landscape and bike lane | 2.00 | 0 | 4 | Private | 2,200,000 | 0 | 0 | 2,200,000 |
| PEO96-024 | Peak Pkwy: Stagecoach Pkwy to Lake Pleasant Blvd | Pave, curb, gutter, sidewalk, landscape and bike lane | 2.00 | 0 | 4 | Private | 2,000,000 | 0 | 0 | 2,000,000 |
| PEO97-697 | Stagecoach Pkwy: SR-74 to Lake Pleasant Blvd | Pave, curb, gutter, sidewalk, landscape and bike lane | 3.00 | 0 | 4 | Private | 6,000,000 | 0 | 0 | 6,000,000 |
| PEO95-658 | Twin Buttes Pkwy: Happy Valley Rd to SR-74 | Pave, curb, gutter, sidewalk, landscape and bridge | 7.00 | 0 | 4 | Private | 7,000,000 | 0 | 0 | 7,000,000 |
| PEO97-005 | Vintage Rd: Stagecoach Pkwy to Peak Pkwy | Pave, curb, gutter, sidewalk, landscape and bike lane | 1.75 | 0 | 4 | Private | 1,750,000 | 0 | 0 | 1,750,000 |
| PEO98-004 | Western Rd: Peak Pkwy to 163rd Ave | Pave, curb, gutter, sidewalk, landscape and bike lane | 1.00 | 0 | 4 | Private | 1,100,000 | 0 | 0 | 1,100,000 |

FISCAL YEAR: 2011

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PEO11-724 | 91st Ave: Grand Ave to Cactus Rd | Widen roadway to add 1 through lane in each direction | .30 | 4 | 6 | Local | 2,600,000 | 0 | 0 | 2,600,000 |
| PEO97-689 | 91st Ave: Villa Lindo to Happy Valley Rd | Widen roadway from 2 lanes to 4, overlay and shoulder | .25 | 2 | 4 | Local | 400,000 | 0 | 0 | 400,000 |

AGENCY: Peoria

TOTALS FOR Peoria

LOCAL:
\$179,124,395

FEDERAL:
\$0

REGIONAL:
\$0

TOTAL:
\$179,124,395

AGENCY: Phoenix

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PHX04-407 | 51st Ave: North of Dobbins Rd to Southern Ave (Laveen Area Conveyance Channel) | Reconstruct roadway to 74ft section, adding 2 through lanes | 1.80 | 2 | 4 | Local | 5,100,000 | 0 | 0 | 5,100,000 |
| PHX04-024 | McDowell Rd: 83rd Ave to 75th Ave | Reconstruct roadway to 64ft section, adding 2 through lanes | 1.00 | 2 | 4 | Local | 4,300,000 | 0 | 0 | 4,300,000 |
| PHX09-623 | Southern Ave: 27th Ave to 19th Ave | Acquire ROW and reconstruct roadway to 64ft to 74ft section, adding 2 through lanes (variable cross-section) | 1.00 | 2 | 4 | Local | 5,470,000 | 0 | 0 | 5,470,000 |
| PHX05-115 | Van Buren St: 67th Ave to 59th Ave | Reconstruct roadway to 64ft section, adding 2 through lanes | 1.00 | 2 | 4 | Local | 3,500,000 | 0 | 0 | 3,500,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PHX08-613 | 19th Ave: Baseline Rd to Southern Ave | Reconstruct roadway to 64ft section, adding 2 through lanes | 1.00 | 2 | 4 | Local | 3,500,000 | 0 | 0 | 3,500,000 |
| PHX07-605 | 35th Ave: Pinnacle Peak Rd to Happy Valley Rd | Acquire ROW and construct new 4 lane roadway to 74ft section | 1.00 | 0 | 4 | Local | 5,400,000 | 0 | 0 | 5,400,000 |
| PHX08-714 | 64th St: Mayo Blvd to Loop 101 (Pima Fwy) | Construct new roadway to 64ft section. | .50 | 0 | 4 | Local | 2,200,000 | 0 | 0 | 2,200,000 |
| PHX05-135 | 67th Ave: Buckeye Rd to Van Buren St | Reconstruct roadway to 64ft section, adding 2 through lanes | 1.00 | 2 | 4 | Local | 2,500,000 | 0 | 0 | 2,500,000 |
| PHX08-615 | Van Buren St: 75th Ave to 67th Ave | Reconstruct roadway to 64ft section, adding 2 through lanes | 1.00 | 2 | 4 | Local | 3,500,000 | 0 | 0 | 3,500,000 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|--------------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PHX400-09AC | Happy Valley Rd: 43rd Ave to 35th Ave | Advance construct roadway widening for repayment in FY 2023 | 1.00 | 3 | 7 | Local | 1,700,000 | 0 | 0 | 1,700,000 |
| PHX410-09AC | Happy Valley Rd: 55th Ave to 43rd Ave | Advance construct roadway widening for repayment in FY 2024 | 1.50 | 0 | 0 | Local | 2,500,000 | 0 | 0 | 2,500,000 |
| PHX420-08ARW | Happy Valley Rd: 67th Ave to 55th Ave | Advance construct roadway widening for repayment in FY 2024 | 1.00 | 3 | 7 | Local | 3,000,000 | 0 | 0 | 3,000,000 |
| PHX09-622 | Pinnacle Peak Rd: 55th Ave to 43rd Ave | Acquire ROW and reconstruct roadway to 74ft section, adding 2 through lanes | 1.00 | 2 | 4 | Local | 3,805,000 | 0 | 0 | 3,805,000 |

AGENCY: Phoenix

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PHX04-212 | Tatum Blvd: Pinnacle Peak Rd to Happy Valley Rd | Reconstruct roadway to 104ft section, adding 4 through lanes | 1.00 | 2 | 6 | Local | 4,116,000 | 0 | 0 | 4,116,000 |

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PHX10-629 | 32nd St: Southern Ave to Broadway Rd | Reconstruct roadway to 64ft section, adding 2 through lanes | 1.00 | 2 | 4 | Local | 4,000,000 | 0 | 0 | 4,000,000 |
| PHX10-733 | 91st Ave: Indian School Rd to Camelback Rd | Purchase ROW and reconstruct roadway to 74ft section, adding 1 through lane in each direction | 1.00 | 2 | 4 | Local | 500,000 | 0 | 0 | 500,000 |

FISCAL YEAR: 2011

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|--|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| PHX09-620 | 91st Ave: Indian School Rd to Camelback Rd | Reconstruct roadway to 74ft section, adding 2 through lanes | 1.00 | 2 | 4 | Local | 4,800,000 | 0 | 0 | 4,800,000 |
| PHX09-621 | Cave Creek Rd: Union Hills Dr to Loop 101 (Pima Fwy) | Design/ROW/Construction. Reconstruct roadway to 94ft section, adding 2 through lanes | 1.00 | 4 | 6 | Local | 2,750,000 | 0 | 0 | 2,750,000 |

TOTALS FOR Phoenix

| | |
|------------------|---------------------|
| LOCAL: | \$62,641,000 |
| FEDERAL: | \$0 |
| REGIONAL: | \$0 |
| TOTAL: | \$62,641,000 |

AGENCY: Queen Creek

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|-----------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| QNC07-701 | Chandler Heights Rd: Ellsworth Rd to 204th St | Widen roadway, adding WB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-702 | Chandler Heights Rd: Hawes Rd to 204th St | Widen roadway, adding EB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-706 | Crismon Rd: Barnes Pkwy to Ocotillo Rd | Widen roadway, adding SB lane | .50 | 2 | 4 | Private | 2,000,000 | 0 | 0 | 1,000,000 |
| QNC07-705 | Crismon Rd: Queen Creek Rd to Barnes Pkwy | Widen roadway, adding SB lane | .50 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC07-744 | Ellsworth Rd Bypass: Ocotillo Rd to Barnes Parkway | Construct new six lane roadway | .75 | 0 | 6 | Local | 2,300,000 | 0 | 0 | 2,300,000 |
| QNC07-743 | Ellsworth Rd Bypass: Ocotillo Rd to Chandler Heights Rd | Construct new six lane roadway | .75 | 0 | 6 | Local | 2,300,000 | 0 | 0 | 2,300,000 |
| QNC07-710 | Ellsworth Rd: Chandler Heights Rd to Queen Creek Wash | Widen roadway, adding one NB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-712 | Ellsworth Rd: Hunt Rd to Riggs Rd | Widen roadway, adding one NB lane | 1.00 | 2 | 3 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC07-707 | Ellsworth Rd: Ocotillo Rd to Queen Creek Wash | Widen roadway, adding one SB lane | .50 | 2 | 3 | Local | 500,000 | 0 | 0 | 500,000 |
| QNC07-708 | Ellsworth Rd: Ocotillo Rd to Rittenhouse Rd | Widen roadway, adding one NB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-714 | Ellsworth Rd: Queen Creek Rd to Rittenhouse Rd | Widen roadway, adding one SB lane | .50 | 2 | 4 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC07-711 | Ellsworth Rd: Queen Creek Rd to Ryan Rd | Widen roadway, adding one NB lane | .50 | 2 | 3 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC07-709 | Ellsworth Rd: Rittenhouse Rd to Ocotillo Rd | Widen roadway, adding one SB lane | .50 | 2 | 3 | Local | 500,000 | 0 | 0 | 500,000 |
| QNC07-713 | Ellsworth Rd: Rittenhouse Rd to Queen Creek Rd | Widen roadway, adding one NB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-715 | Empire Blvd: Crismon Rd to 220th Street | Widen roadway, adding one EB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-716 | Empire Blvd: Ellsworth Rd to Crismon Rd | Widen roadway, adding one EB lane | 1.00 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC07-717 | Germann Rd: Power Rd to Re-aligned Rittenhouse Rd | Widen roadway, adding one EB lane | .75 | 2 | 3 | Private | 1,250,000 | 0 | 0 | 1,250,000 |
| QNC07-718 | Hawes Rd: Cloud Rd to Chandler Heights Rd | Widen roadway, adding one NB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-719 | Hawes Rd: Ocotillo Rd to Queen Creek Rd | Widen roadway, adding one NB lane | 1.00 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC07-720 | Hawes Rd: Queen Creek Rd to Ocotillo Rd | Widen roadway, adding one SB lane | 1.00 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC07-721 | Hawes Rd: Rittenhouse Rd to Queen Creek Rd | Widen roadway, adding SB lane | .25 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-722 | Ocotillo Rd: 209th Way to Ellsworth Rd | Widen roadway, adding WB lane | .20 | 2 | 3 | Private | 250,000 | 0 | 0 | 250,000 |
| QNC07-724 | Ocotillo Rd: Crismon Rd to 220th St | Widen roadway, adding EB lane | .50 | 2 | 3 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC07-729 | Ocotillo Rd: Crismon Rd to Rittenhouse Rd | Widen roadway, adding WB lane | .30 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |

AGENCY: Queen Creek

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|-------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| QNC07-725 | Ocotillo Rd: Ellsworth Rd Bypass to Ellsworth Rd | Widen roadway, adding EB lane | .25 | 2 | 3 | Local | 250,000 | 0 | 0 | 250,000 |
| QNC07-726 | Ocotillo Rd: Ellsworth Rd Bypass to Hawes Rd | Widen roadway, adding WB lane | .75 | 2 | 3 | Private | 750,000 | 0 | 0 | 750,000 |
| QNC07-723 | Ocotillo Rd: Ellsworth Rd to 211th St | Widen roadway, adding EB lane | .25 | 3 | 4 | Local | 250,000 | 0 | 0 | 250,000 |
| QNC07-727 | Ocotillo Rd: Ellsworth Rd to Ellsworth Rd Bypass | Widen roadway, adding WB lane | .25 | 3 | 4 | Local | 250,000 | 0 | 0 | 250,000 |
| QNC07-728 | Ocotillo Rd: Rittenhouse Rd to 209th Way | Widen roadway, adding WB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-730 | Ocotillo Rd: Signal Butte Rd to 220th Rd | Widen roadway, adding WB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-731 | Ocotillo Rd: Sossaman Rd to 188th St | Widen roadway, adding WB lane | .50 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC07-732 | Power Rd: Rittenhouse Rd to Re-aligned Rittenhouse Rd | Widen roadway, adding SB lane | .50 | 2 | 3 | Private | 750,000 | 0 | 0 | 750,000 |
| QNC07-734 | Queen Creek Rd: 188th St to Sossaman Rd | Widen roadway, adding EB lane | .50 | 2 | 4 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-735 | Queen Creek Rd: Crismon Rd to 213th St. | Widen roadway, adding WB lane | .50 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC07-733 | Queen Creek Rd: Sossaman Rd to 188th St | Widen roadway, adding WB lane | .50 | 2 | 3 | Private | 750,000 | 0 | 0 | 750,000 |
| QNC07-736 | Rittenhouse Rd (re-aligned): Power Rd to Rittenhouse Rd | Widen roadway, adding SB lane | .50 | 0 | 4 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC07-737 | Rittenhouse Rd: Ellsworth Rd to 203rd St | Widen roadway, adding WB lane | .50 | 2 | 4 | Local | 2,000,000 | 0 | 0 | 2,000,000 |
| QNC07-738 | Rittenhouse Rd: Ocotillo Rd to Ellsworth Rd | Widen roadway, adding lane | .75 | 2 | 4 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC07-739 | Signal Butte Rd: Ocotillo Rd to Rittenhouse Rd | Widen roadway, adding WB lane | 1.00 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC07-740 | Sossaman Rd: Ocotillo Rd to Appleby Rd | Widen roadway, adding NB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC07-741 | Sossaman Rd: Ocotillo Rd to Queen Creek Rd | Widen roadway, adding NB lane | 1.00 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC07-742 | Sossaman Rd: Ryan Rd to Queen Creek Rd | Widen roadway, adding SB lane | .75 | 2 | 3 | Private | 750,000 | 0 | 0 | 750,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|-----------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| QNC08-745 | Crismon Rd: Comacho Rd to Queen Creek Rd | Widen roadway, adding NB lane | .50 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC08-746 | Ellsworth Rd: Riggs Rd to Chandler Heights Rd | Widen roadway, adding one NB lane | 1.00 | 2 | 3 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC08-748 | Meridian Rd: Chandler Heights Rd to Riggs Rd | Widen roadway, adding SB lane | 1.00 | 0 | 3 | Private | 1,500,000 | 0 | 0 | 1,500,000 |

AGENCY: Queen Creek

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|-------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| QNC08-747 | Meridian Rd: Ocotillo Rd to Chandler Heights Rd | Widen roadway, adding SB lane | 1.00 | 0 | 3 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC08-749 | Ocotillo Rd: 220th St to Signal Butte Rd | Widen roadway, adding EB lane | .50 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC08-750 | Ocotillo Rd: Recker Rd to Power Rd | Widen roadway, adding EB lane | 1.00 | 0 | 2 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC08-751 | Ocotillo Rd: Signal Butte Rd to Meridian Rd | Widen roadway, adding EB lane | 1.00 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC08-752 | Queen Creek Rd: Ellsworth Rd to Crismon Rd | Widen roadway, adding EB lane | 1.00 | 2 | 3 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC08-755 | Riggs Rd: Crismon Rd to Ellsworth Rd | Widen roadway, adding WB lane | 1.00 | 0 | 3 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC08-754 | Riggs Rd: Crismon Rd to Signal Butte Rd | Widen roadway, adding EB lane | 1.00 | 0 | 3 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC08-756 | Riggs Rd: Ellsworth Rd to Crismon Rd | Widen roadway, adding EB lane | 1.00 | 0 | 3 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC08-753 | Riggs Rd: Signal Butte Rd to Crismon Rd | Widen roadway, adding WB lane | 1.00 | 0 | 3 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC08-757 | Riggs Rd: Signal Butte Rd to Meridian Rd | Construct new roadway | 1.00 | 0 | 3 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC08-758 | Riggs Rd: Signal Butte Rd to Meridian Rd | Widen roadway, adding EB lane | 1.00 | 2 | 3 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC08-759 | Rittenhouse Rd: 203rd St to Queen Creek Rd | Widen roadway, adding WB lane | .25 | 2 | 4 | Local | 500,000 | 0 | 0 | 500,000 |
| QNC08-760 | Rittenhouse Rd: Hawes Rd to 196th St | Widen roadway, adding EB lane | .50 | 2 | 4 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC08-761 | Rittenhouse Rd: Re-aligned Rittenhouse Rd to Germann Rd | Widen roadway, adding SB lane | .75 | 2 | 4 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC08-762 | Signal Butte Rd: Ocotillo Rd to Barnes Pkwy | Widen roadway, adding NB lane | .50 | 2 | 3 | Private | 500,000 | 0 | 0 | 500,000 |
| QNC08-763 | Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd | Widen roadway, adding SB lane | 1.00 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC08-764 | Sossaman Rd: Appleby Rd to Queen Creek Rd | Widen roadway, adding NB lane | .25 | 2 | 3 | Private | 250,000 | 0 | 0 | 250,000 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|--|-----------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| QNC09-766 | Chandler Heights Rd: Sossaman Rd to Hawes Rd | Widen roadway, adding EB lane | 1.00 | 2 | 3 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-765 | Chandler Heights Rd: Sossaman Rd to Power Rd | Widen roadway, adding WB lane | 1.00 | 2 | 3 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-767 | Ellsworth Rd: Riggs Rd to Hunt Rd | Widen roadway, adding one SB lane | 1.00 | 3 | 4 | Local | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC09-768 | Meridian Rd: Queen Creek Rd to Ocotillo Rd | Widen roadway, adding SB lane | 1.00 | 2 | 3 | Private | 1,500,000 | 0 | 0 | 1,500,000 |

AGENCY: Queen Creek

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|---------------------------------------|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| QNC09-769 | Ocotillo Rd: Hawes Rd to Sossaman Rd | Widen roadway, adding NB lane | 1.00 | 2 | 3 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-770 | Ocotillo Rd: Meridian Rd to Signal Butte Rd | Widen roadway, adding WB lane | 1.00 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-771 | Ocotillo Rd: Sossaman Rd to Hawes Rd | Widen roadway, adding EB lane | 1.00 | 2 | 3 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-772 | Ocotillo Rd: Sossaman Rd to Power Rd | Widen roadway, adding WB lane | 1.00 | 2 | 3 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-773 | Power Rd: Riggs Rd to Cloud Rd | Widen roadway, adding NB lane | .50 | 2 | 3 | Private | 1,500,000 | 0 | 0 | 1,500,000 |
| QNC09-774 | Re-aligned Rittenhouse Rd: Sossaman Rd to Hawes Rd | Widen roadway, adding EB lane | 1.00 | 2 | 4 | Local | 2,000,000 | 0 | 0 | 2,000,000 |
| QNC09-775 | Rittenhouse Rd: Cloud Rd to Riggs Rd | Widen roadway, adding 2 through lanes | .50 | 2 | 4 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-776 | Rittenhouse Rd: Crismon Rd to Signal Butte | Widen roadway, adding EB lane | 1.00 | 2 | 3 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-777 | Rittenhouse Rd: Re-aligned Rittenhouse Rd to Crismon Rd | Widen roadway, adding EB lane | .25 | 2 | 3 | Local | 250,000 | 0 | 0 | 250,000 |
| QNC09-778 | Rittenhouse Rd: Signal Butte Rd to Cloud Rd | Widen roadway, adding 2 through lanes | .50 | 2 | 4 | Private | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-780 | Signal Butte Rd: Barnes Pkwy to Queen Creek Rd | Widen roadway, adding NB lane | .50 | 2 | 3 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-779 | Signal Butte Rd: Ocotillo Rd to Queen Creek Rd | Widen roadway, adding NB lane | 1.00 | 2 | 3 | Local | 1,000,000 | 0 | 0 | 1,000,000 |
| QNC09-781 | Sossaman Rd: Ocotillo Rd to Sonoqui Blvd | Widen roadway, adding SB lane | .50 | 2 | 3 | Local | 500,000 | 0 | 0 | 500,000 |
| QNC09-782 | Sossaman Rd: Sonoqui Blvd to Ocotillo Rd | Widen roadway, adding NB lane | .50 | 3 | 4 | Local | 1,000,000 | 0 | 0 | 1,000,000 |

TOTALS FOR Queen Creek

LOCAL: \$79,350,000

FEDERAL: \$0

REGIONAL: \$0

TOTAL: \$79,350,000

AGENCY: Scottsdale**FISCAL YEAR: 2007**

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| SCT100-06C | Loop 101 (Pima Fwy) Westbound Frontage Rd: Hayden Rd to Scottsdale Rd | Construct new frontage road | 1.00 | 0 | 2 | RARF | 1,760,000 | 0 | 4,106,000 | 5,865,000 |
| SCT200-07AC | Pima Rd: Pinnacle Peak Rd to Happy Valley Rd | Advance construct roadway widening for repayment in FY 2012 | 1.00 | 4 | 6 | Local | 2,000,000 | 0 | 0 | 2,000,000 |

FISCAL YEAR: 2008

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| SCT110-08C | Loop 101 (Pima Fwy) Westbound Frontage Rd: Pima Rd/Princess Dr to Hayden Rd | Construct new frontage road | 1.00 | 0 | 2 | RARF | 1,800,000 | 0 | 4,200,000 | 6,000,000 |
| SCT03-007 | Pinnacle Peak Rd: Scottsdale Rd to Pima Rd | Reconstruct roadway to add 1 through lane in each direction | 2.00 | 2 | 4 | Local | 10,754,100 | 0 | 0 | 10,754,100 |

FISCAL YEAR: 2009

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|------------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| SCT09-609A | Hayden Rd: Deer Valley Rd to Pinnacle Peak Rd | Reconstruct roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Private | 1,600,000 | 0 | 0 | 1,600,000 |
| SCT09-609B | Hayden Rd: Deer Valley Rd to Pinnacle Peak Rd | Reconstruct roadway to add 1 through lane in each direction | 1.00 | 2 | 4 | Local | 1,469,400 | 0 | 0 | 1,469,400 |

FISCAL YEAR: 2010

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-------------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| SCT120-10C | Loop 101 (Pima Fwy) Eastbound Frontage Rd: Hayden Rd to Pima Rd / Princess Dr | Construct new frontage road | 2.00 | 0 | 2 | RARF | 1,621,714 | 0 | 3,784,000 | 5,405,714 |
| SRP100-10C | Pima Rd: McKellips Rd to Via Linda | Construct roadway widening | 7.00 | 2 | 4 | RARF | 6,921,571 | 0 | 16,757,000 | 23,678,571 |
| SCT210-10AC | Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd | Advance construct roadway widening for repayment in phase 2 | 2.00 | 4 | 6 | Local | 7,100,000 | 0 | 0 | 7,100,000 |

AGENCY: Scottsdale

TOTALS FOR Scottsdale

LOCAL:
\$35,026,786

FEDERAL:
\$0

REGIONAL:
\$28,847,000

TOTAL:
\$63,872,785

AGENCY: Surprise

FISCAL YEAR: 2007

| ID# | Location | Type of Work | Miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost |
|-----------|---|---|-------|--------------|-------------|-----------|------------|--------------|---------------|------------|
| SUR07-701 | 115th Ave & Avenue of the Arts: Union Hills Dr to Bell Rd | Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping | 1.50 | 2 | 3 | Local | 2,000,000 | 0 | | 2,000,000 |
| SUR07-702 | Bullard Rd: Acoma Dr to Greenway Rd | Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping | .50 | 2 | 4 | Local | 1,000,000 | 0 | | 1,000,000 |
| SUR07-703 | Bullard Rd: Waddell Rd and Cactus Rd | Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping | 1.00 | 2 | 4 | Local | 2,000,000 | 0 | | 2,000,000 |
| SUR07-705 | Cactus Rd: 175th Ave to Citrus Rd | Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping | .50 | 2 | 3 | Local | 1,000,000 | 0 | | 1,000,000 |
| SUR07-706 | Cactus Rd: Litchfield Rd to 143th Ave | Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping | .50 | 2 | 3 | Local | 1,000,000 | 0 | | 1,000,000 |
| SUR07-707 | Cactus Rd: Litchfield Rd to West of 143th Ave | Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping | .50 | 2 | 4 | Local | 1,000,000 | 0 | | 1,000,000 |
| SUR07-704 | Cactus Rd: Reems Rd to Sarival Rd | Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping | 1.00 | 2 | 4 | Local | 1,000,000 | 0 | | 1,000,000 |
| SUR07-708 | Cactus Rd: Reems Road to 151st Ave | Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping | 1.00 | 2 | 3 | Local | 1,000,000 | 0 | | 1,000,000 |
| SUR07-709 | Citrus Road: Cactus Rd to Waddell Rd | Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping | 1.00 | 4 | 5 | Local | 4,000,000 | 0 | | 4,000,000 |
| SUR07-710 | Cotton Ln: North of Bell Rd to Eastham Parkway | Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping | .75 | 2 | 3 | Local | 1,000,000 | 0 | | 1,000,000 |
| SUR07-711 | El Mirage Rd: Bell Rd to Paradise Ln | Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping | .50 | 4 | 5 | Local | 2,000,000 | 0 | | 2,000,000 |
| SUR07-712 | Waddell Rd: 175th Ave to Citrus Rd | Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping | .50 | 2 | 3 | Local | 1,000,000 | 0 | | 1,000,000 |
| SUR07-713 | Waddell Rd: Reems Rd to Bullard Rd | Reconstruct arterial roadway, add 2 lanes, curb, sidewalk and landscaping | 1.00 | 4 | 6 | Local | 4,000,000 | 0 | | 4,000,000 |

| | |
|------------------|---------------------|
| LOCAL: | \$22,000,000 |
| FEDERAL: | \$0 |
| REGIONAL: | \$0 |
| TOTAL: | \$22,000,000 |

TOTALS FOR Surprise

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

DATE:

February 28, 2006

SUBJECT:

Conformity Consultation

SUMMARY:

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program (TIP). The proposed amendment includes the addition of three new federally-funded transit projects for Avondale, Tempe, and Valley Metro. The amendment also includes a City of Phoenix federal-aid bridge scour project and two City of Mesa Intelligent Transportation System projects. All of the projects are for addition to FY 2006. Comments on the conformity assessment are requested by March 24, 2006.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations or projects exempt from a regional emissions analysis. A description of the projects is provided in the attached interagency consultation memorandum.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, Maricopa County Environmental Services Department, U.S. Environmental Protection Agency, Central Arizona Association of Governments, Pinal County Air Quality Control District, and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP.

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

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway

Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On February 23, 2006, the MAG Transportation Review Committee recommended approval of an Amendment to the FY 2006-2010 MAG Transportation Improvement Program to add highway and transit projects.

MEMBERS ATTENDING

- | | |
|--|---|
| Maricopa County: Mike Ellegood, Chairperson | *Litchfield Park: Mike Cartsonis |
| ADOT: Dan Lance | Mesa: Jim Huling |
| Avondale: David Fitzhugh | *Paradise Valley: Robert M. Cicarelli |
| Chandler: Patrice Kraus | Peoria: David Moody |
| *El Mirage: B.J. Cornwall | Phoenix: Don Herp for Tom Callow |
| Fountain Hills: Randy Harrel | *Queen Creek: Mark Young |
| *Gila Bend: Lynn Farmer | RPTA: Bryan Jungwirth |
| Gilbert: Ken Maruyama for Tami Ryall | Scottsdale: Dave Meinhardt for Mary O'Connor |
| Glendale: Terry Johnson | Surprise: Randy Overmyer |
| Goodyear: Cato Esquivel | Tempe: Carlos De Leon |
| *Guadalupe, Jim Ricker | *Wickenburg: Shane Dille |
| | Valley Metro Rail: John Farry |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|---|
| *Regional Bicycle Task Force: Randi Alcott, RPTA | *Pedestrian Working Group: Eric Iwersen, City of Tempe |
| *Street Committee: Larry Shobe, City of Tempe | *Telecommunications Advisory Group: |
| *ITS Committee: Alan Sanderson | |

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

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ Fax (602) 254-6490
E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

February 28, 2006

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
Dave Boggs, Regional Public Transportation Authority/ Valley Metro
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Don Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT TO THE FY 2006-2010 MAG TRANSPORTATION
IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program (TIP). The proposed amendment includes the addition of three new federally-funded transit projects for Avondale, Tempe, and Valley Metro. The amendment also includes a City of Phoenix federal-aid bridge scour project and two City of Mesa Intelligent Transportation System projects. All of the projects are for addition to FY 2006. Comments on the conformity assessment are requested by March 24, 2006.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations or projects exempt from a regional emissions analysis. The current conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 31, 2005 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

A Voluntary Association of Local Governments in Maricopa County

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2006-2010 MAG TRANSPORTATION IMPROVEMENT PROGRAM

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

The amendment is necessary to add federally funded projects. The amendment includes projects that may be categorized as exempt from conformity determinations or projects exempt from a regional emissions analysis. Types of projects considered exempt are defined in the federal transportation conformity rule.

The proposed amendment to the FY 2006-2010 MAG Transportation Improvement Program includes the projects included in the attached table. The project number (if available), the agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The current conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 31, 2005 remains unchanged by this action.

FY 2006-2010 MAG TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

| Project # | Agency | Location | Type of Work | FY | Fund Type | Local Cost | Regional Cost | Federal Cost | Total Cost | Errata Reason | Conformity Assessment |
|------------|--------------|---|---|------|-----------|------------|---------------|--------------|-------------|---|--|
| AVN06-601T | Avondale | Areawide | Operating assistance - Avondale urbanized area | 2006 | 5307 | \$814,700 | \$0 | \$814,700 | \$1,629,400 | Add new transit project to FY 2006 with 5307 funds. | Project is considered exempt from conformity requirements under the category "operating assistance to transit agencies". The conformity status of the TIP and RTP would remain unchanged. |
| MES06-701 | Mesa | Country Club Dr: Baseline Rd to McKellips Rd | Design ITS Traffic Signal Conversion from Sonix to Icon | 2006 | Local | \$220,000 | \$0 | \$0 | \$220,000 | Add new ITS design project to FY 2006 with local funds. | Project is considered exempt from conformity requirements under the category "engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action". The conformity status of the TIP and RTP would remain unchanged. |
| MES06-702 | Mesa | Mesa Dr: Broadway Rd to Brown Rd and Main St: Mesa Dr to Williams | Design ITS Traffic Signal Conversion from Sonix to Icon | 2006 | Local | \$120,000 | \$0 | \$0 | \$120,000 | Add new ITS design project to FY 2006 with local funds. | Project is considered exempt from conformity requirements under the category "engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action". The conformity status of the TIP and RTP would remain unchanged. |
| PHX06-638 | Phoenix | Regionwide | Bridge Scour Plan of Action | 2006 | BR | \$15,000 | \$0 | \$60,000 | \$75,000 | Add new Bridge Scour project to FY 2006 with federal Bridge Replacement and Rehabilitation funds. | Project is considered exempt from conformity requirements under the category "planning and technical studies". The conformity status of the TIP and RTP would remain unchanged. |
| TMP06-607T | Tempe | Downtown Tempe | Construct downtown transit center | 2006 | 5309 | \$194,356 | \$0 | \$777,422 | \$971,778 | Add new transit project to FY 2006 with 5309 funds. | Project is considered exempt from regional emissions analysis under the category "bus terminals and transfer points". The conformity status of the TIP and RTP would remain unchanged. |
| VMT06-666T | Valley Metro | Citywide | Design and construct upgrades - Mesa | 2006 | 5307 | \$121,000 | \$0 | \$484,000 | \$605,000 | Add new transit project to FY 2006 with 5307 funds. | Project is considered exempt from conformity requirements under the category "purchase of office, shop, and operating equipment for existing facilities". The conformity status of the TIP and RTP would remain unchanged. |

February 28, 2006

TO: Members of the MAG Management Committee

FROM: Heidi Pahl, 2005 Census Survey Coordinator

SUBJECT: STATUS REPORT ON 2005 CENSUS SURVEY

The Census Bureau is now in the data processing phase and census results will be received in Spring 2006. These results will be used to distribute billions of dollars in state-shared revenues to cities and towns, Maricopa County, and Indian communities within the MAG region from 2006 to 2011. An update on the 2005 Census Survey is provided below.

Status of 2005 Census Survey Activities

Work continues on the data processing phase. This work includes performing quality control and assurance checks, matching the data against the master sample file, and making adjustments for nonresponse in the weighting and estimation process. The Census Bureau will have preliminary housing unit sample survey numbers for each member agency to review by March 15, 2006, with group quarters preliminary data available prior to that date. Final numbers will be available before May 1, 2006.

The 2005 Census Survey results from the U.S. Census Bureau will provide updates for September 1, 2005 for Maricopa County, designated jurisdictions, jurisdiction subareas, and balance of county. The updates are:

- Total resident population
- Total resident population living in housing units
- Total resident population not living in housing units (*people that live in group quarters or outdoor locations*)
- Total housing units
- Total occupied housing units

MAG and Census staff are holding an Information Workshop March 2, 2006 10:00 a.m. to 11:00 a.m. in the MAG Saguaro Room, prior to member agencies receiving their preliminary results. The purpose of the workshop is to explain how the survey differs from the 1995 Special Census, and how to interpret and evaluate the preliminary numbers. Census staff stated that this is the largest mid-decade sample survey to update population that they have conducted.

In an effort to be proactive, MAG has compiled a list of possible questions member agencies may ask upon receipt of their preliminary 2005 Census Survey results. MAG is discussing these questions with Census staff to obtain responses that will be shared with member agencies.

If you have any questions or need additional information, please contact me at (602) 254-6300.

A Voluntary Association of Local Governments in Maricopa County

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 28, 2006

SUBJECT:

Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for Maricopa County

SUMMARY:

On December 8, 1999, the Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG Region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. Information on the 2006 application process is provided to inform MAG member agencies about this funding opportunity. It is anticipated that the application will be released within the next few months. Technical assistance is available through MAG staff to any MAG member agency wanting to submit an application.

Last year, the region received more than \$20 million for 48 homeless service providers. A total of \$106 million has been awarded to the region since 1999. It is anticipated that the region will be awarded comparably in 2006. The application begins when HUD releases a Notice of Funding Availability (NOFA) for the Homeless Continuum of Care Process. The time frame within the release of the NOFA and the due date for applications can be anywhere from 60-90 days in length. Notice of this application and time line will be e-mailed to members of the Regional Council, Management Committee and Continuum of Care, and intergovernmental staff when it is released from HUD.

A notice of intent to apply for the 2006 cycle was released on January 27, 2006 and the region anticipates receiving up to 60 applications this year from nonprofit organizations. The ranking and review process is administered by the Valley of the Sun United Way. The local application process will be on-line this year by way of the United Way's "e-CFund" system. The strategic rating and rankings will be combined with weights given by the MAG Continuum of Care Regional Committee on Homelessness, placing projects in priority order for recommendation to HUD.

It is likely that new projects will only be considered for permanent supportive housing (operations dollars) for chronically homeless individuals. The criteria for new projects will be based on the priorities set in the NOFA and the priorities set by the MAG Continuum of Care Regional Committee on Homelessness.

PUBLIC INPUT:

The development of the vision, goals, objectives, evaluation criteria and local application was crafted based on public input from consumers, providers of services, local and state governmental representatives. The process and weights of the local application were reviewed at the MAG Continuum of Care Regional Committee on Homelessness meeting on January 23, 2006.

PROS & CONS:

PROS: A coordinated application and planning process is recommended by the U.S. Department of Housing and Urban Development to maximize competitiveness for the federal Stuart B. McKinney Act funds. Working groups composed of stakeholders are involved from the inception of the planning process and remain involved throughout. Using this model, there has been widespread consensus about the types of issues related to homelessness in the Valley and assistance with information needed for the federal grant. The model emphasizes the need for collaboration among public and private agencies to ensure that individuals and families who are homeless are assisted in moving from homelessness to permanent housing and greater self-sufficiency. Since 1994, all applicants for funding from these programs have

been required to demonstrate that their programs play an integral role in their community's Continuum of Care.

CONS: The HUD Continuum of Care grant is the largest block of funding that comes to the region for housing and services for persons who are homeless. Since the Continuum of Care is the mandated process for developing this grant application, submission of the application through the MAG Continuum of Care is necessary in order to draw down the funds. The Continuum of Care process is competitive with up to 20 percent of the Continua of Care defunded by HUD annually. If this region did not submit this grant through the existing MAG Continuum of Care process, potentially the funding for the region could be lost in perpetuity.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The federal application process requires a tremendous amount of staff time to develop the community consensus and to gather the information requested by HUD. This task is complicated by the lack of a consistent data base on needs, services provided and funds expended. The planning process has identified the need to develop more complete data for the next application through a comprehensive countywide street count and shelter survey. The implementation of the Maricopa Homeless Management Information System (HMIS) will also assist in the collection of system wide data in future years.

POLICY: The MAG Continuum of Care Regional Committee on Homelessness was created at the request of HUD and with the approval of the MAG Regional Council. This policy level council is composed of a variety of representatives, including elected officials, representatives of the Governor's Office, several state legislators, several funding agencies, service providers, HUD, the religious community, advocates and consumers. This is a broad-based community committee that has agreed to take the responsibility for homeless planning and to ensure that a regional grant application is submitted each year. The Committee has been an effective method to discuss and move forward with regional solutions addressing homelessness.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The Continuum of Care Regional Committee on Homelessness reviewed the planning process at the January 23, 2006 meeting.

MEMBERS ATTENDING:

- | | |
|---|--|
| Councilmember Greg Stanton, Phoenix, Chair | Carrie Mascaro, Catholic Social Services |
| * Lorenzo Aguirre, City of El Mirage | Meggan Medina for AZ Department of Housing |
| Roberto Armijo, Community Information & Referral Services | * Guy Mikkelsen, Foundation for Senior Living |
| Maryann Beerling Thomas, New Arizona Family | * Darlene Newsom, United Methodist Outreach Ministries |
| Allie Bones, DES/CPM | Crucita Nuñez-Ochoa, Chicanos Por La Causa |
| Judy Bowden, Mesa United Way | * Brenda Robbins, Department of Health Services |
| Brad Bridwell, US Vets | * Frank Scarpati, Community Bridges |
| Tom Canasi, City of Tempe, Co-Vice Chair | Stephen Sparks for Laura Skotnicki, Save the Family |
| * Kendra Cea, APS | Annette Stein, Maricopa County HS |
| Linda Snidecor for Kelly Dalton, Goodyear | Jeff Taylor, Phoenix Rescue Mission |
| Trinity Donovan, Valley of the Sun United Way | Margaret Trujillo, Maricopa County Courts |
| * Ken Einbinder, US HUD | Kit Kelly for Councilmember Mike Whalen, Mesa |
| Councilmember Steve Frate, Glendale | * Supervisor Mary Rose Wilcox, Maricopa County |
| Theresa James, City of Tempe | Ted Williams, AZ Behavioral Health Corporation |
| Fred Karnas, Governor' Office, C Y & F | Diana Yazzie Devine, Native American Connections |
| Don Keuth, Phoenix Community Alliance, Co-Vice Chair | |
| * Dan Lundberg, City of Surprise | |
| Mike McQuaid, HSC | |

CONTACT PERSON:

Amy St. Peter, Human Services Manager, 602-254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 28, 2006

SUBJECT:

Small Plant Review and Approval Process for the Proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant

SUMMARY:

The City of Peoria has requested that MAG review the proposed Estates at Lakeside Wastewater Treatment Plant through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The plant would have an ultimate capacity of 120,000 gallons per day and effluent would be disposed of through deep well injection into the aquifer. The City of Phoenix is within three miles of the project and does not object to the proposed plant. Since the Lake Pleasant Park is within three miles of the project, Maricopa County has also indicated no objections.

PUBLIC INPUT:

An opportunity for public comment was provided at the February 7, 2006 MAG Water Quality Advisory Committee meeting. There were no public comments received on this item.

PROS & CONS:

PROS: Approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan would make the facility consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there do not appear to be any negative impacts associated with the approval of the Estates at Lakeside Wastewater Treatment Plant.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The proposed Estates at Lakeside Wastewater Treatment Plant is needed to accommodate growth in the Peoria Wastewater Planning Area.

POLICY: The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region. Approval of the facility would enable the facility to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

ACTION NEEDED:

Recommend approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan.

PRIOR COMMITTEE ACTIONS:

Water Quality Advisory Committee: On February 7, 2006, the MAG Water Quality Advisory Committee unanimously recommended approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan.

MEMBERS ATTENDING

- Roger Klingler, Scottsdale, Chair
- * Avondale: Greg Stack
- Buckeye: Lucky Roberts
- # Chandler: Jacqueline Strong
- El Mirage: Michael Salisbury
- * Gilbert: Lonnie Frost
- Glendale: Chris Ochs
- Goodyear: David Iwanski
- # Mesa: Bill Haney
- Peoria: William Mattingly for Stephen Bontrager

- Phoenix: Robert Hollander
- Surprise: Rich Williams Sr.
- Tempe: David McNeil
- Maricopa County: Ken James for John Power
- Pinnacle West Capital: John Boyer
- * Salt River Project: Ray Hedrick
- U of A Cooperative Extension: Patrick Clay
- * Citizen Representative: Eugene Jensen

- * Those members neither present nor represented by proxy.
- # Attended by telephone conference call.

CONTACT PERSON:

Julie Hoffman, MAG, 602-254-6300

February 28, 2006

TO: Members of the MAG Management Committee

FROM: Harry P. Wolfe, Senior Project Manager

SUBJECT: DRAFT 2007-2055 ARIZONA DEPARTMENT OF ECONOMIC SECURITY
POPULATION PROJECTIONS FOR MARICOPA COUNTY

In January 2006, the Arizona Department of Economic Security (DES) released a draft set of 2007 to 2055 resident population projections for Arizona counties including Maricopa County. These projections will be considered at the DES Population Technical Advisory Committee on March 22, 2006. It is anticipated that MAG will express concern with the numbers.

According to Executive Order 95-2, DES is to prepare official resident population projections once every five years, while MAG prepares subregional projections consistent with the Maricopa Country population control total developed by DES. The last set of official resident population projections was produced by DES in February 1997, nine years ago.

In 2003, because there was a need to have updated socioeconomic projections for the development of the MAG Regional Transportation Plan and because DES had not approved an updated set of projections, MAG developed an interim set of population projections. The interim population projections used a Maricopa County control total based upon work done by the University of Arizona and Arizona State University to support a study by the Arizona Department of Commerce to develop a long-range economic strategy for the state.

In January 2006, DES released draft July 1, 2007 to 2055 resident population projections for Arizona counties including Maricopa County. The DES Population Technical Advisory Committee will be considering recommending approval of the projections at its March 22, 2006 meeting. The draft projections for Maricopa County are attached.

Although the DES draft resident population projections for Maricopa County are within a reasonable range, MAG has a number of concerns. These concerns relate to the methodology that was used to produce the projections and the fact that they are based on an unofficial July 1, 2005 population estimate instead of the results of the Census Survey. MAG is also concerned about the draft projections for Pinal and Pima counties, which have an impact on Maricopa County.

In addition, on February 8, 2006, the Governor issued Executive Order 2006-04 that will "enhance the development of accurate population estimates and projections and labor market information in the state"

by evaluating best practices throughout the United States and making recommendations to the Governor to enhance the current processes.

Based on the current methodological issues with this set of projections proposed by DES and the new Executive Order that will consider enhancing the current methodology, it is anticipated that MAG will express concern with the DES County Population Projections at the March 22, 2006 DES POPTAC meeting and support a review of the population estimate and projection process in the evaluation established by the Governor's Executive Order 2006-04.

If you have any questions or need additional information, please contact me or Anubhav Bagley at 602-254-6300.

DRAFT
Population Projections for Maricopa County
2007-2055

| Year | Resident Population |
|-------------|----------------------------|
| 2000 | 3,096,600 |
| 2007 | 3,879,200 |
| 2010 | 4,217,400 |
| 2015 | 4,762,500 |
| 2020 | 5,276,100 |
| 2025 | 5,756,700 |
| 2030 | 6,208,000 |
| 2035 | 6,626,300 |
| 2040 | 7,009,700 |
| 2045 | 7,355,600 |
| 2050 | 7,661,400 |
| 2055 | 7,924,600 |

* Population rounded to the nearest 100

Source: Arizona Department of Economic Security, Research Administration, Population Statistics Unit. Population projected by Demographic Cohort-Component Population Model. February 15, 2006

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 28, 2006

SUBJECT:

City of Phoenix Request to Advance the I-17/Dove Valley Road Traffic Interchange

SUMMARY:

MAG has received a request to advance the construction of the I-17 and Dove Valley Road Traffic Interchange (TI) to coincide with the widening of I-17 which is scheduled for construction in FY 2007. The Dove Valley TI is listed in the Regional Transportation Plan as a Phase IV project and is currently in the ADOT Life Cycle Program for design funding in 2021 and construction in 2022. The City will provide the funding for the acceleration of the project, including design, right of way, and construction. Repayment will be made as provided in the ADOT Life Cycle Program at the time of the repayment. The project would be accelerated under the MAG Freeway/Highway Acceleration policy with the repayment to the City of Phoenix subject to program advancements or delays as any other project in the life cycle program. The City will be responsible for one-half of the interest cost. The advanced project, if approved, would be included in the draft MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update that are being developed and will be presented for consideration in April for the purpose of air quality conformity analysis.

PUBLIC INPUT:

No public input has been received on this proposed advancement.

PROS & CONS:

PROS: The Phoenix proposal to accelerate the construction of the I-17 and Dove Valley Road Traffic Interchange (TI) by approximately 15 years will coincide with the widening of I-17 in FY 2007. This will result in less disruption of traffic on I-17 since all of the construction will be completed as part of the widening project.

CONS: The accelerated construction increases the workload for ADOT.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Advance construction projects need to be shown in the TIP in the year that they commence. The repayment of the advance construction also needs to be shown in the respective year that repayment is due in the ADOT Life Cycle Program.

POLICY: This amendment request is in accord with the MAG Highway Acceleration Policy adopted by the MAG Regional Council in March 2000.

ACTION NEEDED:

Recommend approval of the City of Phoenix Request to Advance the I-17/Dove Valley Road Traffic Interchange project and include the advanced project in the draft MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update for the purpose of air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

The request to advance the Dove Valley Traffic Interchange was included on the December 8, 2005 Transportation Review Committee agenda for information and discussion.

MEMBERS ATTENDING

| | |
|--|---------------------------------------|
| Maricopa County: Mike Ellegood, Chairman | Mesa: Jeff Martin |
| ADOT: Dan Lance | *Paradise Valley: Robert M. Cicarelli |
| Avondale: David Fitzhugh | *Peoria: David Moody |
| * Chandler: Patrice Kraus | Phoenix: Don Herp for Tom Callow |
| * El Mirage: B.J. Cornwall | Queen Creek: Mark Young |
| Fountain Hills: Randy Harrel | RPTA: Bryan Jungwirth |
| * Gila Bend: Lynn Farmer | Scottsdale: Mary O'Connor |
| * Gilbert: Tami Ryall | Surprise: Randy Overmyer |
| Glendale: Terry Johnson | Tempe: Carlos De Leon |
| * Goodyear: Cato Esquivel | *Wickenburg: Shane Dille |
| * Guadalupe: Jim Ricker | Valley Metro Rail: John Farry |
| * Litchfield Park: Mike Cartsonis | |

EX-OFFICIO MEMBERS ATTENDING

| | |
|---|--|
| * Regional Bicycle Task Force: Randi Alcott, RPTA | *Pedestrian Working Group: Eric Iwersen, Tempe |
| * Street Committee: Larry Shobe, Tempe | *Telecommunications Advisory Group: |
| * ITS Committee: Alan Sanderson, Mesa | |
| * Those members neither present nor represented by proxy. | |

CONTACT PERSON:

Eric Anderson, MAG Transportation Director, 602-254-6300.

February 28, 2006

TO: Members of the MAG Management Committee

FROM: Rita Walton, MAG Information Services Manager

SUBJECT: REGIONALLY SIGNIFICANT DEVELOPMENT PROJECTS

In 2003, the Maricopa Association of Governments (MAG) Regional Council directed MAG staff to evaluate Regionally Significant Development Projects (RSDP) submitted by individual member agencies, if requested by the member agency. In 2005, the MAG Regional Council requested that MAG staff prepare a paper to analyze development, particularly regionally significant development, at the regional level. This paper provides the information requested by the Regional Council on the regional transportation costs of significant development projects.

The Regional Council requested that this paper cover the period ending June 30, 2005, and include all RSDP projects dating from the July 1, 2003 start-up. In November 2005, MAG staff sent a summary of all documents received from each member agency to member agency staff for final review. This review was not only for the RSDP documents, but also part of MAG's ongoing data collection efforts for the socioeconomic projection process. This resulted in more than 200 additional documents being submitted to MAG by December 31, 2005. Since this analysis depends on when projects were submitted to MAG, and since such a large number of additional projects were submitted after July 1, 2005, MAG staff is preparing this analysis based on all projects from July 1, 2003 to June 30, 2005 as well as from July 1, 2003 to December 31, 2005.

This paper analyzes all growth associated with projects submitted in the requested time frame. Since some of the growth analyzed in this paper would include projects that were incorporated in the growth assumed in the Regional Transportation Plan, regional transportation capacity would already have been planned for this growth. The paper focuses on freeway and arterial street construction costs only, and does not include any costs associated with non-arterial roadways and other transportation modes, such as transit.

The paper analyzes construction costs and/or discusses the following:

- All Residential Completions between July 1, 2003 to June 30, 2005
- Land Use Changes from revised General Plans and General Plan Amendments between July 1, 2003 and December 31, 2005
- All Developments submitted to MAG between July 1, 2003 and June 30, 2005
- All Developments submitted to MAG between July 1, 2003 and December 31, 2005
- All Regionally Significant Developments submitted to MAG between July 1, 2003 and June 30, 2005
- All Regionally Significant Developments submitted to MAG between July 1, 2003 and December 31, 2005

In the process of evaluating the construction costs of Regionally Significant Developments, MAG staff identified possible future enhancements to this analysis. Those enhancements are identified in the paper and could be added to the next paper if requested by the Regional Council. If you have any questions or need additional information, please contact me at (602) 254-6300.

Regionally Significant Development Projects in the MAG Region Analysis of Projects Received Since July 1, 2003

Introduction

In 2003, the Maricopa Association of Governments (MAG) Regional Council directed MAG staff to evaluate Regionally Significant Development Projects (RSDP) submitted by individual member agencies, if the agency requests it. In 2005, the MAG Regional Council requested that MAG staff prepare a paper to analyze development, particularly regionally significant development, at a regional level only. This paper provides the information requested by the Regional Council on the regional transportation costs of significant development projects.

The information requested by the Regional Council was population, total vehicle miles traveled, and estimated construction cost of freeway and arterial lanes needed to accommodate the growth or potential growth. The categories to be compiled were actual new construction, Regionally Significant Development Projects submitted to MAG and all development projects submitted to MAG. The first paper was to be for projects submitted since July 1, 2003. Future papers are to be provided on an annual basis.

This paper analyzes all growth associated with projects submitted in the requested time frame. Since some of the growth analyzed in this report would include projects that were incorporated in the growth assumed in the Regional Transportation Plan, regional transportation capacity would already have been planned for this growth.

Background

On June 25, 2003 and October 22, 2003, the Maricopa Association of Governments (MAG) Regional Council discussed and approved compiling information on Regionally Significant Development Projects (RSDP). The purpose was to provide MAG member agencies with the regional transportation costs of major development projects. This procedure was approved for an eighteen-month evaluation period.

The procedure specified that MAG staff, with input from member agency staff, would, if requested, analyze the regional transportation costs of significant development projects. MAG and member agency staff would then meet to review the information. If requested by the member agency, a written report would be developed. The member agency could use the information in its consideration of the proposed project.

MAG member agencies would submit information on the following plans to MAG:

- General plans
- General plan amendments
- Special study areas
- Specific plans
- Planned Area Development or Planned Unit Development documents
- Other major development plans

The criteria for RSDP, developed in conjunction with the MAG Planners Stakeholders Group and approved by the Regional Council, apply to all projects that meet certain size thresholds. The size threshold criteria to define RSDP were determined by linking the trip generation on

each land use type to the capacity of a single freeway lane. The criteria are identified in *Table 1*.

Table 1: Criteria for Regionally Significant Development Projects

| Land Use | Threshold Criteria | Equivalent Acres |
|---------------------------------------|--|-------------------------|
| Housing | 2,800 housing units or more | 640 |
| Office | 1.9 million sq. ft. or more | N/A |
| Retail | 667,000 sq. ft. or more | 55 |
| Industrial | 2.8 million sq. ft. or more | 215 |
| Wholesale/Distribution | 4 million sq. ft. or more | 267 |
| Hotels | 500 rooms or more | 27 |
| Nonresidential Mixed Use | 1 million sq. ft. or more | 80 |
| Hospitals/Healthcare Facilities | 667 beds or more | 15 |
| Attractions & Recreational Facilities | 2,000 parking spaces or more, or seating capacity of 8,000 or more | N/A |

At the July 27, 2005 Regional Council meeting, the Regional Council approved the preparation of an annual paper on the regional impacts (including transportation) of cumulative development. The Regional Council recommended including all data from July 1 through June 30 for each year. The first paper would cover the period ending June 30, 2005, and would include all RSDP projects dating from the July 1, 2003 start-up. Thereafter, each paper would include all RSDP projects from the just-ended fiscal year. The Regional Council also required member agencies to transmit appropriate documents to MAG, to ensure that the universe of development plans and projects is included. MAG is continuing to work with member agencies to identify ways to facilitate this process for certain categories of planning documents prepared by member agencies. The documents include all development proposals that would meet the RSDP criteria.

The Regional Council was particularly interested in the total vehicle miles traveled (VMT) and estimated construction cost of transportation needed to accommodate the new growth. It was understood that some of the growth was due to projects that were included in the development of the Regional Transportation Plan. Therefore, regional transportation capacity would already have been planned for that portion of future growth. MAG staff would address the cumulative regional transportation impacts of regionally significant development and of all development projects submitted, regardless of size. This cumulative regional transportation impact of development would be prepared and presented annually. This information would be shown only for the region, not by municipality.

Collection of information on developments, and particularly regionally significant developments, is extremely important for creating accurate socioeconomic projections. These projections are used not only by MAG for its transportation and air quality planning, but also by local governments, regional and state agencies, human services providers and others for long range planning.

In November 2005, MAG staff sent a summary of all documents received from each member agency to member agency staff for final review. This review was not only for the RSDP documents, but also part of MAG's ongoing data collection efforts for the socioeconomic projection process. This resulted in more than 200 additional documents being submitted to

MAG by December 31, 2005. Since this analysis depends on when projects were submitted to MAG, and since such a large number of additional projects were submitted after July 1, 2005, MAG staff is preparing this analysis based on all projects from July 1, 2003 to June 30, 2005 as well as from July 1, 2003 to December 31, 2005.

Methodology

The method used to calculate the transportation costs of various developments is based on statistics derived from the MAG transportation models, standard cost of construction estimates, and VMT standards per lane-mile by transportation facility. The actual trip rates and trip lengths, as well as costs, could vary. Recent commodity shortages are impacting the construction industry and have led to price increases nationwide and in the region. Since it is unknown whether these shortages reflect temporary or long-term conditions, this analysis did not increase the standard construction cost estimates.

The report focuses on freeway and arterial street construction costs only, and does not include any costs associated with other roadways and other transportation modes, such as transit.

The method used is as follows:

- Run the MAG transportation models to derive the total daily vehicle miles traveled (VMT) for 2004 and 2030 within the Transportation Modeling Area (TMA).
- Determine the total housing units for 2004 and 2030 from the socioeconomic input files to the transportation models within the Transportation Modeling Area (TMA).
- Calculate the overall average VMT per housing unit by averaging the VMT per housing unit for 2004 and 2030.
- Determine the split between freeway and arterial travel using the transportation models.
- Calculate the cost per VMT per lane-mile of freeways and arterials in 2002 dollars, consistent with the Regional Transportation Plan base, using standard cost of construction estimates, and VMT standards per lane-mile by transportation facility.
- Calculate the average vehicle miles traveled for the new housing units
- Develop an average transportation facility construction cost using:
 - Average VMT per housing unit.
 - Split of VMT between freeway and arterial.
 - Cost per VMT per lane-mile of freeway and arterial.

This methodology resulted in the following costs in 2002 dollars:

- | | |
|---|----------|
| • Initial freeway construction cost per vehicle mile of capacity | \$310.08 |
| • Initial arterial construction cost per vehicle mile of capacity | \$88.24 |

Since this methodology is based on outputs from the MAG transportation model it is based on the local conditions in the MAG Region. The impact of new development is calculated as a function of household trips, which means that travel resulting from commercial developments are included through this methodology. This analysis does not take into account the useful life of the improvements, operations and maintenance costs, the useful life of the residence, the timing of development, or unexpected changes in construction costs or trip patterns. Since this analysis is performed on information submitted to MAG, it also does not take into account the development in areas outside the MAG Region.

Residential Completion Analysis

Residential building completions indicate the direction and magnitude of actual growth and are used by MAG in preparing updates of current population as well as projections of future population. Since the 1990 Census, MAG has collected residential building completions from MAG member agencies. These residential completions signify certificates of occupancy being granted by the jurisdiction for a single family house, condo/townhouse, apartment or mobile home. Completions are provided to MAG one month after the end of each quarter. Therefore, MAG does not yet have completions for all quarters of 2005 from member agencies and will report only on the period from July 1, 2003 to June 30, 2005.

Residential completions for the time period from July 1, 2003 to June 30, 2005 accounted for 88,000 new units. This is consistent with the housing unit growth projected in the MAG Interim Socioeconomic Projections, approved by the MAG Regional Council in June 2003, and it is likely that a significant majority of these units was incorporated in the development of the MAG Regional Transportation Plan. Thus, regional transportation capacity would already have been planned for this growth. The analysis for freeways and arterials in 2002 dollars is shown in *Table 2*.

**Table 2: Cost of Freeway and Arterial Construction
Based on Residential Completions, July 1, 2003 to June 30, 2005**

| | |
|------------------------------------|---------------|
| Residential Completions | 88,000 |
| Estimated Population | 215,000 |
| Total Vehicle Miles Traveled (VMT) | 5.76 million |
| Cost of Freeway Construction | \$590 million |
| Cost of Arterial Construction | \$340 million |
| Total Cost of Construction | \$930 million |

Land Use Changes

Land use is an important component of the MAG socioeconomic projection process. MAG staff collects existing and future land use information from MAG member agencies. The existing land use information establishes areas that have already been developed or are not suitable for further development. The developed areas become ineligible for the allocation of population and employment growth, except where the area is planned for redevelopment. The future land use information is based upon the plans of MAG member agencies and identifies both the type of development that is anticipated to occur in the future and the intensity of that development.

Table 3 shows future land use as reported in July 2003. The predominant land use type is open space, which includes parks, mountains, riverbeds, washes, and other public areas. Residential land uses are next, with low density residential lands capturing 36 percent of the land use. Land developed for retail, office, and industrial uses, as well as public and other types of employment, comprises the approximately three percent of the land dedicated to those uses. Mixed use, which is a combination of land use types that can include residential, non-residential and open space, comprises another five percent of the land.

Table 3 also shows future land use as reported in December 2005. The predominant land use type is still open space, which has increased by one percent since 2003. Low density residential has decreased by four percent, with the majority of that decrease being offset not

only by open space, but also by a two percent increase in mixed use land uses and a one percent increase in medium density residential land use.

**Table 3: Land Use Comparisons of Future Land Use
MAG Region, 2003 and 2005**

| Land Use Type | 2003 | | 2005 | | Change | |
|----------------------------|--------------|----------------|--------------|----------------|-----------------|--------------|
| | Square Miles | Share of Total | Square Miles | Share of Total | Absolute Change | Share Change |
| Low Density Residential | 3,350 | 36% | 2,990 | 32% | -360 | -4% |
| Medium Density Residential | 480 | 5% | 550 | 6% | 70 | 1% |
| High Density Residential | 400 | 4% | 370 | 4% | -30 | 0% |
| Multi-family Residential | 90 | 1% | 120 | 1% | 30 | 0% |
| Non-residential | 290 | 3% | 300 | 3% | 10 | 0% |
| Mixed Use | 470 | 5% | 690 | 7% | 220 | 2% |
| Open Space/ Undevelopable | 4,250 | 46% | 4,310 | 46% | 60 | 1% |

Land use changes as identified in general plans, general plan amendments, special study areas and other specific plans indicate possible change to buildout of the area. In many areas throughout the county, this buildout may not take place for more than one hundred years. When growth is likely to take place in an area, a development plan is usually prepared and those plans are addressed in the following section.

The detailed changes in land uses reported from 2003 can be seen in *Table 4* by reading across the table. Those reported in 2005 can be seen by reading down the table. For example, please reference the highlighted row in *Table 4*. One hundred square miles of Medium Density Residential Land Use in 2003 were converted to 40 square miles of Low Density Residential, 10 square miles each of High Density Residential, Multi-family Residential, Non-residential and Open Space, and 20 square miles of Mixed Use in 2005.

**Table 4: Change in Land Uses in Square Miles
MAG Member Agency General Plans, 2003 and 2005**

| Land Use Category | 2005 | | | | | | | TOTAL |
|---|-----------|-----|-----------|-----------|-----------|-----------|-----------|------------|
| | LDR | MDR | HDR | MF | NON | MU | OS | |
| 2 Low Density Residential (LDR) | | 100 | 10 | | 10 | 190 | 180 | 490 |
| 0 Medium Density Residential (MDR) | 40 | | 10 | 10 | 10 | 20 | 10 | 100 |
| 0 High Density Residential (HDR) | | 30 | | 20 | 10 | 10 | 10 | 80 |
| 3 Multi-family Residential (MF) | | | 10 | | | | | 10 |
| Non-residential (NON) | | 10 | 10 | | | 20 | 20 | 60 |
| Mixed Use (MU) | | 10 | | | 30 | | 10 | 50 |
| Open Space (OS) | 90 | 20 | 10 | 10 | 10 | 30 | | 170 |
| TOTAL | 130 | 170 | 50 | 40 | 70 | 270 | 230 | 960 |

Note: please see explanation of highlighted row in previous paragraph.

Developments

MAG member agencies submitted information to MAG on major residential and non-residential developments including number of units or square footage. For socioeconomic projection purposes, MAG maintains this data in a development database to ensure that the location of anticipated growth is defined. Currently, the database tracks more than 1.3 million housing units and 603 million square feet of non-residential space.

Between July 1, 2003 and June 30, 2005, member agencies submitted 88 development projects that accounted for 160,000 units. Thirteen of these developments were regionally significant and accounted for 154,000 of these units.

During the six-month period from July 1, 2005 to December 31, 2005, member agencies submitted 240 additional development projects that accounted for 104,000 units. Nineteen of these developments were regionally significant and accounted for 83,000 of these units.

In total, member agencies submitted 328 development projects between July 1, 2003 and December 31, 2005. These developments accounted for 264,000 new units. Thirty-two of these developments were regionally significant and accounted for 237,000 of the units. Regionally significant projects accounted for only a small percentage of developments submitted, but accounted for about 90 percent of all of the units.

This new development is consistent with the housing unit growth projected in the MAG Interim Socioeconomic Projections, approved by the MAG Regional Council in June, 2003. It is likely that a majority of these units was incorporated in the development of the MAG Regional Transportation Plan, and regional transportation capacity would already have been planned for those units.

Member agencies submitted most of the development projects during the data collection efforts performed by MAG staff prior to beginning its next socioeconomic projection process. The receipt of numerous submissions late in the process has precluded a complete check of all of the data, and there may be some duplication. For example, development names may have changed or the same development may have been submitted at different stages of its approval process. This potential duplication will be clarified prior to producing the next set of socioeconomic projections.

Analysis of All Developments Submitted to MAG

Housing units reported in developments for the time period from July 1, 2003 to June 30, 2005 accounted for 160,000 new units. Housing units reported in developments for the time period from July 1, 2003 to December 31, 2005 accounted for 264,000 new units. Many of these developments are final or subsequent plans of preliminary information for the same development and were known during the preparation of the MAG Interim Socioeconomic Projections, approved by the MAG Regional Council in June 2003, and therefore incorporated in the development of the MAG Regional Transportation Plan. The analysis for freeways and arterials in 2002 dollars is shown in *Table 5*.

**Table 5: Cost of Freeway and Arterial Construction
Based on All Developments Submitted to MAG**

| Measure | July 1, 2003 to June 30, 2005 | July 1, 2003 to December 31, 2005 |
|------------------------------------|----------------------------------|--------------------------------------|
| Number of Developments | 88 | 328 |
| Units in Developments | 160,000 | 264,000 |
| Estimated Population | 391,000 | 645,000 |
| Total Vehicle Miles Traveled (VMT) | 10.48 million | 17,.29 million |
| Cost of Freeway Construction | \$1.07 billion | \$1.77 billion |
| Cost of Arterial Construction | \$0.62 billion | \$1.02 billion |
| Total Cost of Construction | \$1.69 billion | \$2.79 billion |

Analysis of Regionally Significant Developments Submitted to MAG

Housing units reported in regionally significant developments for the time period from July 1, 2003 to June 30, 2005 accounted for 154,000 new units. Housing units reported in regionally significant developments for the time period from July 1, 2003 to December 31, 2005 accounted for 237,000 new units. Many of these regionally significant developments are final or subsequent plans of preliminary information for the same development and were used in the preparation of the MAG Interim Socioeconomic Projections and incorporated in the development of the MAG Regional Transportation Plan. Regional transportation capacity already would have been planned for this growth. The analysis for freeways and arterials in 2002 dollars is shown in *Table 6*.

**Table 6: Cost of Freeway and Arterial Construction
Based on Regionally Significant Developments Submitted to MAG**

| Measure | July 1, 2003 to June 30, 2005 | July 1, 2003 to December 31, 2005 |
|---|----------------------------------|--------------------------------------|
| Number of Regionally Significant Developments | 13 | 32 |
| Units in Regionally Significant Developments | 154,000 | 237,000 |
| Estimated Population | 376,000 | 579,000 |
| Total Vehicle Miles Traveled (VMT) | 10.04 million | 15.52 million |
| Cost of Freeway Construction | \$1.03 billion | \$1.59 billion |
| Cost of Arterial Construction | \$0.60 billion | \$0.92 billion |
| Total Cost of Construction | \$1.63 billion | \$2.51 billion |

Next Steps

The support of the MAG Regional Council recommendations requiring the collection of data for regionally significant developments has been very helpful. Through the provision of data, member agencies can ensure that future socioeconomic projections incorporate all development activity in their jurisdictions.

MAG staff, working with member agencies, has developed a process for ongoing collection, review and analysis of the data in order to ensure complete, current and accurate development

information. MAG will also be collecting information on the status of the development, the likely start year of construction, and any changes from previous submissions of the same development. This work is now underway and should help significantly in future analyses of development activity in the region. When the development information is incorporated into the MAG socioeconomic models, it will be used for transportation modeling to assess potential changes in travel patterns due to the new development information.

In the process of evaluating the construction costs of Regionally Significant Developments, MAG staff identified possible future enhancements to this analysis of regionally significant developments. In particular, MAG staff identified information that was not included in this paper and might be included in future papers as well as recommended suggestions for future analysis.

Recent commodity shortages are impacting the construction industry and have led to price increases nationwide and in the region. Since it is unknown whether these shortages reflect temporary or long-term conditions, this analysis did not increase the standard construction cost estimates.

This analysis also did not take into account any revenue or other costs of new development. Nor did this paper distinguish between the projects that were incorporated in the development of the Regional Transportation Plan and projects that were unidentified at that time.

Although the cost methodology used in the analysis was presented to the MAG Planners Stakeholders Group and received general concurrence, MAG staff will continue to review and refine the methodology. In particular, standard freeway and arterial construction costs may need to be revised, given the recent significant cost increases that have been experienced. In addition, MAG staff will review the work of peer Metropolitan Planning Organizations and other agencies to ascertain whether similar analysis has been done and if so, what methodology was used. This may potentially change the method of analysis in future papers.

This analysis did not take into account the useful life of the improvements, the useful life of the residence, the timing of development, or unexpected changes in construction costs or trip patterns. Additionally, it did not include any costs associated with non-arterial streets and other transportation modes, such as transit. The full impact of new development not only includes costs of construction of roadways, but also other infrastructure improvements as well as maintenance and operation costs and fiscal impacts associated with new development, such as sales tax revenue and assessments. These factors may need be analyzed in future papers.

MAG is also currently working with member agencies on a project called Building a Quality Regional Community. This project focuses on providing information to MAG member agencies to assist them in understanding metropolitan subregions that are as self sufficient as possible. Self sufficient subregions will likely reduce cross-region travel demand, provide a mix of housing types that encourage all workforce skills to locate near their place of work and similarly provide a mix of industries for all subregions. The MAG Regional Council has approved an analysis of current job centers in the MAG Region. Future phases, which include creating a local site factor database for the MAG Region and an industry cluster compatibility model, are contingent upon Regional Council approval.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 28, 2006

SUBJECT:

Discussion of the Draft FY 2007 MAG Unified Planning Work Program and Annual Budget and Expenditures and Projects in the MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the FY 2007 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date. The elements of the budget document are about 80 percent complete.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 11 and February 8, 2006. The estimated dues and assessments were presented at these meetings using the construction inflation factor from the most current Regional Freeway System Certification. At the Regional Council Executive Committee meeting on February 13, 2006, staff was directed to explore other indices for calculating the estimated dues and assessments. Staff is currently researching other options and will take this information to the March 20 Regional Council Executive Committee meeting for review and possible approval of the factor that will be used for the estimated dues and assessments. Interest was also expressed at the Executive Committee to have the flexibility in the budget to address future growth issues such as adequate public facilities. If these types of studies are desired, existing projects such as *Building a Quality Regional Community* could be modified, or a new project could be initiated using contingency funds.

In May 2004, a formal compensation study on the MAG salary schedule was performed by an outside consultant. Adjustments to the MAG salary structure were made based on the approved recommendations from this study. At the February 13, 2006 Executive Committee meeting, the Executive Committee approved a review of the MAG salary structure. This study is currently underway and it is anticipated that the results of this study will be incorporated into the final budget in May.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2007 were presented at the February 8 Management Committee meeting the February 13 Executive Committee meeting, and the February 22 Regional Council meeting. A transportation project titled "Access to Freeway Condition Information Via Handheld Devices," has been added and an updated proposed project list is included in this material. A preliminary discussion on a "Southwest Valley/Pinal County Transportation Study" is currently taking place. The details of this proposed project are not yet available, but it is initially proposed to be a shared cost study between MAG and Pinal County. Preliminary estimates for this study are \$200,000 each. Updates on this proposed study will be provided.

The estimated overhead budget for MAG shows an increase over last year. This overall increase represents adjustments for higher health care costs, an increase in the contribution rate for the Arizona State Retirement System, and proposed budgeted salary increases of five percent. MAG does not have cost of living increases, longevity pay, or step merit increases for its employees. The annual performance evaluation is the only salary increase in place for MAG staff. Each MAG staff has an annual performance evaluation in June and based on the evaluation, salary increases that average up to five percent may be awarded. Additional overhead costs for other items such as postage, supplies, etc. are not projected for FY 2007. Projected capital outlays for FY 2007 are mainly capital purchases for replacement computer hardware equipment which is typically updated on a cyclical basis.

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, a summary budget document, "MAG Programs in Brief," is being produced that will allow our members to quickly decipher the financial implications of the MAG budget. The summary budget is four pages and highlights the changes from the prior year budget in a summarized form. The summary document also includes a list of new projects with summary narrative, new staff positions, and the budgeted resources needed to implement these items.

Information for this presentation of the draft budget documents is included for your early review and input. Enclosed for your information are the following documents:

- Draft of the "MAG Programs in Brief." The projects and the associated budget estimates represent actual budgeted amounts.
- Draft of the FY 2007 MAG Unified Planning Work Program and Annual Budget portions of the financial summary pages, narrative by division and associated table boxes, and some portions of the budget index, including dues and assessments, summary of budgeted positions, time estimates by position and program, consultant pages for new and carryforward consultants, and program allocations and funding sources.
- Draft listing of proposed projects with detailed narrative for FY 2007.

The information is considered draft and is subject to change as the budget continues through the review process.

The MAG Region as a Transportation Management Area and as a Metropolitan Planning Organization, is required (by Federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities. We are awaiting information from ADOT and other regional agencies to complete this section of the Unified Planning Work Program.

PUBLIC INPUT:

At the February 13, 2006 Executive Committee meeting, a citizen commented on having covered park and ride lots, but not all transit stops are sheltered.

PROS & CONS:

PROS: MAG is presenting a draft of the FY 2007 budget as well as the accompanying summary budget document, "MAG Programs in Brief." This presentation provides for an incremental review of key budget details of the complete draft budget. In January and February proposed new projects, estimated revenues and expenditures, and dues and assessments were reviewed. Additionally, we are producing a summary budget document, "MAG Programs in Brief," initially brought forward for review in February. The format for this document, as well as the draft detailed budget information, is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the

requirements of federal law. Additionally, the MAG by-laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget. MAG is providing a budget summary that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation.

ACTION NEEDED:

Input on the development of the FY 2007 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

On February 22, 2006, the MAG Regional Council was provided a proposed budget timeline, proposed dues and assessments, projected funding sources and uses, a draft "MAG Programs In Brief," and a detailed listing of proposed new projects for FY 2007.

MEMBERS ATTENDING

- Mayor Keno Hawker, Mesa, Chair
- Mayor Woody Thomas, Litchfield Park, Vice Chair
- * Mayor Douglas Coleman, Apache Junction
- Councilmember Jim Buster for Mayor Marie Lopez-Rogers, Avondale
- Mayor Dusty Hull, Buckeye
- * Mayor Edward Morgan, Carefree
- * Vice Mayor Dick Esser, Cave Creek
- Mayor Boyd Dunn, Chandler
- Mayor Fred Waterman, El Mirage
- * President Raphael Bear, Fort McDowell Yavapai Nation
- Councilmember John Kavanagh for Mayor Wally Nichols, Fountain Hills
- * Mayor Daniel Birchfield, Gila Bend
- * Governor William Rhodes, Gila River Indian Community
- Mayor Steven Berman, Gilbert
- * Mayor Elaine Scruggs, Glendale
- Mayor James M. Cavanaugh, Goodyear
- * Mayor Bernadette Jimenez, Guadalupe
- Supervisor Max Wilson, Maricopa County
- Councilmember Jini Simpson for Mayor Ron Clarke, Paradise Valley
- Mayor John Keegan, Peoria
- Councilmember Peggy Neely for Mayor Phil Gordon, Phoenix
- # Mayor Wendy Feldman-Kerr, Queen Creek
- * President Joni Ramos, Salt River Pima-Maricopa Indian Community
- Mayor Mary Manross, Scottsdale
- Mayor Joan Shafer, Surprise
- Mayor Hugh Hallman, Tempe
- Mayor Adolfo Gamez, Tolleson
- # Mayor Ron Badowski, Wickenburg
- * Mayor Bryan Hackbarth, Youngtown
- * Vacant, ADOT
- * Joe Lane, ADOT
- F. Rockne Arnett, Citizens Transportation Oversight Committee

- * Those members neither present nor represented by proxy.
- # Attended by telephone conference call.
- + Attended by videoconference call.

Executive Committee: On February 13, 2006, the Executive Committee was provided a proposed budget timeline, proposed dues and assessments, projected funding sources and uses, a draft "MAG Programs In Brief," a detailed listing of proposed new projects for FY 2007 and an invitation for the videoconference Budget Workshop.

MEMBERS ATTENDING

- Mayor Keno Hawker, Mesa, Chair
- Mayor Woody Thomas, Litchfield Park, Vice Chair
- # Mayor Mary Manross, Scottsdale, Treasurer
- Mayor Wendy Feldman-Kerr, Queen Creek
- Mayor Phil Gordon, Phoenix
- Mayor Joan Shafer, Surprise
- Mayor James M. Cavanaugh, Goodyear

* Not present

Participated by videoconference or telephone conference call

Management Committee: On February 8, 2006, the Management Committee was provided a proposed budget timeline, proposed dues and assessments, projected funding sources and uses, a draft "MAG Programs In Brief," a detailed listing of proposed new projects for FY 2007 and an invitation for the videoconference Budget Workshop.

MEMBERS ATTENDING

| | |
|---|--|
| Dana Tranberg for Ed Beasley, Glendale, Chair | Mark Johnson, Guadalupe |
| Jan Dolan, Scottsdale, Vice Chair | Darryl Crossman, Litchfield Park |
| # Janine Solley for George Hoffman, Apache Junction | Christopher Brady, Mesa |
| Charlie McClendon, Avondale | * Tom Martinsen, Paradise Valley |
| Carroll Reynolds, Buckeye | John Wenderski for Terry Ellis, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| * Usama Abujbarah, Cave Creek | # Cynthia Seelhammer, Queen Creek |
| Mark Pentz, Chandler | * Bryan Meyers, Salt River |
| * B.J. Cornwall, El Mirage | Pima-Maricopa Indian Community |
| Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation | Jim Rumpeltes, Surprise |
| Tim Pickering, Fountain Hills | Will Manley, Tempe |
| + Lynn Farmer, Gila Bend | Reyes Medrano, Tolleson |
| * Urban Giff, Gila River Indian Community | Shane Dille, Wickenburg |
| George Pettit, Gilbert | Mark Fooks, Youngtown |
| Stephen Cleveland, Goodyear | Dale Buskirk for Victor Mendez, ADOT |
| | David Smith, Maricopa County |
| | David Boggs, Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

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

On January 25, 2006, MAG Regional Council was provided a proposed budget timeline and proposed dues and assessments.

MEMBERS ATTENDING

| | |
|--|--|
| Mayor Keno Hawker, Mesa, Chair | Mayor Bernadette Jimenez, Guadalupe |
| # Mayor Woody Thomas, Litchfield Park, Vice Chair | * Supervisor Don Stapley, Maricopa County |
| + Councilmember Dave Waldron for Mayor Douglas Coleman, Apache Junction | * Mayor Ron Clarke, Paradise Valley |
| Mayor Marie Lopez-Rogers, Avondale | Vice Mayor Bob Barrett for Mayor John Keegan, Peoria |
| * Mayor Dusty Hull, Buckeye | * Mayor Phil Gordon, Phoenix |
| * Mayor Edward Morgan, Carefree | + Councilmember Gary Holloway for Mayor Wendy Feldman-Kerr, Queen Creek |
| Vice Mayor Dick Esser, Cave Creek | * President Joni Ramos, Salt River |
| * Mayor Boyd Dunn, Chandler | Pima-Maricopa Indian Community |
| * Mayor Fred Waterman, El Mirage | Mayor Mary Manross, Scottsdale |
| President Raphael Bear, Fort McDowell Yavapai Nation | * Mayor Joan Shafer, Surprise |
| Mayor Wally Nichols, Fountain Hills | # Mayor Hugh Hallman, Tempe |
| + Mayor Daniel Birchfield, Gila Bend | # Mayor Adolfo Gamez, Tolleson |
| * Governor William Rhodes, Gila River Indian Community | * Mayor Ron Badowski, Wickenburg |
| Mayor Steven Berman, Gilbert | * Mayor Bryan Hackbarth, Youngtown |
| Mayor Elaine Scruggs, Glendale | * Vacant, ADOT |
| Mayor James M. Cavanaugh, Goodyear | Joe Lane, ADOT |
| | F. Rockne Arnett, Citizens Transportation Oversight Committee |

* Those members neither present nor represented by proxy.

Attended by telephone conference call. + Attended by videoconference call.

On January 11, 2006, the Management Committee was provided a proposed budget timeline and proposed dues and assessments.

MEMBERS ATTENDING

| | |
|---|--|
| Dana Tranberg for Ed Beasley, Glendale, Chair | Darryl Crossman, Litchfield Park |
| Jan Dolan, Scottsdale, Vice Chair | Christopher Brady, Mesa |
| * George Hoffman, Apache Junction | * Tom Martinsen, Paradise Valley |
| Charlie McClendon, Avondale | Terry Ellis, Peoria |
| Carroll Reynolds, Buckeye | Frank Fairbanks, Phoenix |
| * Jon Pearson, Carefree | # Cynthia Seelhammer, Queen Creek |
| * Usama Abujbarah, Cave Creek | * Bryan Meyers, Salt River |
| Patrice Kraus for Mark Pentz, Chandler | Pima-Maricopa Indian Community |
| B.J. Cornwall, El Mirage | Jim Rumpeltes, Surprise |
| Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation | Amber Wakeman, for Will Manley, Tempe |
| Tim Pickering, Fountain Hills | * Reyes Medrano, Tolleson |
| * Lynn Farmer, Gila Bend | * Shane Dille, Wickenburg |
| Urban Giff, Gila River Indian Community | Mark Fooks, Youngtown |
| George Pettit, Gilbert | Dale Buskirk for Victor Mendez, ADOT |
| Stephen Cleveland, Goodyear | David Smith, Maricopa County |
| Mark Johnson, Guadalupe | David Boggs, Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

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

On January 9, 2006, the MAG Regional Council Executive Committee was provided a proposed budget timeline and proposed dues and assessments.

MEMBERS ATTENDING

| | |
|--|---------------------------------------|
| Mayor Keno Hawker, Mesa, Chair | Mayor Wendy Feldman-Kerr, Queen Creek |
| Mayor Woody Thomas, Litchfield Park, Vice Chair | * Mayor Phil Gordon, Phoenix |
| Mayor Mary Manross, Scottsdale, Treasurer | Mayor Joan Shafer, Surprise |
| | Mayor James M. Cavanaugh, Goodyear |

* Not present

Participated by videoconference or telephone conference call

CONTACT PERSON:

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051

DRAFT

3/1/2006

MAG PROGRAMS IN BRIEF

**DRAFT FY 2006 - 2007 Summary
Unified Planning Work Program and Annual Budget**

**Maricopa Association of Governments
302 North 1st Avenue
Phoenix, AZ 85003**

Budget Highlights

The MAG annual budget process begins eight months before the final budget is adopted, however, budget management activities at MAG continue throughout the year. To begin preparing the budget, each division is asked to submit new project and/or staffing requests. These requests are initiated by MAG committee project needs and other requests and guidance from our members. The requests are brought to the Regional Council, Management Committee, Regional Council Executive Committee and Intergovernmental Representatives for review and discussion during January and February.

REGIONAL DEVELOPMENT

New projects added to this year's budget include:

| <u>Description</u> | <u>Est Budgeted Amount</u> |
|--|----------------------------|
| ENVIRONMENTAL PROGRAMS | |
| * Air Quality Technical Assistance On-Call | \$250,000 |
| This project will enable MAG to complete the air quality modeling and technical work necessary to submit approvable plans to EPA by the required dates in 2007. | |
| HUMAN SERVICES PROGRAMS | |
| * Regional Human Services Retreat | \$7,600 |
| Engage the members of the MAG Human Services committees, subcommittees, member agencies and community stakeholders in a dialogue about service integration. Participants will identify ways to streamline communication and activities in order to better serve the community through a wide variety of players. A registration charge is proposed in order to help cover costs. | |
| TRANSPORTATION PROGRAMS | |
| * Update of Congestion Management Process (CMP) | \$400,000 |
| Passage of SAFETEA-LU and interim guidance from FHWA require the region to "assess the extent that the [region's] existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C.5303(k)(3) and define a plan and schedule to implement this process." | |
| * 2007 External Travel Survey | \$300,000 |
| Calibrate the travel demand model for traffic entering and leaving the region. | |
| * Implementation of Regional Traffic Monitoring System | \$95,000 |
| Improve the ability to monitor traffic on the regional freeway system on a continuous basis using the Freeway Management System infrastructure | |
| * Local Street and Highway Cost and Bid Database | \$200,000 |
| Compile public sector bid information and construct a database that will provide updated bid and unit cost information. | |
| * Commuter Rail Update | \$300,000 |
| MAG member agencies have requested that the commuter rail portion of the 2003 High Capacity Transit Study be updated and a more detailed implementation strategy be developed. This scope is being prepared and this funding estimate may need to be adjusted. In addition, matching funds may need to be provided to ADOT for the statewide study.) | |
| * 2007 Regional Travel Speed Study | \$500,000 |
| Calibrate the travel demand model with current speed data for freeways and arterial streets. | |
| * Access to Freeway Condition Information Via Handheld Devices | \$40,000 |
| This project will create an Internet Web page that can be accessed via handheld Web-enabled devices such as Personal Digital Assistants. The information posted on this Web page will be current freeway information from the ADOT Web site AZ511.com. Motorists accessing this information may select routes based on current road conditions. | |

DRAFT

MAG PROGRAMS IN BRIEF 2007

Budget Highlights (continued)

| <u>Description</u> | <u>Est Budgeted Amount</u> |
|---|----------------------------------|
| TRANSPORTATION PROGRAMS (continued) | |
| * Pedestrian Design Assistance Program Provide MAG members with design assistance for pedestrian projects that use the <i>MAG Pedestrian Policies and Design Guidelines</i> . | \$200,000 |
| * Bicycle Design Assistance Program Provide MAG members with design assistance for bicycle and multiuse paths. | \$300,000 |
| * Context Sensitive Design Provide MAG and MAG members with an opportunity to explore the use of context sensitive design to improve public acceptance of transportation projects. | \$20,000 |
| * Access Management Provide MAG and MAG members with an opportunity to explore the use of access management to improve the operational flow of the Valley's roadways. | \$10,000 |
| * Ramp Metering Strategies for Bottleneck Improvement Provide MAG and MAG members technical guidance in the area of ramp metering in order to improve information and resources for evaluating existing and proposed ramp metering systems. The consultant project will assist in identifying options, strategies, and hardware infrastructure needed to target specific bottlenecks on the freeway system. | \$95,000 |
| * Litter Education This scope of work is currently being developed. An estimate has been provided for the proposed Litter Public Education project work. Updates on this work will be provided. | \$380,000 |
| INFORMATION SERVICES PROGRAMS | |
| * Socioeconomic Models Surveys and Assumptions for Enhancement Project MAG Socioeconomic models are required to produce projections for a number of socioeconomic attributes that are key to the MAG Transportation modeling. It is essential to conduct surveys to understand the socioeconomic characteristics such as household size, composition and age, income levels, job/housing balance, seasonal and transient populations, etc. Based on these surveys, assumptions are made and models developed for the projections of these socioeconomic attributes. | \$150,000 |
| * Pilot Project for Three Dimensional Data Sets New Geographic Information Systems (GIS) products are being produced and marketed, including oblique imagery and other three dimensional datasets. This project includes investigating these products and vendors and purchasing data for selected areas for evaluation of the usefulness to MAG and MAG member agencies. | \$40,000 |
| Total New Projects | <u><u>\$3,287,600</u></u> |

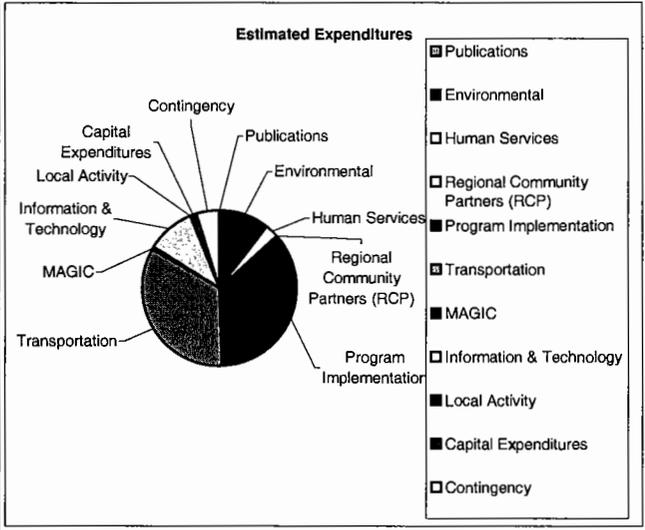
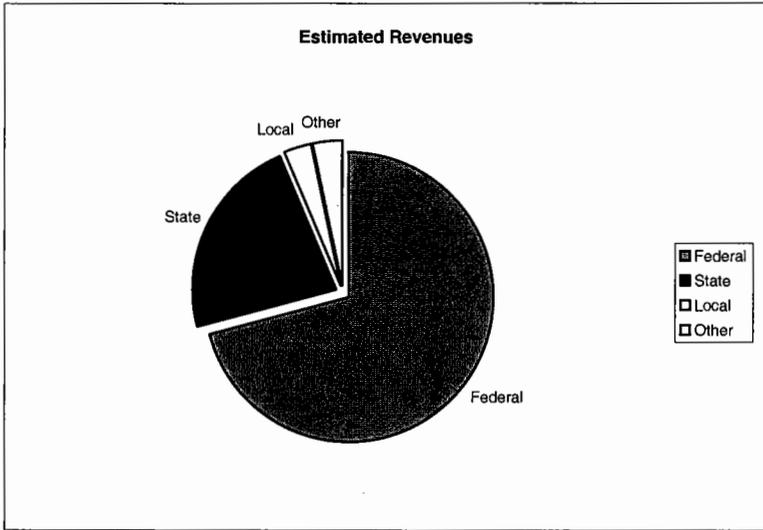
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MAG PROGRAMS IN BRIEF 2007

FY 2006 Budget Compared to FY 2007 Budget

| Revenues By Source | 2005 Actual | 2006 Revised Budget | 2007 Proposed Budget | \$ Change FY 06- FY 07 | % Change FY 06- FY 07 |
|--|---------------------|----------------------------|-----------------------------|-------------------------------|------------------------------|
| Federal | \$16,063,690 | \$12,156,064 | \$14,153,391 | \$1,997,327 | 16.43% |
| State | \$32,348 | \$4,357,270 | \$4,516,161 | \$158,891 | 3.65% |
| Local | \$1,210,425 | \$3,920,286 | \$607,885 | (\$3,312,401) | -84.49% |
| Other | \$490,096 | \$1,799,523 | \$689,623 | (\$1,109,900) | -61.68% |
| Less: Restricted Reserves | - | (\$2,678,249) | (\$1,282,482) | \$1,395,767 | -52.11% |
| Total Estimated Revenues Without Carryforward | \$17,796,559 | \$19,554,894 | \$18,684,578 | (\$870,316) | -4.45% |
| Total Estimated Revenue Carryforward | | 14,352,600 | 13,258,254 | (1,094,346) | -7.62% |
| Total Estimated Revenue | | \$33,907,494 | \$31,942,832 | (\$1,964,662) | -5.79% |

| Expenditures By Division/Function | 2005 Actual | 2006 Revised Budget | 2007 Proposed Budget | \$ Change FY 06- FY 07 | % Change FY 06- FY 07 |
|--|---------------------|----------------------------|-----------------------------|-------------------------------|------------------------------|
| Publications | \$60,936 | 126,761 | \$69,212 | (\$57,549) | -45.40% |
| Environmental | \$1,386,519 | 1,585,337 | \$1,921,995 | \$336,658 | 21.24% |
| Human Services | \$457,347 | 598,992 | \$522,536 | (\$76,456) | -12.76% |
| Regional Community Partners (RCP) | \$15,738 | 8,684 | \$11,750 | \$3,066 | 35.31% |
| Program Implementation | \$5,432,089 | 6,131,166 | \$6,715,914 | \$584,748 | 9.54% |
| Transportation | \$3,742,296 | 3,804,658 | \$6,308,406 | \$2,503,748 | 65.81% |
| MAGIC | \$132,809 | 89,489 | \$112,170 | \$22,681 | 25.35% |
| Information & Technology | \$6,395,958 | 6,247,611 | \$1,877,495 | (\$4,370,116) | -69.95% |
| Local Activity | \$8,680 | 12,533 | \$15,000 | \$2,467 | 19.68% |
| Capital Expenditures | \$164,187 | 143,663 | \$233,000 | \$89,337 | 62.19% |
| Contingency | | 806,000 | \$897,100 | \$91,100 | 11.30% |
| Total Estimated Expenditures Without Carryforward | \$17,796,559 | \$19,554,894 | \$18,684,578 | (\$870,316) | -4.45% |
| Total Estimated Expenditures With Carryforward | | 14,352,600 | \$13,258,254 | (\$1,094,346) | -7.62% |
| Total Estimated Expenditures | | \$33,907,494 | \$31,942,832 | (\$1,964,662) | -5.79% |



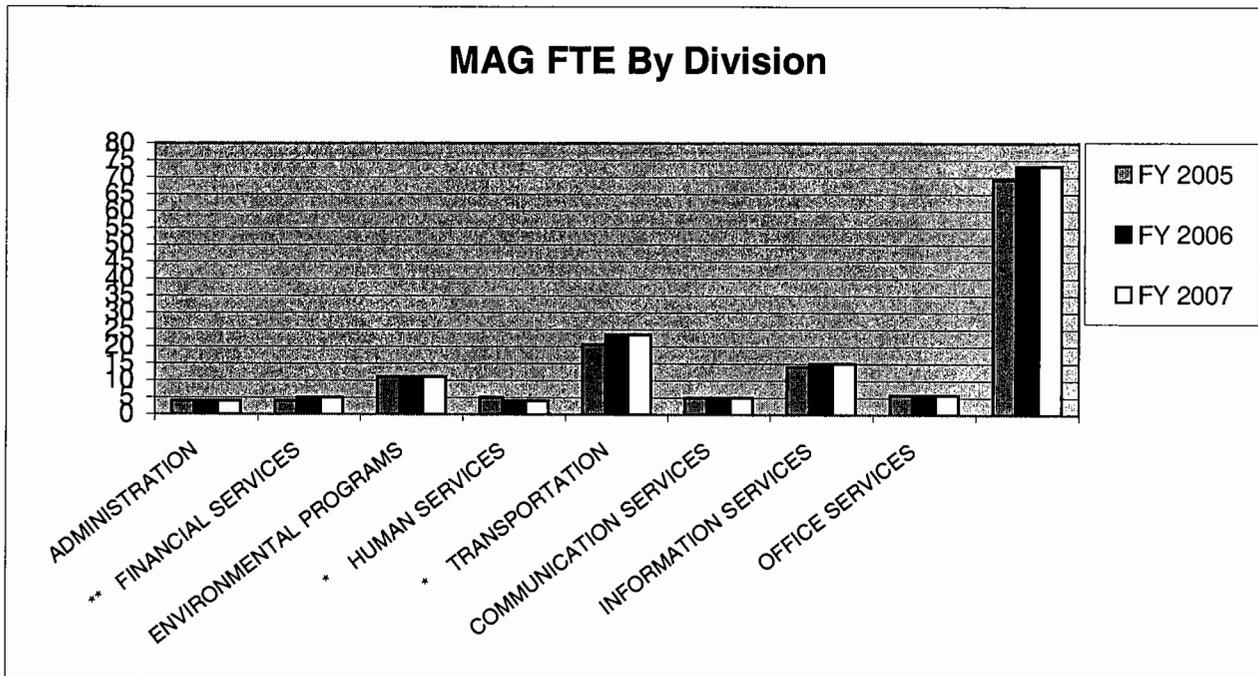
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MAG PROGRAMS IN BRIEF 2007

SUMMARY OF AUTHORIZED POSITIONS AND FULL-TIME EQUIVALENTS BY PROGRAM AREA COMPARISON FOR 3 YEARS

| | FY 2005 | FY 2006 | FY 2007 |
|-------------------------------|----------------|----------------|----------------|
| ADMINISTRATION | 4 | 4 | 4 |
| ** FINANCIAL SERVICES | 4 | 5 | 5 |
| ENVIRONMENTAL PROGRAMS | 11 | 11 | 11 |
| * HUMAN SERVICES | 5 | 4 | 4 |
| * TRANSPORTATION | 20.5 | 23.5 | 23.5 |
| COMMUNICATION SERVICES | 5 | 5 | 5 |
| INFORMATION SERVICES | 14 | 15 | 15 |
| OFFICE SERVICES | 5.75 | 5.75 | 5.75 |
| TOTAL FTE | 69.25 | 73.25 | 73.25 |

- * Position moved from Human Services to Transportation
- ** One new position, Accountant I, was added during FY 2006.



**DRAFT MAG FY 2007
Work Program Proposed New Projects
February 28, 2006**

TRANSPORTATION PROGRAM PROJECTS

Project 1. Update of Congestion Management Process (CMP).

Brief Description: Passage of SAFETEA-LU and interim guidance from Federal Highway Administration (FHWA) require the region to “assess the extent that the [region’s] existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process.” A formal reevaluation of the existing MAG CMS will be required as part of this assessment. MAG has a Congestion Management System (CMS) that was first approved in August 1994, primarily as a result of regulations stemming from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The MAG CMS contains a variety of elements that focus on updating and analyzing a series of performance measures, policies, strategies and rating procedures and then identifying, evaluating and rating a series of projects for incorporation into the regional Transportation Improvement Program (TIP).

Proposed Budget: \$300,000 to \$400,000.

Project 2. 2007 External Travel Survey.

Brief Description: The purpose of this study is to update information on vehicle travel that crosses into or out of the modeling area boundaries of the MAG region. The last external travel survey was conducted by MAG in 1999. By repeating this survey on a regular basis, current travel behavior can be observed, long term trends can be monitored, and the effect of the changes on the system can be evaluated. The data to be derived from the external travel survey include trip origins and destinations stratified by vehicle class and time of day. An important subset of this information is through truck travel. Data gathered from the surveys will include vehicle occupancy, origins, destinations, purpose of trip, and vehicle type. The resulting profile will show patterns of vehicle travel reflecting location, time of day, and purpose for trip which will be used to calibrate the MAG Regional Travel Demand Model.

Proposed Budget: \$300,000.

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Project 3. Implementation of Regional Traffic Monitoring System.

Brief Description: The purpose of this study is to address technical and institutional issues in implementing a regional traffic monitoring system in cooperation with the Arizona Department of Transportation (ADOT). As of late 2005, ADOT has designated numerous traffic detectors from their Freeway Management System (FMS) as priority locations for gathering traffic data for planning purposes. Various data quality and equipment maintenance problems have delayed previous attempts to gather usable traffic data. The study will produce three deliverables: 1) technical guidance on periodic evaluation of ADOT FMS detector data; 2) an annual report that summarizes traffic conditions and trends in 2005; and 3) a report that summarizes recommendations for improving various aspects of the traffic monitoring system. The contractor for the study will also work closely and provide technical assistance to MAG and ADOT in further implementing the regional traffic management system.

Proposed Budget: \$95,000.

Project 4. Local Street and Highway Cost and Bid Database.

Brief Description: The MAG Street Committee has discussed the development of bid estimates database for street and highway projects. This procedure could be utilized by members agencies to more accurately estimate costs of a variety of projects similar to the database that is maintained by ADOT for state highway projects. By being able to analyze a series of bids for a variety of different bid items, it will be possible to spot trends in construction material and labor cost increases (or decreases) and this should allow for a smoother process for providing funding for the delivery of transportation projects.

Proposed Budget: \$200,000.

Project 5. Commuter Rail Update.

Brief Description: An update of the commuter rail component of the 2003 High Capacity Transit Study is being proposed because of the high level of interest in commuter rail in the region. The proposed project would update the inventory and assessment of the rail infrastructure in the MAG region, prepare ridership projections, assess the capital and operating costs and fare revenue, develop a detailed implementation plan, and review possible funding options.

Proposed Budget: \$300,000.

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Project 6. 2007 Regional Travel Speed Study.

Brief Description: The travel speed data will be used to calibrate the MAG travel demand model, to accommodate the needs of MAG member agencies, traffic engineers, and the general public. The last regional traffic travel speed study was conducted in 2002. With rapid population growth and change of traffic patterns in the MAG region, it is necessary to conduct a new travel speed study and update the MAG databases on a periodic basis. Data will be collected for the AM peak period, the midday, and the PM peak period on about 2,000 centerline miles of freeways and arterial streets.

Proposed Budget: \$500,000.

Project 7. Pedestrian Design Assistance Program.

Brief Description: The Pedestrian Design Assistance program was initiated in 1996 to encourage the development of designs for pedestrian facilities according to the MAG Pedestrian Policies and Design Guidelines. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. The MAG Pedestrian Work Group supports the continuation of this program.

Proposed Budget: \$200,000.

Project 8. Bicycle Design Assistance Program.

Brief Description: The Bicycle Design Assistance program would be developed similar to the Pedestrian Design Assistance Program. The intent of the program is to design crossings, on-street and off-street facilities with an emphasis on creating an interconnected network. There are hundreds of miles of canals that could potentially be connected to create an amazing greenbelt throughout the region similar to Scottsdale's Indian Bend Wash. The MAG Regional Bicycle Task Force supports the implementation of this new program.

Proposed Budget: \$300,000.

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Project 9. Context Sensitive Design.

Brief Description: MAG proposes a four-day workshop with recognized leaders in effective Context Sensitive Design (CSD) professional practices. CSD is among the most significant concepts to emerge in highway project planning, design, and construction in recent years. Also known as “Thinking Beyond the Pavement,” it is a process of creating public works projects that meet the needs of the users, the neighboring communities, and the environment. It integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. In the project planning stage, community and environmental issues are dealt with through design innovation and features that reduce impacts and result in a transportation project that is more integrated into the specific area in which they are located.

Proposed Budget: \$20,000.

Project 10. Access Management.

Brief Description: This workshop covers access management along streets and highways. General benefits as well as the social, economic, political, and legal implications of access control are examined. Existing access management practices and policies from states and jurisdictions are used as examples of what types of programs have been implemented and how effective they have been. Through in-depth discussion, access management techniques and the warrants for their use are reviewed. Guidelines for design and application of these access management techniques are described in detail. Strategies for developing and implementing retrofit programs to improve existing access control are presented. The workshop illustrates the application of various techniques and strategies by other states. Techniques and procedures for evaluating the impacts of access control on the safety and operations of the highway system are also covered.

Proposed Budget: \$10,000.

Project 11: Ramp Metering Strategies for Bottleneck Improvement.

Brief Description: The purpose of this study, to be conducted in cooperation with the Arizona Department of Transportation (ADOT), is to provide technical guidance to MAG in the area of ramp metering. The Federal Highway Administration (FHWA) recognizes ramp metering as a key strategy for proactively managing freeway congestion and bottlenecks. Ramp metering has the potential to reduce or eliminate adverse impacts of

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bottlenecks. Potential benefits include reductions in delay, travel time, fuel consumption, and emissions. However, a ramp metering system should be carefully planned and designed to produce expected benefits, while keeping motorists happy. The study will produce three deliverables: 1) technical guidance on periodic evaluation of ADOT's existing ramp metering system, 2) technical guidance/training on issues that need to be addressed for future ramp metering installations; and 3) a report summarizing all work performed. The contractor for the study will also work closely and provide technical assistance to MAG and ADOT in other areas related to areas.

The study will provide valuable information/resource that MAG can use in: 1) evaluating existing and proposed ramp metering systems, and 2) planning for more proactive traffic operations and management. Technical guidance provided by the contractor will help MAG in identifying options, strategies, and hardware infrastructure needed to target specific bottlenecks on the freeway system.

Proposed Budget: \$95,000.

Project 12: Access to Freeway Condition Information Via Handheld Devices.

Brief Description: This project will create an Internet Web page that can be accessed via handheld Web-enabled devices such as Personal Digital Assistants and cellular telephones. The information to be posted on this Web page will be the same freeway traffic speed information that is currently displayed at the ADOT Web site AZ511.com. A similar display has been developed for the Houston metropolitan region by the Texas Transportation Institute (TTI). This project is also expected to be implemented using TTI expertise.

The execution of this project will help alleviate traffic congestion and improve air quality in the region. The proposed Web page, anticipated to be located at the ADOT FMS Web server, would provide access to real-time freeway condition information to many commuters in the region. Providing access to real-time freeway condition information to motorists heading for the freeway would help motorists select routes that may be less congested, thus helping balance traffic demand with available road capacity on the freeway and arterial systems. It is likely the success of this project would lead to similar applications for real-time transit information, currently available in many urban regions.

Proposed Budget: \$40,000.

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Project 13: Litter Education.

Brief Description: This project scope of work is currently being developed. An estimate has been provided for the proposed Litter Public Education project work.

Updates on this project will be provided.

Proposed Budget: \$380,000.

INFORMATION SERVICES PROGRAM PROJECTS

Project 14. Socioeconomic Models Surveys and Assumptions Enhancement Project.

Brief Description: MAG socioeconomic models are required to produce projections for a number of socioeconomic attributes that are key to the MAG transportation modeling. It is essential to conduct surveys to understand the socioeconomic characteristics such as household size, composition and age, income levels, job/housing balance, seasonal and transient populations, etc. Based on these surveys, assumptions are made and models are developed for the projections of these socioeconomic attributes.

MAG socioeconomic models are required to produce projections for a number of socioeconomic attributes that are key to the MAG transportation and air quality modeling activities. This consultant project is essential to the ongoing maintenance and understanding of existing socioeconomic characteristics and development of projections.

Proposed Budget: \$150,000.

Project 15. Pilot Project for Innovative Three Dimensional Data Sets.

Brief Description: New Geographic Information Systems (GIS) products are being produced and marketed, including oblique imagery and other three dimensional datasets. This project would include investigating these products and vendors and purchasing data for selected areas to evaluate its usefulness to MAG and MAG member agencies.

It is anticipated that this data would enhance MAG databases with improved accuracy and visual capabilities. Other Councils of Governments are making extensive use of oblique imagery and MAG should determine whether this imagery would be of benefit.

Proposed Budget: \$40,000.

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HUMAN SERVICES PROGRAM PROJECTS

Project 16. Regional Human Services Retreat.

Brief Description: The goal of the Regional Human Services Retreat is to engage the members of the MAG Human Services committees, subcommittees, member agencies and community stakeholders in a dialogue about service integration. At the event, participants will identify ways to streamline communication and activities in order to better serve the community through a wide variety of players.

A plan will be developed throughout the course of the retreat that will identify responsible parties and strategies for integrating services across the disciplines within the committee structure at MAG. These disciplines include:

- a. Human Services Transportation
- b. Elderly Mobility
- c. Homelessness
- d. Domestic Violence
- e. Youth
- f. Aging
- g. Disabilities
- h. Developmental Disabilities

The event will build on the issues featured in the 2006 MAG Regional Human Services Plan. Community participation will be a critical component of the retreat to ensure the plans are responsive to current local concerns.

This event will improve regional human services planning by making communication more responsive and activities more effective by engaging a broad audience including the public sector, private sector, faith based and community organizations. Centralized planning will reduce duplication of efforts within MAG and throughout the community. This event will also provide followup to the 2006 MAG Regional Human Services Plan and lay the foundation for the next plan.

The event will be held in February 2007.

Proposed Budget: \$7,600.

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ENVIRONMENTAL PROGRAM PROJECTS

Project 17. Air Quality Technical Assistance On-Call.

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, MAG conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. MAG is in the process of preparing the Eight-Hour Ozone Plan that is due to EPA on June 15, 2007. In addition, MAG is initiating the development of a Five Percent Plan for PM-10 due to apparent violations of the 24-hour PM-10 standard at two monitors. The Five Percent Plan for PM-10 is due to EPA by December 31, 2007 and must show a five percent reduction in PM-10 emissions per year until attainment is achieved at all monitors. In preparing the Eight-Hour Ozone and Five Percent PM-10 Plans, MAG may require technical assistance in one or more of the following areas: (1) recommending models and reviewing modeling protocols; (2) compiling inputs for and performing meteorological, emissions, and/or dispersion modeling; (3) reviewing model outputs; (4) researching and evaluating potential control measures; and (5) preparing technical documentation. MAG may also require technical assistance in performing air quality conformity analyses for transportation plans, programs, and projects. This conformity assistance may include technical research, preparation of assumptions, emissions modeling, and documentation. MAG may also require technical assistance in order to address other Clean Air Act requirements, new EPA standards and regulations, and court rulings, as they occur.

MAG is the designated Regional Air Quality Planning Agency for the Maricopa area. This FY 2007 technical assistance on-call will enable MAG to complete the air quality modeling and technical work necessary to submit approvable plans to EPA by the required dates in 2007.

Proposed Budget: \$250,000.

MAG Related Bills
BILL SUMMARY
 (47th Legislature – 2nd Regular Session)
Updated: February 21, 2006

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|-----------------------------------|-------------|---|---|---|---------------|
| Takings; Public Use; Juries; Fees | SCR 1002 | Blendu Bee Burns R Martin Flake Gould Gray L Harper Huppenthal Verschoor Weiers JP | <p style="text-align: center;"><i>LAND USE; COMPENSATION; & EMINENT DOMAIN</i></p> <p>Would propose for the 2006 general election ballot a constitutional amendment granting any party the right to request a jury trial to determine whether or not the taking of the property is intended for public use. Additional amendment changed the legislation to ensure that the proposal only applies to cities.</p> <p>Concerns: By allowing "any affected party" to appeal, the set of possible appeals and the dynamics of the appeal process increase by orders of magnitude.</p> | SENATE FIRST READ: 01/11/06 SECOND READ: 01/12/06 Assigned: JUD: DPA 1/23/06 RULES: PFC 1/30/06 COW: DPA 2/02/06 Sent to House 2/09/06 HOUSE FIRST READING: 2/20/06 SECOND READING: 2/21/06 Assigned: FMPP: RULES: | Oppose |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|-----------------------------------|-----------------------|--|---|--|---------------|
| Land Use Regulation; Compensation | SCR 1019 (As Amended) | Bee, Bennett, Burns R, Jarrett, & Tibshraeny | <p>The Strike Everything Amendment to SCR 1019 proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make.</p> <p>If passed the law would freeze current zoning, preventing government from responding to future community concerns.</p> <p>Examples of actions that could trigger lawsuits and payment from government:</p> <ul style="list-style-type: none"> • Approval or disapproval of historic overlay zoning; • Change in residential density; • Change from commercial, residential or industrial use; • Approval or disapproval of building height limits; • Approval or disapproval of neighborhood-developed special planning districts; • Approval or disapproval of liquor licenses; • Regulation of business hours or building design; • Enforcement or enactment of neighborhood preservation codes; and • Virtually any other land use regulation. <p>Furthermore, the law will provide a right to compensation when the zoning authority takes <u>no</u> action, as long as the owner can show that inaction reduces the value of his property.</p> | SENATE FIRST READ: 01/26/06 SECOND READ: 02/01/06 TRANS: DPA/SE 02/16/06 RULES: Held in Committee 2/20/06 | Oppose |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|---|-------------|----------------------------|---|--|---------------|
| Eminent Domain; Presumption | HCR 2002 | Gray C Borges Pearce | <p>States that the use of eminent domain by the state, a political subdivision of the state or a person creates a presumption that the taking is for a private use. The burden would rest with the state, political subdivision or person exercising eminent domain to establish by clear and convincing evidence facts rebutting the presumption.</p> <p>Concerns: The proposed language is tantamount to alleging that the condemning authority is attempting to perpetrate a fraud on the court in every condemnation action that it files. Ordinarily, in pleadings filed with the court, the condemning authority alleges, as required by law that the taking is for a public purpose. A presumption that the taking is actually for a private purpose seems to accuse the condemning authority of being untruthful in every condemnation pleading it files.</p> | <p>HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPP: DP 1/09/06 RULES: C&P 01/31/06. COW: DPA 2/09/06 Third Read 2/13/06 Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: JUD RULES</p> | Oppose |
| Takings; Public Use; Jury Determination | HCR 2003 | Gray C Borges Pearce | <p>Very similar to SCR 1002. Allows a private property owner to request a jury to determine whether an eminent domain taking is for a public use.</p> <p>Concerns: By allowing "any affected party" to appeal, the set of possible appeals and the dynamics of the appeal process increase by orders of magnitude.</p> | <p>HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPP: DPA 1/09/06 RULES: C&P 01/31/06. COW: DPA 2/09/06 Third Read 2/13/06 Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: JUD RULES</p> | Oppose |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|---------------------------------------|-------------|-----------------------------|---|--|---------------|
| Land Use Regulation; Compensation | HCR 2031 | Gray C | The bill is identical to the amended version of SCR 1019. It proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make. | HOUSE FIRST READ: 1/30/06 SECOND READ: 1/31/06 Assigned: FMPR: DPA/SE 2/13/06 RULES: | Oppose |
| Eminent domain; fees; costs; interest | HB 2062 | Gray, C Borges Pearce | Requires plaintiffs in actions for condemnation to fully disclose in writing the final project, including all aspects of work that must be performed to complete the project, to the property owner of record. | HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPR: DP 1/09/06 RULES: C&P 01/09/06. Approved House COW: DPA 01/26/06 Third Read 2/13/06 Passed the House 2/13/06. Sent to Senate SENATE FIRST READ: 2/14/06 SECOND READ: 2/15/06 Assigned: GOV RULES | Oppose |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|-----------------------------------|-------------|-------------------|---|--|---------------|
| Eminent Domain; Appraisals; Taxes | HB 2736 | Farnsworth Gorman | Appraisals shall include the property's "good will value." Plaintiff responsible for any property taxes paid during the condemnation process. The court shall make the final order of condemnation within 180 days after the commencement of the condemnation action. Changes made to relocation costs and appraisal language. A government entity may not sell, lease, or transfer property that it acquires through eminent domain for 10 years. | HOUSE FIRST READ: 02/02/06 SECOND READ: 02/06/06 Assigned: FMPR: DP 02/13/06 RULES | Oppose |
| Appropriation Highway Const. | SB 1248 | Blendu | <p style="text-align: center;">TRANSPORTATION</p> <p>Appropriates \$118 million in FY 2006-2007 to the State Highway Fund to accelerate existing highway construction projects. According to ADOT, from October 2003 to October 2005, the prices of the six primary materials used in highway construction have increased in the following amounts:</p> <ul style="list-style-type: none"> • Steel 41 percent • Concrete 21 percent • Lumber 9 percent • Gasoline 104 percent • Diesel 162 percent • Asphalt 40 percent <p>This legislation will result in a \$118 million impact to the state General Fund in FY 2006-2007.</p> <p><u>Amendments Adopted by the Appropriations Committee</u></p> <ul style="list-style-type: none"> • Increases the appropriation to \$118 million from \$100 million. • Appropriates the monies to the State Highway Fund instead of ADOT. | SENATE FIRST READ: 01/19/06 SECOND READ: 01/25/06 Assigned: TRANS: DP 02/07/06 APPROP: DPA 2/14/06 RULES: PFC 2/20/06 COW: | Support |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|---------------|-------------|--|---|---|---------------|
| ADOT ITS | SB 1420 | Martin | <p>Appropriates \$15 million from the state general fund in fiscal year 2006 - 2007 to ADOT for funding of ADOT ITS systems in Maricopa County consisting of highway cameras, message boards and a web site with current highway information. The state general fund would be repaid over a 14-year period (\$1 million per yr.) from the Regional Area Road Fund. These accelerated expenditures have not been included in the MAG Transportation Improvement Program. The section of highway that would be instrumented is 15 miles on Interstate 17 from Duniap to Carefree Highway. This project is currently programmed for construction in 2013. The current bill requires that payments be made to the general fund on an annual basis beginning in 2007. There are a number of projects programmed prior to 2013, which have a higher priority.</p> | <p>SENATE FIRST READ: 01/30/06 SECOND READ: 02/01/06 Assigned TRANS: DP 2/14/06 APPROP: RULES:</p> | Monitor |
| I-17 Widening | SB 1504 | Martin, Bee, Bennet, Blendu, Miranda, Aguirre, Flake, Garcia, Harper, Mitchell, Tibshraeny, Verschoor, Gorman, Gallardo, Reagan, Stump | <p>The sum of \$75,000,000 is appropriated from the state general fund in fiscal year 2006-2007 and in each of the five subsequent fiscal years to the department of transportation for the widening of interstate 17 from Carefree highway north approximately twenty miles to Black Canyon City with an additional highway lane in each direction. ADOT has completed the Design Concept Report (DCR) to Black Canyon City. An environmental assessment (or environmental impact statement) would need to be completed before design could begin (1-2 years for an EA or 3 + years if an EIS is required). Design could take 2 years. Construction probably could not start for at least 3 year and perhaps longer.</p> | <p>SENATE FIRST READ: 1/31/06 SECOND READ: 2/02/06 Assigned: APPROP: TRANS: DP 2/14/06 RULES:</p> | Monitor |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|----------------------------|-------------|--|---|--|---------------|
| Relating to municipal debt | HCR 2001 | Nelson Mason Blendu Prezelski Weiers | Increases the bonding capacity from 6 percent to 20 percent for public safety and transportation projects. | HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned: CMMA DP 1/10/06 GRGFA DP 1/18/06 RULES: C&P 01/31/06 COW: DP 2/13/06. Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: GOV: RULES: | Support |
| State highway fund bonds | HB 2206 | Biggs | Removes the statutory cap (currently set at \$1.3 billion) on Highway User Revenue Fund (HURF) parity bonds issued by the State Transportation Board. | HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DP 01/19/06. APPROP (P): DP 2/01/06 RULES: Amend C&P 2/21/06 COW: DPA2/23/06 Sent to Senate SENATE FIRST READ: 2/28/06 SECOND READ: Assigned: | Support |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|---|-------------|--|---|--|---------------|
| Appropriation; highway monies; repayment | HB 2332 | McClure Konopnicki Lopez | Appropriates \$52,215,300 from the State General Fund to the Highway User Revenue Fund (HURF) for distribution to counties for repayment of HURF monies diverted in fiscal year 2004-2005. | HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DPA 01/26/06. APPROP (P): RULES: | Support |
| Freeway expansion; Intergovernmental Agreements | HB 2756 | Weiers Kirkpatrick Allen Brown Chase Downing Jones McLain Pearce | Provides that three or more contiguous cities may enter into an intergovernmental agreement for a period of not to exceed five years for the construction or expansion of controlled access highways in the state or interstate highway system. The cities would have an election to increase the sales tax by the same percentage in each city. The monies from the tax would be provided to the state treasurer and to ADOT. Each year, the tax is collected, an equal amount up to \$5 million per year would be allocated from the state general fund to the state treasurer for deposit into the ADOT freeway construction account. Projects are required to be identified in the ADOT Long Range Transportation Plan. | HOUSE FIRST READ: 02/02/06 SECOND READ: 02/06/06 Assigned: TRANS: On Agenda 2/23/06 APPROP (P) RULES | Monitor |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|--|-------------|--|---|--|---------------|
| Transportation Facilities; Priorities; Appropriation | HB 2769 | Gorman Borges Mason Pierce Martin Barnes Burns Farnsworth Groe Hershberger Jones McLain Murphy Nelson Nichols Paton | Provides that a ADOT departmental committee in recommending priorities shall give additional weight to projects that relieve congestion, improve accessibility, promote safety and provide economic benefits to major arterial routes. A sum of \$80 million is appropriated from the state general fund in fiscal year 2006-2007 to ADOT for deposit in a separate account of the state highway fund for cost related to new construction and improvements to the portion of Interstate 17 between the Loop 101 and northern edge of Maricopa County to relieve congestion, improve accessibility, promote safety and provide economic benefits. | HOUSE FIRST READ: 02/07/06 SECOND READ: 02/08/06 Assigned: TRANS APPROP (P) RULES | Monitor |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|---|----------------|----------------|---|--|----------------|
| <p>ADOT; Receiving monies from developer</p> | <p>HB 2791</p> | <p>Chase P</p> | <p>Allows the Arizona Department of Transportation to receive monies from a developer for use by the department for transportation projects.</p> <p>Current statute provides exemptions from bidding requirements for private entities that fund transportation projects with private monies. However, the statute does impose mandates on a private entity that chooses to pay for construction of a transportation project. These requirements include:</p> <ul style="list-style-type: none"> • The private entity must obtain a bond in an amount equal to one hundred twenty-five per cent of the anticipated construction cost of the project before advertising for bids. • The private entity must solicit sealed bids from at least four contractors who are prequalified by the department to perform a contract of the anticipated dollar amount of the construction. • The private entity is required to Award the contract to the best bidder taking into account price and other criteria as provided in the bid documents. • The private entity must obtain bonds from the selected contractor that provide the same coverage as performance and payment bonds issued under title 34, chapter 2, article 2. • The private entity is required to use department construction standards and pay all costs of department reviews of the contract and inspections of the project. • In addition, current statute allows the Department to accept donations of land for transportation purposes; for the construction, improvement and maintenance of state highways or bridges; or for transportation construction equipment. <p>This bill was introduced as a vehicle to pass a compromise that the developers, ADOT, legislature, and the AG hope to reach in the near future. The language is expected to change and a Strike Everything Amendment will put the legislative compromise in place before it passes the legislature.</p> | <p>HOUSE FIRST READ: 02/07/06 SECOND READ: 02/08/06 Assigned: TRANS: DP 2/23/06 APPROP (P) RULES</p> | <p>Monitor</p> |

| Issue | Bill Number | Sponsor | Description | Status | Rec. Position |
|---|-------------|---------------|--|---|---------------|
| Local building construction; procedures | HB 2136 | Nelson Blendu | <p>OTHERS</p> <p>Specifies that cities and towns must follow regulations outlined in title 34 relating to local building construction and procedures.</p> | <p>HOUSE FIRST READ: 1/11/06 SECOND READ: 1/12/06 Assigned: CMMA: DP 01/17/06 GRGFA: DPA 02/01/06 RULES: C&P 02/14/06 COW: DPA 2/16/06 Sent to Senate 2/20/06 SENATE FIRST READ: 2/21/06 SECOND READ: 2/28/06 Assigned: GOV: RULES:</p> | Support |

Committee Legend:

| | |
|-------|---|
| APP | Appropriations |
| APP-B | Appropriations - Boone |
| APP-P | Appropriations - Pearce |
| CED | Commerce and Economic Development |
| CMA | Counties, Municipalities and Military Affairs |
| COM | Commerce |
| COW | Committee of the Whole |
| ED | K-12 Education |
| ENV | Environment |
| FII | Financial Institutions and Insurance |

| | |
|-------|---|
| FIN | Finance |
| FMPR | Federal Mandates and Property Rights |
| FS | Family Services |
| GAR | Government Accountability and Reform |
| GOV | Government |
| GRGFA | Government Reform and Govt Finance Accountability |
| HE | Higher Education |
| HEA | Health |
| HS | Human Services |
| JUD | Judiciary |

| | |
|-------|---|
| NRRA | Natural Resources and Rural Affairs |
| NRA | Natural Resources and Agriculture |
| PIR | Public Institutions and Retirement |
| RULES | Rules |
| S/E | Strike Everything |
| TRANS | Transportation |
| UCCT | Universities, Community Colleges and Technology |
| WM | Ways and Means |
| W/D | Withdrawn |