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March 3, 2009

TO: Members of the MAG Management Committee

FROM: Charlie McClendon, Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, March 11, 2009 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries 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.

c: MAG Regional Council

A Voluntary Association of Local Governments in Maricopa County

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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
March 11, 2009**

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 11, 2009, Meeting Minutes

- 5A. Review and approval of the February 11, 2009, meeting minutes.

TRANSPORTATION ITEMS

*5B. Amendment of the FY 2009 MAG Unified Planning Work Program and Annual Budget to Accept FY 2009 Federal Highway Administration Planning Funding

Each year, MAG prepares a Unified Planning Work Program and Annual Budget that lists anticipated revenues for the coming year. On February 10, 2009, MAG was notified by the Arizona Department of Transportation that MAG received an additional amount of \$134,537.35 of FY 2009 Federal Highway Administration Planning (PL) funding. An amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget is needed to include this additional amount. Please refer to the enclosed material.

*5C. Consultant Selection for the MAG Activity-Based Travel Forecasting Model Development (Phase I)

In May 2008, the MAG Regional Council approved the FY 2009 Unified Planning Work Program and Annual Budget, which included \$270,000 to conduct a first phase of the development of activity-based travel forecasting model (ABM) as a part of the ongoing contracts for on-call consulting services for transportation modeling. The project will ensure that current and future travel forecasting needs are addressed in a timely manner and will allow MAG to implement a new generation of the travel forecasting models that is required by emerging planning needs in the region. On December 18, 2008, MAG issued a Request for Proposals to conduct the study to the consultants pre-qualified through the on-call support contractual process. In response, three proposals were received. A multi-agency review team met on February 27, 2009, and recommended to MAG the selection of PB Americas, Inc. to conduct the development. In addition, the team recommended that if negotiations with PB Americas, Inc. on the task order are not successful, that MAG pursue negotiations with its second choice, Cambridge Systematics, Inc. Please refer to the enclosed material.

5B. Recommendation to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to accept \$134,537.35 of FY 2009 Federal Highway Administration Planning Funding.

5C. Recommend that PB Americas, Inc. be selected to conduct the MAG Development of Activity-based Travel Forecasting Model (ABM) - Phase I for an amount not to exceed \$270,000. If negotiations with PB Americas, Inc. are not successful, that MAG negotiate with its second choice, Cambridge Systematics, Inc., to conduct the project.

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed administrative modification involves several Arizona Department of Transportation projects as part of the American Recovery and Reinvestment Act, including projects on Interstate-10, Interstate-17, and US 60. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5D. Consultation.

GENERAL ITEMS***5E. 2009 MAG Human Services Coordination Transportation Plan Update**

The federal Safe and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317). MAG has developed this coordination plan each year in compliance with this requirement since 2007. The MAG Regional Council approved the 2008 Plan in January 2008. The 2009 MAG Human Services Coordination Transportation Plan Update was recommended for approval by the MAG Human Services Technical Committee on February 12, 2009. Please refer to the enclosed material.

5E. Recommend approval of the 2009 MAG Human Services Coordination Transportation Plan Update.

- *5F. Amendment of the FY 2009 MAG Unified Planning Work Program and Annual Budget to Include Funding to Participate in a Brookings Intermountain Study and to Include Funding to Have Arizona State University North American Center for Transborder Studies Provide Research Regarding the Global Competitiveness of Arizona and the Sun Corridor

The Brookings Metropolitan Policy Program is proposing a partnership with leading Intermountain West institutions and leaders to work out specific collaborative steps among the five "Mountain Megs" (and their states) to advance prosperity in their region through the achievement of specific, catalyzing federal policy reforms. Brookings is seeking approximately \$20,000 from the Mountain Mega states to convene working groups and conduct the research. MAG is estimating that 74.51 percent would be needed (\$14,902) if MAG, the Pima Association of Governments and the Central Arizona Association of Governments participated. If this participation did not occur, up to \$20,000 from MAG would be needed.

For the Sun Corridor area, the Arizona State University North American Center for Transborder Studies has proposed to describe the global and North America forces that impact MAG and vice versa. This paper would be the first iteration to conduct the planning analysis necessary to develop Maricopa County, the Sun Corridor and then the Intermountain West as more than just infrastructure and transportation, but as a job creation and economic "cluster." Staff, consulting and associated expense are estimated to be \$12,000. MAG is estimating that 74.51 percent would be needed (\$8,942) if MAG, the Pima Association of Governments and the Central Arizona Association of Governments participated. If this participation did not occur, up to \$12,000 from MAG would be needed. Please refer to the enclosed material.

- 5F. Recommendation to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include up to \$20,000 of MAG federal funds if needed to participate with the Brookings Metropolitan Policy Program on an Intermountain partnership and to amend the Work Program to include up to \$12,000 of MAG federal funds if needed to have the Arizona State University Center for Transborder Studies to conduct a study to describe the global and North America forces that impact the MAG region and the Sun Corridor.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6A. ADOT Portion of the American Recovery and Reinvestment Act Funds

On February 18, 2009, staff reported to the Transportation Policy Committee that MAG expected to receive approximately \$99 to \$188 million of the Arizona Department of Transportation (ADOT) portion of the American Recovery and Reinvestment Act (ARRA) funds. Staff noted that the State Transportation Board would be considering the MAG allocation at its meeting on February 20, 2009. The State Transportation Board allocated \$129.4 million to the MAG region. On February 25, 2009, the Regional Council approved a ranked list of projects cooperatively developed with ADOT for the ADOT portion of the ARRA funds totaling approximately \$194 million. The Regional Council also approved having the Chair of the Regional Council send a letter to the State Transportation Board forwarding the projects and also to send a letter to the Senate and House leadership requesting assistance in MAG receiving an equitable share of the ADOT portion of the ARRA funds. On March 3, 2009, the State Transportation Board heard testimony regarding the allocation of the ADOT portion of the ARRA funds. Following the testimony, the Board went into executive session and upon returning announced they had reaffirmed, with unanimity, their decision made on February 20, 2009, to provide the MAG region 37 percent of the funds. The Board then considered projects for the ADOT portion of the ARRA funds. A report will be provided to the Management Committee. Please refer to the enclosed material.

6A. Information, discussion, and possible action.

6B. MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds Project and Allocation Scenarios

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates 30 percent of the funding (\$156.57 million) to local jurisdictions. The amount being sub-allocated to MAG has not been officially transmitted yet by the Federal Highway Administration, however, MAG staff believes approximately \$88 million would be allocated directly to the MAG region. Metropolitan Planning Organizations have one year to obligate the funds. The Transportation Policy Committee met on February 18, 2009, and requested a set of scenarios to fund projects for the MAG sub-allocated portion of the ARRA funds. These scenarios were presented and discussed at the MAG Transportation Review Committee meeting on February 26, 2009. The five scenarios are attached for your review. Please refer to the enclosed material.

6C. MAG Regional Portion of the American Recovery and Reinvestment Act - Transit

The American Recovery and Reinvestment Act (ARRA) regional portion for transit is in the range of \$65 million to \$75 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days. The Regional Public Transportation Authority (RPTA) board met on February 19, 2009, and recommended project selection criteria. RPTA, MAG, and member agencies are working collaboratively in this analysis. A memorandum from RPTA explaining a draft ARRA transit scenario recommendation is attached. The Board is expected to meet on March 19, 2009, for further review and possible action. Please refer to the enclosed material.

6B. Information, discussion, and possible action to recommend a scenario for projects/allocation of the MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act funds.

6C. Information and discussion.

7. Project Changes – Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program for Funding from the American Recovery and Reinvestment Act of 2009

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA). The components of the bill and policy implications are discussed in a separate agenda item. In response to the expedited time frames for transportation projects in the Act, and administratively modifying the FY 2008-2012 Transportation Improvement Program (TIP) and, as appropriate, the Regional Transportation Plan (RTP) 2007 Update, may be necessary to move projects forward. The FY 2008-2012 TIP and RTP 2007 Update were originally approved by the MAG Regional Council on July 25, 2007. On February 25, 2009, the MAG Regional Council voted to approve a cooperatively developed list of MAG Region Highway - ADOT/State projects in priority order for the ADOT portion of the ARRA funds of 2009 and that the projects be forwarded to ADOT contingent upon projects finally selected receiving the necessary administrative adjustments and amendments to the MAG TIP and air quality conformity and consultation. The Arizona State Transportation Board met on, March 3, 2009, to discuss highway projects for the use of funds allocated to the ARRA. The Board approved the MAG listing of projects for the ARRA funds. It was noted that discrepancies between the priorities submitted by MAG would be clarified before the next State Transportation Board meeting. The necessary administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program for approximately \$129.4 million allocated by the Board is presented for consideration by the Management Committee. Please refer to the enclosed material.

7. Information, discussion, and possible action to make administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan (RTP) 2007 Update for funding from the American Recovery and Reinvestment Act of 2009.

GENERAL ITEMS

8. Census 2010 Outreach Efforts

The U.S. Constitution mandates a count of every person living in the United States every 10 years.

8. Recommend that a funding option for the 2010 Census advertising costs be chosen and that the FY 2009 MAG Unified Planning Work Program and Annual Budget be amended to use MAG

The 2010 Decennial Census will take place on April 1, 2010. Census data are used to determine how to allocate more than \$300 billion in federal funds to states and communities every year. To assist jurisdictions in getting the word out about the importance of filling out the census forms and ensuring high levels of participation, MAG has implemented the "Count to 10" Census Outreach Group. The group has been working with the City of Phoenix Complete Count Committee Media Subcommittee on developing outreach strategies, including paid advertising. The groups have recommended a paid advertising approach that includes a mix of cable and network television buys, radio buys, print advertising, and minority media advertising. The media effort has been estimated to range from \$369,000 to \$469,000. In previous Decennial Census campaigns, the cost of advertising has been borne by the local jurisdictions working with the City of Phoenix. This year, due to the extraordinary fiscal challenges facing the local governments, MAG has asked the Federal Highway Administration (FHWA) if a portion of the MAG federal Surface Transportation Program (STP) funds could be used to pay 50 percent of the costs for these outreach-related expenses. The FHWA has responded that it will allow MAG to use its federal STP planning funds for half of the census advertising costs, with an understanding that the MAG federal funds portion would not exceed \$234,500. A range of costs has been received, with the primary difference being if network television advertising will be used. The Management Committee is being requested to select the amount to be allocated and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include the funds. Please refer to the enclosed material.

9. Development of the FY 2010 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

Federal Highway Administration STP funds not to exceed \$234,500 to pay for half of the 2010 Census advertising costs, with the understanding that if federal stimulus funds are received for this purpose, a commensurate reduction would be made to the request for funding.

9. Information and discussion.

the Regional Council in May. This presentation and review of the draft FY 2010 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.

10. Legislative Update

An update will be provided on legislative issues of interest.

11. 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.

10. Information, discussion and possible action.

11. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
February 11, 2009
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair	Christopher Brady, Mesa
Patrice Kraus for Mark Pentz, Chandler	Jim Bacon, Paradise Valley
# Matt Busby for George Hoffman, Apache Junction	Carl Swenson, Peoria
Jeanine Guy, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	John Kross, Queen Creek
* Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dr. Spencer Isom for B.J. Cornwall, El Mirage	John Little, Scottsdale
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Randy Oliver, Surprise
Rick Davis, Fountain Hills	Jeff Kulaga for Charlie Meyer, Tempe
# Rick Buss, Gila Bend	Chris Hagen for Reyes Medrano, Tolleson
* David White, Gila River Indian Community	Gary Edwards, Wickenburg
George Pettit, Gilbert	Mark Hannah for Lloyce Robinson, Youngtown
Jessica Blazina for Ed Beasley, Glendale	Rakesh Tripathi for Victor Mendez, ADOT
Romina Korkes for John Fischbach, Goodyear	Kenny Harris for David Smith, Maricopa County
RoseMary Arellano, Guadalupe	David Boggs, Valley Metro/RPTA
Darryl Crossman, Litchfield Park	

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

1. Call to Order

The meeting was called to order by Chair Charlie McClendon at 12:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Rick Buss and Matt Busby joined the meeting via teleconference.

Chair McClendon noted that Mr. John Little had been named as Scottsdale City Manager.

Chair McClendon stated that at each place was the packet of materials that was transmitted to members earlier, consisting of the revised agenda, agenda item #5G, revised Attachment 2 for agenda item #5F, and Attachment 4 for agenda item #5F. He added that also at each place, for agenda item #10, was a chart showing Arizona legislation of interest to the MAG region.

Chair McClendon announced that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair McClendon 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. Chair McClendon 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.

Chair McClendon recognized public comment from Dianne Barker, who congratulated Mr. Little on being named City Manager. She expressed appreciation for receiving a ticket for coming to the meeting by public transit. Ms. Barker stated that many members of the public do not know how to use the light rail kiosks and further education is needed. She said that light rail is a smoother ride than a bus and can be faster because it makes fewer stops. Ms. Barker noted that February 14th is Arizona Statehood Day. She stated that the region should ask the consultants to provide the information they already have instead of spending money to conduct new studies for commuter rail. Ms. Barker commented that the stimulus funds the region gets might not be what is expected. Chair McClendon thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest to the MAG region. He stated that the Arizona Department of Environmental Quality (ADEQ) has developed a strawman option for the eight-hour ozone nonattainment boundary. Mr. Smith reported that one year ago, the standard was changed from .08 parts per million to .075 parts per million. He noted that there is a deadline of March 12, 2009, for the Governor to recommend the boundary for the new standard to the Environmental Protection Agency (EPA). He added that the current boundary was set in 2004. Mr. Smith pointed out the new sections proposed and commented that ADEQ is trying to extend the boundary only where necessary. He said that ADEQ is proposing to include some power plants. He stated that a workshop will be held by ADEQ on February 12, 2009, to learn the rationale behind the boundary change. Mr. Smith stated that a new boundary will mean additional requirements for businesses, such as wood furniture factories, fiberglass boat factories, dry cleaning establishments, and service stations, located within the new boundary. He said that the MAG modeling domain for ozone already goes beyond this boundary and captures what would be in the transportation program as it relates to conformity. Mr. Smith stated that the Governor needs to weigh in by March 12th, and the boundary will probably be an item on the Regional Council agenda.

Chair McClendon thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair McClendon stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5G were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda. He noted that no public comment cards had been received.

Chair McClendon asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item. None were noted.

Mr. Pettit moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5G. Mr. Swenson seconded, and the motion carried unanimously.

5A. Approval of January 14, 2009, Meeting Minutes

The Management Committee, by consent, approved the January 14, 2009, meeting minutes.

5B. Recommendation to ADOT's Safe Routes to School Program

The Management Committee, by consent, recommended approval of the ranked list of projects to be submitted to the Arizona Department of Transportation for the Safe Routes to School Program. A total of \$2,255,000 is available statewide for safety improvement projects through grants from the Arizona Department of Transportation's (ADOT) Safe Routes to School (SRTS) Program. The program provides grants to public and non-profit agencies for projects that improve road safety and encourage more K-8 children to walk or bike to their neighborhood schools. This is the third cycle of the program, and grants will be provided to projects that implement infrastructure improvements as well as projects that would involve education, training and encouragement. In response to the ADOT request for proposals announced in October 2008, a total of 17 project applications from the MAG region was received by ADOT. The ADOT proposal review process stipulates that MPOs and COGs must recommend a ranked list of projects to ADOT by February 28, 2009. These recommendations will be considered by a statewide SRTS panel that will make a final recommendation to ADOT. The MAG Transportation Safety Committee reviewed all project proposals, and on January 27, 2009, recommended a ranked list of projects from the region as the MAG recommendation to ADOT.

5C. Pedestrian and Bicycle Design Assistance Programs

The Management Committee, by consent, recommended approval of the following projects for funding for the Pedestrian Design Assistance Program: Phoenix - 11th Street Streetscape in Historic Garfield District (\$80,000); and Fountain Hills - Saguaro Ranch Park (\$70,000); and recommend approval of the following projects for the Bicycle/Shared-Use Design Assistance Program: Tempe/Mesa Rio Salado Shared-Use Path (\$142,000; Buckeye - BID Canal Multi-Use Path (\$58,000); and Glendale - Neighborhood Access Improvements for Multi-Use Pathways (\$50,000). The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes \$150,000 for the Pedestrian Design Assistance Program and \$250,000 for the Bicycle/Shared-Use Design Assistance program. 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. Eight project applications were submitted by member agencies for the program. The MAG Bicycle Task Force, the MAG Pedestrian Working Group, and the Transportation Review Committee recommended the five Design Assistance projects for approval.

5D. MAG Regional Human Services Plan for FY 2010

The Management Committee, by consent, recommended approval of the MAG Regional Human Services Plan for FY 2010, which includes recommending approval of the Social Services Block Grant allocation recommendations and the new human services transportation coordination goals. The MAG Regional Human Services Plan approved by the MAG Regional Council in 2006, has been updated to reflect funding allocation recommendations for the Social Services Block Grant (SSBG) and to identify new human services transportation coordination goals as required by SAFETEA-LU. The plan also presents an assessment of human services delivery in the region while highlighting useful practices implemented by member agencies to address the impact of the economy on human services. On January 8, 2009, the MAG Human Services Technical Committee recommended approval of the SSBG allocation recommendations and the major elements to be included in the MAG Regional Human Services Plan for FY 2010. On January 20, 2009, the MAG Human Services Coordinating Committee recommended approval of the MAG Regional Human Services Plan for FY 2010 including the new human services transportation coordination goals and the SSBG allocation recommendations.

5E. MAG Continuum of Care Regional Committee on Homelessness Regional Plan to End Homelessness

The Management Committee, by consent, recommended approval of the MAG Continuum of Care Regional Committee on Homelessness Regional Plan to End Homelessness. The MAG Regional Plan to End Homelessness, developed by the MAG Continuum of Care Regional Committee on Homelessness, was approved by the MAG Regional Council in 2005. The MAG Continuum of Care Regional Committee on Homelessness, with more than 70 stakeholders, has developed a new Regional Plan that takes a fresh look at the issues surrounding homelessness in the region with goals and action steps to address homelessness in the community. The MAG Continuum of Care Regional Committee on Homelessness recommended approval of the Regional Plan on January 26, 2009.

5F. Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is scheduled for March. This presentation is an overview of MAG's early FY 2010 proposed projects for the FY 2010 Work Program. The Budget Workshop, which will also be available via Webinar, is scheduled for Wednesday, February 19, 2009, at 1:30 p.m. in the MAG Palo Verde Room. The draft Dues and Assessments increase each fiscal year is calculated using the average CPI-U from the prior calendar year. Because of the uncertainty of economic conditions beginning with the FY 2009 Work Program, Dues and Assessments were not increased between FY 2008 and 2009. With the continuing uncertainty of economic conditions for MAG member agencies, MAG staff is proposing an overall reduction in the FY 2010 draft Dues and Assessments of fifty percent with

changes for individual members because of population shifts. Information for this presentation of the developing budget is included for early review and input. Attachment One is the time line for budget development. Attachment Two is the draft Dues and Assessments for FY 2010. Attachment Three is the Budget Workshop invitation. Attachment Four is the Proposed New Projects for FY 2010. This item was on the agenda for information.

5G. Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to Provide Additional Funds for the MAG Intelligent Transportation Systems and Safety Services On-Call Services Consultant Project

The Management Committee, by consent, recommended amending the FY 2009 MAG Unified Planning Work Program and Annual Budget to provide \$20,000 of MAG Surface Transportation Program funds to the MAG Intelligent Transportation Systems and Safety Services On-Call Services Consultant Project for ITS Planning Services to provide a technical review of the roles and responsibilities for the Regional Community Network developed by the MAG ITS Committee and the MAG Technology Advisory Group. On May 28, 2008, the Regional Council approved the FY 2009 MAG Unified Planning Work Program and Annual Budget (UPWP). The UPWP included funding for Intelligent Transportation Systems (ITS) and Safety Services on-call services. On June 25, 2008, the Regional Council approved a list of consultants for ITS and Safety consultants. One of the areas approved in the on-call list was for ITS Planning. Work in the ITS area has been launched, and additional funding (\$20,000) is needed in this area. The proposed project will use the existing on-call consultant services to review and finalize the technical aspects of a document developed by the MAG ITS Committee and the MAG Technical Advisory Group describing the roles and responsibilities for the MAG Regional Community Network (RCN). The RCN is a telecommunications network using fiber optic communications. The primary purpose of this network is to enable the sharing of video images of traffic cameras, traffic management data, and other information between state, regional, and local agencies that are responsible for day-to-day operation and management of the multimodal transportation system in the Phoenix metropolitan region.

6. Transportation Planning Update

Eric Anderson, MAG Transportation Director, provided a report on the process to update the freeway program component of the Regional Transportation Plan. Mr. Anderson stated that the December 2008 sales tax revenue, based on November 2008 business activity, is down 14.8 percent compared to December 2007, and the year-to-date revenue for the first six months of this fiscal year is down 11.2 percent compared to the same period last year. Mr. Anderson stated that revenues have declined for the past 14 months. He noted that for the past four months, the rate of change has grown more negative, and added that the decline has not ended yet.

Mr. Anderson displayed a chart of the eight major sales tax categories, which account for about 80 percent of taxable sales in Maricopa County. He said that motor vehicle dealer sales peaked in December 2006 at more than \$700 million, and that figure is down to almost \$300 million, a 54 percent reduction. Mr. Anderson noted that furniture and building materials sales are down about 25 percent over the past two years. He said that overall, sales in the eight categories were down about 20 percent in December 2008 from December 2006, and commented that the downturn in the housing market, the rate of foreclosures, the lack of credit, and the lack of

consumer and business confidence have affected the sales tax revenue. Mr. Anderson remarked that he felt there would be substantial foreclosures in the commercial real estate market in 2009 into 2010.

Mr. Anderson provided a comparison of the sales tax projections, by saying that the revenue forecast in November 2003 when the RTP was approved, was about \$14.8 billion. He stated that this number held until November 2008, when the forecast was \$13.6 billion. Mr. Anderson advised that ADOT is working on a revised forecast, which is anticipated to be about \$11.7 billion. He remarked that the reduction could have an impact of \$1 billion to \$1.1 billion to the freeway program and about \$600 million to the transit program over the life of the tax to 2025.

Mr. Anderson showed a summary of freeway revenues and costs that were presented to the Transportation Policy Committee and Regional Council in January. He stated that the deficit, shown at about \$5.1 billion, is expected to be about \$6 billion in the revenue forecast being revised by ADOT.

Mr. Anderson stated that the Highway Users Revenue Fund (HURF) is down 6.3 percent for the first six months of this fiscal year and seven percent below forecast, which equates to about \$125 million. Mr. Anderson advised that because much of the HURF revenue is composed of fuel and vehicle taxes, decreases in the fund cannot be recovered. He said that when there is a recession, people hold on to their money, and when it lifts, there is a resurgence in purchasing goods; however, a vehicle is not going to drive twice the distance because the recession ended, and those taxes cannot be recovered. Mr. Anderson stated that ADOT is also revising the HURF forecast and it is expected to decrease, which will increase the Plan deficit. Mr. Anderson remarked that it is difficult to revise a program when the numbers are still changing.

Mr. Anderson reviewed recent and current activities. He said that an Inner Loop Peer Review was convened to look at corridor options in the Central Phoenix core. Mr. Anderson stated that the purpose was to look corridor by corridor to see what can be done differently to save money and still provide the mobility needed. Mr. Anderson stated that some preliminary results were provided by the panel, such as a need to focus on system performance rather than indicators on a given corridor. He said that another recommendation is to address the issue at the Stack interchange. Mr. Anderson explained that I-17 and I-10 both depend on the Stack interchange, and congestion is created if volume is added but the impact is not addressed upstream or downstream. He noted that there is a big push to better integrate multi-modal concepts, including high capacity transit, better utilization of the arterial streets system, and advancement of the freeway management system to optimize freeway operations. Mr. Anderson commented that a 10 percent to 20 percent increase in freeway capacity might be realized by some inexpensive improvements to operations, such as ramp meters, cameras, etc.

Mr. Anderson stated that they are looking at what might be viable options, such as the Arizona Parkway, for some of these corridors. He noted that the Arizona Parkway could provide mobility at a much lower cost, for example, a freeway costs about \$90 million to \$120 million per mile and an Arizona Parkway costs about \$20 million to \$40 million per mile. Mr. Anderson also noted that the Arizona Parkway, with its indirect left turn, has a better safety record than an arterial street.

Mr. Anderson reviewed some options that could be considered for the South Mountain and SR-801 corridors, including continuing with current plans to build a six-lane interim facility and obtain right of way for an ultimate ten-lane facility, construct as an Arizona Parkway in freeway right of way, or not build it at all. He said if the South Mountain was built as an Arizona Parkway, in parkway right of way, less land would be needed, fewer residences and businesses would require relocation, and there would be a more compatible feel with neighborhoods. Mr. Anderson noted that a parkway has less capacity at 100,000 vehicles per day than a full freeway, which carries about 150,000 vehicles per day.

Mr. Anderson stated that decisions are interrelated, and a change in a concept has consequences to other facilities. He noted that there has been some relief on the cost side, but so far, there is not enough historical data on bids to change the project cost amounts.

Mr. Anderson stated that three program scenarios were developed that might be considered: the Trend Line scenario, the Maintain the Budget scenario, and the Blend scenario. Mr. Anderson noted that originally the timeframe to complete the process to balance the program was given as April 2009, with approval of the Plan update in July, however, this now seems too ambitious due to unstable revenue and the work on options. Mr. Anderson indicated that a summer wrap-up is now anticipated, with approval of the Plan update in the Fall.

Mr. Smith asked Mr. Anderson to report on the two projects that staff is recommending being accelerated and why they are important. Mr. Anderson stated that the Development Dynamic Simulator model would provide more detail on how systems are operating, test operational scenarios, and options for improvements. He said that the model is fairly expensive to develop because it needs additional data for its operation. Mr. Anderson advised that the model will help in very complicated areas that consist of many different traffic movements. He said that the second project is the Central Area Framework Study, which would be similar to the studies done in other areas of the Valley. Mr. Anderson explained that the study would look at how the transportation system operates overall and how freeways, streets, and transit interact. He said that this study, along with the simulation model, could significantly improve mobility in the central core.

Mr. Harris asked if the South Mountain was built as a parkway would it be designed for truck loading or as a bypass. Mr. Anderson replied that they would look at how to handle truck traffic. He said that the bulk of traffic is non-truck traffic, but some through trucks would use it. Mr. Anderson added that if the South Mountain is built as less than a full freeway, improvements might be required to compensate for increased demand on other facilities. He noted that truck traffic might be diverted if the South Mountain becomes a parkway.

Mr. Fairbanks commented that if someone sees the South Mountain as a truck diversion route, it is going to be more difficult to construct because the neighbors on that route are adamantly opposed to that concept.

Chair McClendon noted that the illustration of the Arizona Parkway did not show landscaping. He asked if the cost of the parkway assumes there will be landscaping. Mr. Anderson replied that the cost includes landscaping, and added that the landscaping was edited out of the illustration in order to better show the design.

7. Federal Economic Recovery/Stimulus Update

Nathan Pryor, MAG Senior Policy Planner, reported on the federal economic stimulus package now moving through Congress. He said that MAG staff began working with member agencies last fall to compile information about local transportation and infrastructure projects that are in need of funding and to address the timeliness of the projects. Mr. Pryor noted that more than 750 projects totaling about \$7.4 billion have been compiled, of which about \$3.8 billion are transportation projects. He reported that MAG staff has met with the Arizona Congressional delegation and has worked with national and state associations. Mr. Pryor stated that the MAG Transportation Review Committee (TRC), the TRC Working Group, and a transit working group have been meeting to prepare project lists in anticipation of the stimulus package.

Mr. Pryor reviewed a possible timeline, by saying that the approval of the bill is expected within one week, possibly followed by a public review period. He said that there was discussion of posting the bill online in a searchable format to allow transparency to the public. He noted that the House version of the bill designates that the money would flow seven days after enactment and the Senate version is largely silent – just to spend the funds as soon as possible. Mr. Pryor stated that the TRC Working Group will meet on February 17th at 1:30 p.m. at MAG, and added that emergency meetings might need to be called. He stated that the February 25, 2009, Regional Council meeting is being targeted for a possible approval of the TIP amendment and conformity consultation.

Mr. Pryor reviewed the House and Senate versions of the bill, and noted they are subject to change. He said that the House version includes about \$522 million and the Senate version includes about \$502 million for highway infrastructure. Mr. Pryor stated that the House version provides that Metropolitan Planning Organizations (MPOs) have 75 days to obligate 50 percent of the stimulus funds, or lose the funds. He noted that the Senate version provides for up to one year for the MPOs to obligate the funds. Mr. Pryor stated that the Senate version includes a \$5.5 billion competitive grants program for transportation, which is not shared in the House version. He noted that FHWA has indicated there will be quarterly reports on the dollars spent, where the dollars were spent, and the jobs created.

Eileen Yazzie, MAG Transportation Program Manager, reported that the stimulus funds are ADOT Highway State Discretionary funds, and the State Transportation Board is still working out the details of the percentage that could come to the MAG region. She said that of the highway projects on the MAG list, nine projects are A status, which means they are currently in the TIP, 12 projects are B status, which means they are not currently in the TIP but could be amended in without having to follow a conformity process, and one project is not in the TIP, which might cause a determination of conformity. Ms. Yazzie noted that these projects will need prioritization because they total \$368 million and the MAG region will not receive that amount from the stimulus package. She noted that RPTA has also been holding meetings on transit projects, and their list includes 80 transit projects totaling \$1.8 billion, which again is higher than the amount expected to be received from the stimulus package.

Ms. Yazzie explained that the remainder of her presentation would focus on the suballocation of funds, which is where local agencies can benefit. She noted that some projects are ineligible under federal requirements, and explained that the federal eligibility criteria, federal requirements,

and TIP status will be considered in preparations to program the MAG suballocation. Ms. Yazzie stated that criteria to be used in project selection are still under discussion.

Ms. Yazzie stated that a Conference Committee will work out the differences between the House and Senate versions. She explained that the House version includes a wider range of program funds – STP, Bridge, Federal Aid Systems, Interstate Maintenance, Planning, Safety, and CMAQ funds – and the Senate version includes only two program funds – STP and CMAQ funds. Ms. Yazzie stated that for a project to be eligible for STP funds, it must be on a functionally classified roadway, and added that in general, local and residential streets are not in the system. She displayed a partial map of functionally classified roadways. Ms. Yazzie mentioned that for the past year, ADOT, FHWA, and MAG have conducted a collaborative process to classify roadways. She stated that CMAQ funds can be used for a wider variety of projects as long as they have air quality or congestion benefits.

Ms. Yazzie stated that there are many factors to consider when programming projects, not only to be ready to obligate projects, but also to be prepared to spend funds that other states and regions do not spend. Ms. Yazzie stated that there have been a lot of questions as to whether the stimulus funds could be used to replace local, state, or other federal funds, and noted that the funds would still need to be used on transportation in the same jurisdiction and within the same time period as originally planned. She also noted that one thing to keep in mind is that the FFY 2009 STP and CMAQ funds still need to be obligated.

Ms. Yazzie displayed a list of possible project selection criteria, in no particular order, which had been discussed at the TRC Working Group meeting. She reported that the Working Group discussed including projects coded A with a balance of projects coded B. Ms. Yazzie noted that the Working Group also discussed at length regional packages of projects that could be dispersed among local agencies.

Ms. Yazzie stated that next steps include the TRC Working Group meeting on February 17th to continue discussion, continuing work with Valley Metro and ADOT, a briefing to the Transportation Policy Committee on February 18th, and possible action on a TIP amendment and conformity consultation by the Regional Council on February 25th. She added that there is the potential for special committee meetings in February and March if necessary.

Mr. Smith asked Ms. Yazzie the amount of highway funds that could be received by the MAG region, and she replied the amount could be in the range of \$102 million to \$147 million. Mr. Smith asked how many A projects were in the TIP. Ms. Yazzie answered there were 53 A projects representing about \$289 million. Mr. Smith stated that programming projects usually takes more time, but taking more time would be at the expense of the member agencies. He said if the programming is not done before the Regional Council meeting on February 25th, it might mean having special meetings or waiting until the Regional Council meeting on March 25th. Mr. Smith commented that all of the details are not known yet, because the legislation has not yet passed. He stated that one option is to fund a list that has been scrubbed down and meets the requirements, then put an amount of money in a regional pot for resurfacing so all of the member agencies can participate. Mr. Smith stated that these are the types of policy issues facing MAG and time is short.

Mr. Smith asked for clarification that ADOT has to obligate the funding faster than MAG. Ms. Yazzie replied that was correct and MAG needs to work with ADOT to identify those projects and get them out by February 25th. She added that transit is also on a tight timeline and has 120 to 180 days to obligate its funds. Mr. Smith stated that MAG has great relationships with FHWA and ADOT. He indicated that FHWA has said it will do all it can to get the projects out, and ADOT has hired consultants to ensure that projects are ready. Mr. Smith remarked that similar efforts to assist this region by FTA Region IX have not been forthcoming and we are within a larger region that needs to process California projects. Mr. Smith stated that it is not MAG's usual process, but at some point, staff might have to make some recommendations in order to have a starting point for discussion because we are almost out of time.

Chair McClendon said that with the timeframe and criteria, no right of way and no utilities, he thought the pool of money for overlays not only might be the easiest to do, but also could replace the type of jobs that have been lost. Chair McClendon expressed that he liked the idea because of the fairness because everyone has streets that need repair. He commented on the criteria slide that seems to rank more highly projects that provide service and enhancement/capacity versus maintenance. Ms. Yazzie stated that the criteria were in random order, and were just ideas for discussion. She noted that this item appears on the list as a result of discussion at the State Transportation Board from a freeway perspective. Ms. Yazzie added that there are additional categories in regional projects, such as ITS, that have categorical exclusions.

Mr. Smith stated that a process would need to be developed if the Regional Council approved a resurfacing pool of money. Ms. Yazzie stated that there was discussion of distributing the funds via the HURF allocation formula, which is based on population, while considering the eligibility to use the funds on functionally classified roadways. She added that member agency staff have already identified roadways that need to be repaved, etc.

Ms. Kraus asked for clarification of the term obligate. Ms. Yazzie stated that the original House bill had language that they would use contract authority, then came back to the current word obligate. She explained that for transportation projects and local projects that means that they received the four clearances – right of way, design, utility, and environmental – and they are approved. Ms. Yazzie noted that there is a difference for transit, and explained that FTA means the grant is awarded and could be anywhere in the process of receiving those four clearances.

Ms. Kraus asked for clarification if supplanted funds obligate in the same time frame. Ms. Yazzie replied they were not sure what the final language will be in the bill, whether it means spent or contracted. She added that currently, staff understand that the funds would be used in the general time period, and noted that the ending period for the House version is October and for the Senate version is one year after enactment.

Ms. Kraus asked if there were projects in the program with other funding sources if the stimulus funds could be used for those projects, which would allow more time to use CMAQ and STP funds. Ms. Yazzie replied that they are still waiting for guidance on the ending period.

Chair McClendon commented that it seems as if it might be easier to use the funds for their intended purpose than to be shuffling money around, but that is open to debate.

Mr. Little commented on the criteria that was shown for discussion purposes, and suggested that the creation of local jobs was the top of the list. He said that economists can agree that the stimulus package would not do what it was intended if it did not create jobs. Mr. Little asked if the criteria and proposed projects had been evaluated through DES and other job creation agencies to see the value of the jobs created. He said that some jobs are more important to create than others. Mr. Little stated that improving the sales tax requires consumer confidence, and even with the supplanting issue, supplant with projects with more consumer confidence-building jobs. Ms. Yazzie stated that Mr. Little's question was asked at the TRC Working Group meeting. She said that an evaluation has not been done, and added that such analyses have a lot of variables; what looks high on one analysis looks low on another. Ms. Yazzie stated that staff could do an analysis if member agencies thought it important.

Mr. Little stated that the stimulus package is using public funds to create jobs that renew consumer confidence, and if it does not create jobs, it is the type of easy money that got us into the recession. He stated that the stimulus funds must be money that works and produces jobs, and he encouraged that an analysis be done about the job creation component.

Mr. Kross expressed his agreement with the pot of money for road resurfacing and asked if environmental clearances would be required on existing roads. Ms. Yazzie replied that none of the federal requirements have been lifted for overlay projects – resurfacing and repair projects. She added that there is a memorandum between FHWA, ADOT, and the local agency that the project would not touch the right of way.

Mr. Kross asked if the ADOT standards for construction apply to the next steps. Ms. Yazzie replied that for locally sponsored projects currently programmed in the TIP, it is an agreement between the jurisdiction and ADOT.

Mr. Harris asked if any paving dirt road projects were included in the list. Ms. Yazzie replied that the majority of unpaved roads are not on the functionally classified system, however, they are eligible for CMAQ funding. She noted that in the detailed project list the County and other jurisdictions identified dirt road paving projects, and added that unpaved dirt roads do not fall into a categorical exclusion because there is no current roadway and they would need environmental, right of way, and utility reviews.

Ms. Guy asked for clarification if the STAN funding was taken out of the stimulus package list before the funds were taken from the MAG region. Ms. Yazzie stated that the three projects funded with STAN funds, I-10, I-17, and Williams Gateway Freeway, were included in these figures. She added that with supplanting, the TIP could be amended by deleting a project and adding it back in, and noted that two of the projects have not been deleted.

Mr. Bacon expressed his support of Mr. Little's comments on the importance of job creation in the criteria. He indicated that with the exception of regional priorities, none are material, and in terms of what matters, only job creation and regional priorities matter, and he encouraged that.

Mr. Brady commented that none of the Management Committee disagrees with that concept, but he would express caution because every developer is trying to prove his job creation. He stated that he did not believe half the numbers they bring to him. Mr. Brady commented that the same

people who said the economy would not fall like it has are the same people who would be doing the projections. He indicated he was supportive, but he wanted to know about direct jobs, not the indirect jobs, and added that the timeframe and validity of some of those studies might make it a challenge.

Mr. Bacon expressed his agreement with direct jobs and said that the focus needs to be job creation.

Chair McClendon stated his agreement. He added that there seems to be known standards, such as how many people are needed to do a mile of mill overlay; it was a matter of putting it together.

Mr. Smith noted that the other issue is how to deal with the STAN funding that got swept. He said that it was clear from the motions at the TPC and Regional Council meetings that these projects would receive priority. Mr. Smith advised that the MAG region received only 46 percent of its STAN funds and other parts of the state received 100 percent of theirs. He remarked that it is unfair if MAG has to make up the difference with its stimulus funds and the question is whether ADOT was going to make MAG whole off the top. Mr. Smith stated that MAG had three projects on their way to being built – I-10 and I-17 were ready to go to bid in October and Mesa did a lot of work on Williams Gateway Freeway. Mr. Smith commented that agreement by the February 25th Regional Council meeting will be a challenge.

Chair McClendon commented that it may mean that everybody needs to give up something in the interest of getting projects out on time to achieve the goal of stimulus package to lift the economy above the recession.

8. Draft MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan

Lindy Bauer, MAG Environmental Director, reported on the Draft MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan. She explained that ground level ozone is a summertime air pollution problem, and said that ozone is formed by chemical reactions that can occur between volatile organic compounds and nitrogen oxides in the presence of sunlight, warm temperatures and minimal wind. Ms. Bauer stated that generally, the primary contributors to ozone are motor vehicle exhaust, gasoline emissions, industrial emissions, chemical solvents, and vegetation.

Ms. Bauer stated that the eight-hour ozone standard of .08 parts per million (ppm) was established by the Environmental Protection Agency (EPA) in 1997, and will continue to apply until this region attains it. She said that in 2004, the Maricopa area was designated a nonattainment area boundary for the .08 ppm standard. Ms. Bauer reported that significant progress has been made to reduce ozone, largely due to federal, state, and local control measures. She advised that no violations of this ozone standard have occurred since 2004.

Ms. Bauer stated that since there have been no violations, the EPA encouraged MAG to prepare a maintenance plan and to request to be redesignated as an attainment area. She explained the four major steps to redesignation. 1) EPA determines that the standard of .08 ppm is attained; 2) EPA determines that air quality improvement is due to permanent and enforceable reductions in

emissions; 3) Clean Air Act requirements for plans have been met; 4) EPA approves the Maintenance Plan.

Ms. Bauer reviewed the Maintenance Plan measures. She said that air quality modeling demonstrates that the eight-hour ozone standard will be maintained through 2025. Ms. Bauer displayed charts that show the impacts of the measures on volatile organic compound emissions and nitrogen oxide emissions to 2025. Ms. Bauer noted that the Maintenance Plan is also required to have contingency measures with extra air quality benefits beyond what is needed to maintain the standard measures, such as federal heavy duty diesel vehicle emissions standards and coordinating traffic signal systems.

Ms. Bauer displayed on a chart the sources of volatile organic compound emissions in 2025, assuming the standard is maintained, and noted that the onroad emissions at 7.1 percent will be used for the budget for conformity. She displayed on a chart the sources of nitrogen oxide emissions and said that the mix is a bit different. Ms. Bauer noted that the onroad emissions at 44.6 percent is also used to determine the conformity budget. She stated that two conformity budgets have been established for the Maintenance Plan. Ms. Bauer noted that they will be used in conformity analyses that begin after the budgets are found to be adequate or are approved in the Plan by EPA.

Ms. Bauer stated that the Draft MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area documents were made available for public review in December 2008, followed by a public hearing in January 2009. She reported that on January 29, 2009, the MAG Air Quality Technical Advisory Committee recommended adoption of the Maintenance Plan.

Chair McClendon recognized public comment from Dianne Barker, who said that she was the only citizen who spoke at the public hearing, and she attended because she is interested in better air quality. Ms. Barker stated that when she served on the Valley Citizens Air Quality Task Force in 1988, information was brought up about changing the chemical compounds in fuel to MTBE. She stated that MTBE produces aldehydes that are carcinogens and mutagens. Ms. Barker stated that she read in the news a report that people are living three years longer because air quality plans are accomplishing their goals. She questioned whether this was true or could it be people are not eating as much fat. Ms. Barker stated that the Legislature put MTBE in gasoline because they said it was too hard to blend ethanol, but was it the politics and those who lobby for that type of gas? Ms. Barker stated that we need to find out the facts. She stated that ITS helps the transportation and transit systems, but we need to find answers as to what is helping or hurting. Chair McClendon thanked Ms. Barker for her comments and asked Ms. Bauer if she wanted to address Ms. Barker's statement.

Ms. Bauer stated that the Legislature passed a bill which banned MTBE in 2000 because it was discovered that MTBE, when mixed with gasoline, was getting into the groundwater.

Chair McClendon noted that Mr. Kross was Chair of the MAG Air Quality Technical Advisory Committee. With no questions from the Committee, Chair McClendon called for a motion.

Mr. Kross moved to recommend adoption of the Draft MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area. Mr. Pettit seconded, and the motion carried unanimously.

9. Legislative Update

Mr. Pryor noted that a summary of bills of interest to the MAG region was at each place. He reported that the Legislature completed the balance of the 2009 state budget, and noted that the transfer of the STAN funds back to the state was a part of that process. Mr. Pryor stated that staff will continue to monitor discussion of the 2010 budget. He said that the Senate has taken a pledge to hold discussion of all bills until the 2010 budget is on its way to legislative action.

Mr. Pryor noted two bills of interest: Senate bill 1261 and Senate bill 1463, which is relevant to public/private partnerships in transportation.

Mr. Smith stated that staff has assembled the paper summary of bills for years. He stated that many jurisdictions have their own contacts for legislative information, but some communities have no intergovernmental representatives. Mr. Smith asked if this paper summary was helpful to those communities and to let him know if compiling the report should be continued.

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.

No comments from the Committee were noted.

There being no further business, the meeting adjourned at 1:25 p.m.

Secretary

Chairman

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2009

SUBJECT:

Amendment of the FY 2009 MAG Unified Planning Work Program and Annual Budget to Accept FY 2009 Federal Highway Administration Planning Funding

SUMMARY:

Each year, MAG prepares a Unified Planning Work Program and Annual Budget that lists anticipated revenues for the coming year. Recently, the Arizona Department of Transportation notified MAG of the official amount of FY 2009 Federal Highway Administration Planning (PL) funding. An amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget is needed to include the additional award of \$134,537.35 for PL 2009.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: Amending the FY 2009 MAG Work Program and Annual Budget will make it possible for the funding awards to be utilized.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: Under MAG budget policies, "modifications causing the overall size of the budget to increase or decrease in total, require the approval of the Regional Council at a public meeting."

ACTION NEEDED:

Recommendation to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to accept \$134,537.35 of FY 2009 Federal Highway Administration Planning Funding.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Becky Kimbrough, MAG Fiscal Services Manager, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2009

SUBJECT:

Consultant Selection for MAG Activity-Based Travel Forecasting Model Development (Phase I)

SUMMARY:

The FY 2009 MAG Unified Planning Work Program, approved by the MAG Regional Council in May 2008, includes the development of the first phase of the MAG Activity-Based Travel Forecasting Model. This development is a part of the ongoing contracts for on-call consulting services for transportation modeling with a corresponding task budget not to be exceeded of \$270,000.

A growing number of large Metropolitan Planning Organizations and other planning agencies around the country and world wide have initiated or completed this type of development for large regions, including Atlanta, Columbus, Denver, New York, Portland Metro, Puget Sound, San Diego San Francisco and a number of others metropolitan regions and states. Even though the current MAG Regional Model is adequate for ongoing planning tasks, it has limitations inherent in any four-step, trip-based model. In light of emerging planning challenges and new forecasting requirements, these limitations are widely debated and scrutinized by the planning and modeling community. Federal agencies issued a number of large research and development grants to facilitate and expedite these developments. MAG participates in this work. Activity-based models will dramatically expand the applicability of the modeling results in order to answer upcoming planning challenges. Some of the models are already fully operational and are utilized in the metropolitan planning processes, and others are under development.

On December 18, 2008, MAG issued a Request for Proposals to conduct the study to the consultants pre-qualified through the on-call support contractual process. In response, three proposals were received. Proposals were received from the following three consulting firms: AECOM Consult, Inc., Cambridge Systematics, Inc., and PB Americas, Inc. An eight-member multi-agency evaluation team reviewed and ranked the proposals. The evaluation team met on February 27, 2009, and recommended to MAG the selection of PB Americas, Inc. to conduct the development in an amount not to exceed \$270,000. In addition, the team recommended that if negotiations with PB Americas, Inc. on the task order are not successful, that MAG pursue negotiations with its second choice, Cambridge Systematics, Inc.

PUBLIC INPUT:

No public input was received.

PROS & CONS:

PROS: This project will enable MAG and MAG member agencies to ensure that emerging planning and travel forecasting needs are addressed in a timely manner and proper transportation modeling tools are available to support future transportation policy decisions and transportation projects evaluations.

CONS: Delaying the above work element could compromise efficiency of the transportation modeling work required for ongoing and future highway and transit projects and transportation policy decision evaluation. Due to the complex technical nature of the development, timely initiation of the project is important.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This project will dramatically improve modeling capabilities, will provide modeling tools for evaluation of transportation policies and projects that cannot be properly evaluated under assumptions of four-step trip-based travel forecasting models. It constitutes development of a new generation travel forecasting model needed for required accuracy and consistency of the forecasts.

POLICY: The development will enable evaluation and quantitative analysis of new transportation policies and projects and their impact on individual and household travel behavior. It will provide support for all planning business processes and will provide answers to policy decision makers that are impossible to obtain within the framework of the existing modeling tools.

ACTION NEEDED:

Recommend that PB Americas, Inc. be selected to conduct the MAG Development of Activity-based Travel Forecasting Model (ABM) - Phase I for an amount not to exceed \$270,000. If negotiations with PB Americas, Inc. are not successful, that MAG negotiate with its second choice, Cambridge Systematics, Inc., to conduct the project.

PRIOR COMMITTEE ACTIONS:

An eight-member multi-agency evaluation team reviewed and ranked the proposals. The evaluation team met on February 27, 2009, and recommended to MAG the selection of PB Americas, Inc. to conduct the development in an amount not to exceed \$270,000. In addition, the team recommended that if negotiations with PB Americas, Inc. on the task order are not successful, that MAG pursue negotiations with its second choice, Cambridge Systematics, Inc.

Anne MacCracken, Valley Metro
James Mathien, Valley Metro Rail
Keith Killough, Arizona Department of
Transportation
Matthew Dudley, the City of Glendale

Raimundo Davolina, the City of Phoenix
Ratna Korepella, Valley Metro
Robert Yabes, the City of Tempe
Sarath Joshua, MAG

CONTACT PERSON:

Vladimir Livshits, MAG (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2009

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed administrative modification involves several Arizona Department of Transportation projects as part of the American Recovery and Reinvestment Act, including projects on Interstate-10, Interstate-17, and US 60. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by March 20, 2009.

PUBLIC INPUT:

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

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

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

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

March 3, 2009

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Patrick Cunningham, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Lawrence Odle, Maricopa County Air Quality Department
Maxine Leather Brown, Central Arizona Association of Governments
Donald 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
ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG
TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed administrative modification involves several Arizona Department of Transportation projects as part of the American Recovery and Reinvestment Act, including projects on Interstate-10, Interstate-17, and US 60. Comments on the conformity assessment are requested by March 20, 2009.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 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

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. 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 administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include funding changes, design, right-of-way, and utility projects. The proposed administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action.

Proposed Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	Federal Cost	Total Cost	Requested Change	Conformity Assessment
DOT09-815	ADOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	2009	1	ARRA		\$ 43,200,000	\$ 43,200,000	Admin Mod: Change funding type from State (STAN funding not available) to American Recovery and Reinvestment Act (ARRA) funds.	A minor project revision is needed to change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-818	ADOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	2009	5	ARRA		\$ 22,500,000	\$ 22,500,000	Admin Mod: Change funding type from State (STAN funding not available) to American Recovery and Reinvestment Act (ARRA) funds. Budget has decreased from \$30.5 million to \$22.5 million.	A minor project revision is needed to change the amount and type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-6C00R	ADOT	US 60: SR 303L - 99th Ave	10 Miles Widening	2009	10	ARRA		\$ 45,000,000	\$ 45,000,000	Admin Mod: Change funding type from NHS funds to American Recovery and Reinvestment Act (ARRA) funds.	A minor project revision is needed to change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT07-332	ADOT	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	1.7	ARRA		\$ 11,200,000	\$ 11,200,000	Admin Mod: Change funding type from NHS funds to American Recovery and Reinvestment Act (ARRA) funds.	A minor project revision is needed to change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT12-840	ADOT	Loop 101: Beardsley Rd / Union Hills	T1 Improvement - Widening Union Hills and Bridge with Beardsley connector	2009	0.2	ARRA		\$ 9,125,000	\$ 9,125,000	Admin Mod: Change funding type from State funds to American Recovery and Reinvestment Act (ARRA) funds.	A minor project revision is needed to change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2009

SUBJECT:

2009 MAG Human Services Coordination Transportation Plan Update

SUMMARY:

The federal Safe and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) programs for underserved populations: the Elderly Individuals and Individuals with Disabilities Program (Section 5310); the Job Access and Reverse Commute (JARC) Program (Section 5316); and the New Freedom Program (Section 5317). MAG has developed this coordination plan each year in compliance with this requirement since 2007. The MAG Regional Council approved the 2008 Plan in January 2008. The 2009 MAG Human Services Coordination Transportation Plan Update was recommended for approval by the MAG Human Services Technical Committee on February 12, 2009.

PUBLIC INPUT:

The plan was created by engaging human services transportation stakeholders. Public meetings were held on December 8, 2008, and January 27, 2009. Feedback from stakeholders was incorporated into the plan update. An opportunity for public input at the committee level was offered at the MAG Human Services Technical Committee meeting on February 12, 2009. No input was offered at this meeting.

PROS & CONS:

PROS: Coordinating human services transportation will make programs more efficient and will serve more people. Lack of coordination results in wasted resources, inefficient use of time and vulnerable people receiving poor quality service, or in the worst case, being left in dangerous circumstances.

CONS: There are no anticipated negative effects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: According to SAFETEA-LU regulations, a coordinated human services transportation plan must be in place so that JARC, New Freedom and 5310 funds may be drawn down. This plan has been developed by a diverse group as mandated by federal regulations. Setting forth clear expectations will help to build a strong foundation for more intensive coordination in the future.

According to FTA guidance, the plans specifically include the following: an assessment of available services that identifies current providers (public, private, and non-profit); an assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes; strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

POLICY: Lack of coordination can result in lower productivity, wasted resources and lower quality services for a very vulnerable population. Elderly, people with disabilities and people with low incomes

are significantly affected by human services transportation. Ultimately, this service is not about buses, vans or cars but the quality of life people experience when they have access to medical care, employment and a good support system. Improving human services transportation coordination will result in better access to these opportunities and better utilization of existing resources. The first plan in 2007 helped improve coordination through strategies focused on communication. The 2008 plan update focused on standardizing operations at the agency level to facilitate better coordination. The 2009 plan update strives to maximize the capacity of the current system through coordination.

ACTION NEEDED:

Recommend approval of the 2009 MAG Human Services Coordination Transportation Plan Update.

PRIOR COMMITTEE ACTIONS:

The MAG Human Services Technical Committee recommended the plan update for approval on February 12, 2009.

COMMITTEE MEMBERS

- | | |
|---|--|
| Carl Harris-Morgan, Town of Gilbert, Chairman | CJ O'Connor for Jim Knaut, Area Agency on Aging |
| + Bob Baratko, City of Surprise | * Margarita Leyvas, Maricopa County |
| Kathy Berzins, City of Tempe | * Joyce Lopez-Powell, Valley of the Sun United Way |
| * Kyle Bogdon, DES/ACYF | Paul Ludwick, City of Scottsdale |
| Patti Evans, City of Goodyear | Steven MacFarlane, City of Phoenix |
| * Stefanie Garcia, City of Chandler | Doris Marshall, City of Phoenix |
| * Paige Garrett, Quality of Life Community Services, Inc. | * Jayson Matthews, Tempe Community Council |
| Laura Guild, DES/CPIP | + Joy McClain, City of Tolleson |
| * Jeffery Jamison, City of Phoenix | Sylvia Sheffield, City of Avondale, Vice Chair |
| Tim Cole for Deanna Jonovich, City of Phoenix | + Carol Sherer, DES/DDD |

+Those members present by audio/videoconferencing.
*Those members neither present nor represented by proxy.

CONTACT PERSON:

Amy St. Peter, MAG, (602) 254-6300

DRAFT MAG 2009 Human Services Coordination Transportation Plan Update

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1. Executive Summary

The successful coordination of human services transportation results in people moving more easily throughout the region. This means more people are connected to critical life supports like employment, education, and medical care. This is particularly important for older adults, people with disabilities, and people with low incomes who may not be able to access the same transportation options as others in the region. While these three groups are the focus of this coordination plan, the strategies presented will benefit all groups.

The impetus to develop a coordinated human services transportation plan comes from federal legislation that funds transportation programs, or Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Through this requirement, any applicant of three federal funding sources must demonstrate compliance with a locally derived coordination plan. The three affected funding sources are Section 5310, or the Elderly Individuals and Individuals with Disabilities Transportation Program; Section 5316, Job Access and Reverse Commute; and Section 5317, or New Freedom.

In this region, the Maricopa Association of Governments (MAG) is responsible for developing the coordination plan. The City of Phoenix and the Arizona Department of Transportation both support this planning process financially and as active partners. Special thanks are also extended to the Virginia G. Piper Charitable Trust for its support of the Transportation Ambassador Program. A number of stakeholders representing public, private and nonprofit organizations contribute their time and expertise to ensure the MAG coordination plans are responsive to current needs and poised for impact. A list of participants is included at the end of this plan.

As required by SAFETEA-LU, this plan provides an inventory of current services, an assessment of the gaps that exist, and a prioritized listing of strategies to address needs. Demographics on the three target populations are also presented. An effective coordination practice has been highlighted in order to promote replication of successes. There are four strategies offered for implementation in this plan. They are as follows:

- Maximize resources and reduce unused capacity by rewarding Section 5310 applicants who request shared vehicles.
- Complete an inventory of travel training programs in the region.
- Develop a mechanism for matching agencies that have capacity to offer more trips with agencies needing transportation for their clients, as well as other people in need.
- Encourage and award applicants that have participated in the development and implementation of the MAG Human Services Coordination Transportation Plans as evidenced by their inclusion in the plans' participant lists, as well as those projects that promote the United We Ride goals to improve efficiency, effectiveness and quality.

For more information on this coordination planning process, please contact DeDe Gaisthea at (602) 254-6300 or by email at dgaisthea@mag.maricopa.gov. Previous plans and other regional human services activities may be accessed at the MAG Web site by visiting the following link: <http://www.mag.maricopa.gov/division.cms?item=65>.

2. Introduction

The purpose of coordinating human services transportation is to make equitable transportation solutions available to all people in the region. Older adults, people with disabilities, and people with low incomes are a particular focus because these groups historically have been transportation disadvantaged. To this end, the Maricopa Association of Governments (MAG), in partnership with the Arizona Department of Transportation (ADOT) and the City of Phoenix, develops annual plans to coordinate human services transportation. Many stakeholders assist with their development and implementation. These plans will only move from paper to practice with broad community support and dedication to ensure that all residents may move more easily throughout the region.

The coordination plans are developed in response to federal legislation requiring that applicants of federal funding sources comply with a locally derived plan. MAG was one of the first areas in the country to publish a plan in 2007. Since that first plan, this region has been considered a model with membership on the steering committee for the National Resource Center for Human Services Transportation and requests to present across the country. This document will offer a detailed explanation of the previous plans, the enabling legislation, the funding sources affected, and the roles of those involved with this work. Next, progress on the 2008 plan will be offered to ensure accountability.

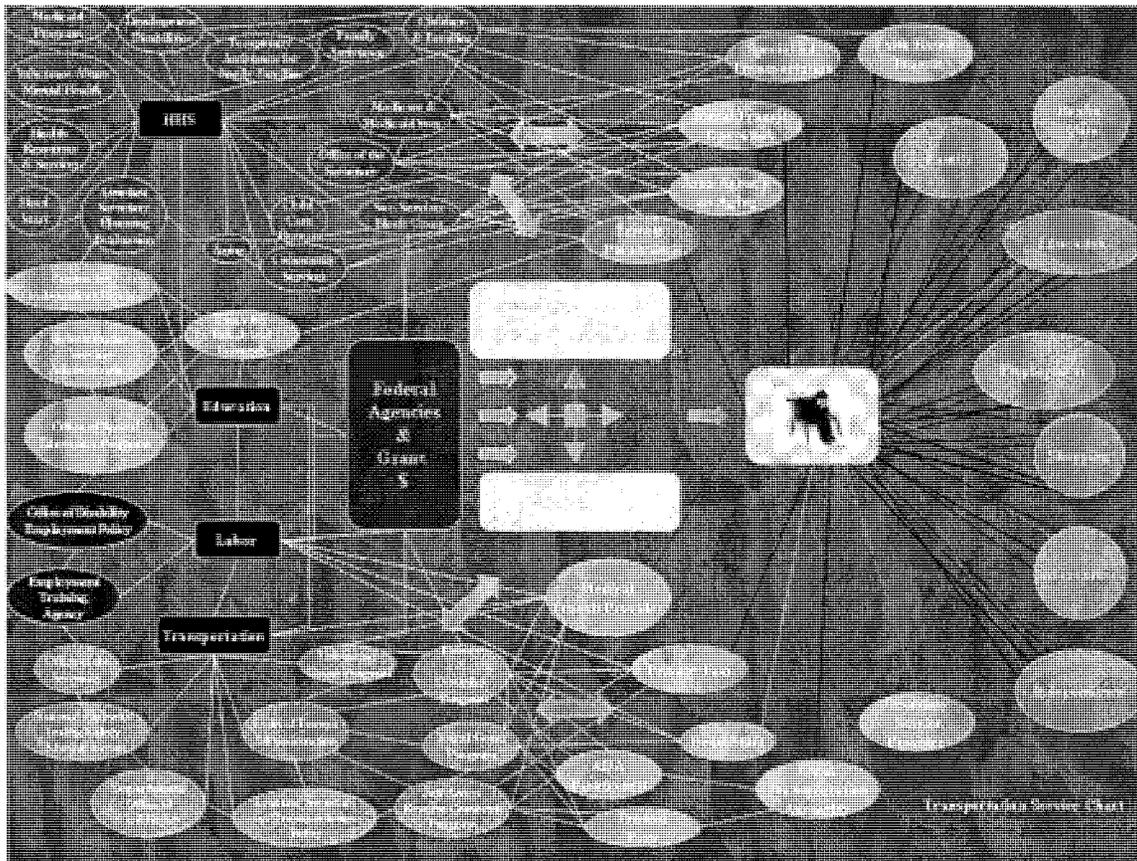
Every coordination plan is required to contain the following elements: an inventory of resources and services available, an assessment of the gaps in care that exist in the region, the presentation of strategies to address these gaps, and the prioritization of activities to be supported during implementation of the plan. This plan offers these same elements. In addition, useful coordination practices will be highlighted in an effort to encourage their replication. A list of participants who supported the development and implementation of the plan is included in the attachments. Please refer to the inventory of all human services transportation programs in the region attached at the end of the report.

Through these partners and programs, the lives of this region's most vulnerable residents may be sustained and improved. This planning process is indebted to many people and organizations. In particular, the City of Phoenix and the Arizona Department of Transportation should be recognized for their generous financial support of this effort. Appreciation is also extended to the Virginia G. Piper Charitable Trust for its investment in the success of the Transportation Ambassador Program.

3. Background

The Initiating Executive Order

The need for the coordination of human services transportation is not new. Veterans in the field will heartily attest to the inefficiencies and gaps wrought when programs overlap and funding and regulations confuse rather than support these programs. The catalyst for recent efforts came when President Bush signed Executive Order 13330 in 2004 creating the Interagency Transportation Coordinating Council on Access and Mobility (CCAM). He tasked the council with coordinating the 62 different federal funding sources that provided human services transportation funding across nine departments. To this end, the council required these nine departments to report back with information about the most useful coordination practices, recommendations for reducing redundancy, and to demonstrate progress made in simplifying access and improving the effectiveness of human services transportation. This task was no small endeavor, as the following chart illustrates the maze of funding confronting the council.



Explanation of Affected Funding Sources

Four funding sources are particularly relevant to this coordination plan. In the quest to sort out the maze of funding shown above, federal legislation firmly connected the impetus to coordinate with the ability to draw down federal dollars to support local programs. The following is a description of this federal legislation followed by the grant programs affected by it.

SAFETEA-LU

One year after President Bush initiated coordination activities through the launch of CCAM, he signed the reauthorization of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This bill provided \$286.4 billion to support federal surface transportation programs for five years through FY 2009. The bill is scheduled to be reauthorized by October 1, 2009. The last reauthorization included a 46 percent increase for transit programs. This expanded support resulted in several new measures, including a focus on mobility management, the transition of the Job Access and Reverse Commute (JARC) grant to a formula program, the creation of the New Freedom program, and the introduction of a coordination requirement in order to receive funding. JARC and New Freedom will be explained in more detail below.

The requirement to develop coordination plans launched the country into action. Everywhere, regions started developing plans for the purpose of attaining federal dollars. While each plan reflects the nuances of the region, every plan conducts an inventory of existing resources, an assessment of the gaps, and the prioritization of strategies to meet these needs. This region was one of the first to release a plan in 2007. This supported the region in also being one of the first areas to receive a mobility management award through Section 5310. The 2007 plan was met with national acclaim and facilitated the appointment of a regional representative on the steering committee of the National Resource Center for Human Services Transportation.

At the federal level, the coordination effort crystallized into the United We Ride initiative. The Federal Transit Administration (FTA) in collaboration with other federal agencies such as the Departments of Health and Human Services, Education, and Labor, has outlined three goals to coordinate human services transportation:

1. Provide more rides for the targeted population(s) with the same or fewer resources
2. Simplify customer access to transportation
3. Increase customer satisfaction

Statewide efforts were reflected through the Arizona Rides Executive Order signed by Governor Janet Napolitano in 2005. The order created the Arizona Rides Council which worked on coordination activities until its sunset at the end of 2008. The council and related activities were hosted by the Arizona Department of Transportation (ADOT). ADOT's continuing coordination activities will be discussed in more detail below.

Section 5310

Started in 1975, the Elderly Individuals and Individuals with Disabilities Transportation Program, or Section 5310, is a capital award program offering vans, related equipment and limited mobility management funds. The goal is to improve mobility for older adults and people with disabilities. Nonprofit agencies, public organizations in the absence of nonprofit agencies, and tribal governments or related agencies are eligible to apply. In this region, roughly 20 agencies receive awards in the sum of \$1 million each year. More than \$3 million comes into the state annually.

The awards may support a wide range of trips, including medical appointments, education, training, and nutrition, and other activities such as shopping. The vehicles' primary use, or the majority of the trips, must be to transport people and not deliver items such as meals. The target population is anyone over the age of 60 or people of any age with a disability. Recent changes to the program include the award of mobility management grants as noted earlier, the requirement to comply with local coordination plans, and the decrease of the agency match required. The federal match rate has been increased from 80 percent to 90 percent to make the program more affordable in difficult financial times. Participating agencies now pay 10 percent match in addition to the administrative fees. Section 5311 offers a similar program in the rural areas of the state.

Section 5316

Job Access and Reverse Commute (JARC), or Section 5316, strives to meet the transportation needs of low-income workers, or improving access to jobs. Many entry level jobs offer differential pay for working a second or third shift which may not coincide with transit schedules. This increase in pay, combined with transportation, can be a powerful tool in ending poverty. The reverse commute goal of the program is fulfilled by transporting low-incomes workers from more affordable housing in the central core to new employment opportunities in suburban areas. All individuals served must be at 150 percent of the federal poverty level or less. For a family of four, this means earning \$21,200 a year or less.

JARC, like Section 5310, is a competitive grant program. In the past, JARC was awarded on a discretionary basis. The last reauthorization of SAFETEA-LU changed this grant into a formula program with 60 percent of funds allocated to areas with populations of 200,000 or more. Twenty percent is allocated to areas with fewer than 200,000 people with the balance going to non-urbanized areas. Under this formula, the MAG region receives more than \$1.4 million each year. This funding supports a variety of programs such as transit voucher programs, late-night and weekend service, and shuttles to work. All projects must demonstrate compliance with the regional coordination plan.

Section 5317

New Freedom, or Section 5317, is the newest of the three grant programs affected by the coordination requirement. Created in 2005, this program spurs agencies to go beyond the American with Disabilities Act of 1990. This includes travel training programs for people with disabilities, and innovative programs like utilizing volunteers to transport the target population. While this is the newest program, it is also the smallest of the three programs with just more than \$800,000 coming into the region. The funds are allocated according to the same formula distribution as JARC funds.

Roles

Many diverse stakeholders are vital to the success of these coordination efforts. The participant list identifies the organizations that have helped to implement the previous plans and to develop this plan update. In addition, new partners like the Virginia G. Piper Charitable Trust have helped launch initiatives like the Transportation Ambassador Program. Other agencies like the Arizona Department of Economic Security (DES) and

programs like the Arizona Health Care Cost Containment System (AHCCCS) are encouraged participants at the federal level and valuable resources at the regional level.

The coordination activities center around three primary partners. These include the Maricopa Association of Governments (MAG), the Arizona Department of Transportation (ADOT), and the City of Phoenix. The following is a description of the partners' roles and related responsibilities.

MAG

In June 2006, the MAG Regional Council approved MAG to develop the coordination plans in response to the new SAFETEA-LU regulations. This new focus reinforced feedback gathered from local focus groups in 2005 that residents wanted more coordination among agencies in order to enhance service delivery. Efforts were already underway to survey regional human services transportation providers. This effort analyzed elements like the type of service provided, eligibility requirements, geographic area served, and financing. The survey indicated that more than nine million vehicle miles are provided each year by nonprofit, public and for-profit organizations.

Since this initial work, MAG has developed and supported the implementation of two plans prior to the current update. The first plan in 2007 focused on establishing a good communication foundation to augment more intensive strategies to come in the future. The plan may be accessed here: <http://www.mag.maricopa.gov/detail.cms?item=7467>. The second plan, released in 2008, promoted strategies to help standardize operations, thus putting agencies in a better position to coordinate with each other. Progress will be reported on each of the strategies later in this document. The full plan may be accessed here: <http://www.mag.maricopa.gov/detail.cms?item=8111>. Partners, the public, and the people affected by the planning process are actively engaged at each step. Hundreds of people have shared their experiences and insights. This feedback carries significant weight as all projects competing for funding from Section 5310, 5316 and 5317 must be in compliance with these plans.

In addition to developing the coordination plans, MAG facilitates the Section 5310 application process for the region. The MAG Elderly and Persons with Disabilities Transportation Program Committee evaluates the applicants and develops a priority listing of projects. Once the MAG Regional Council has taken action, the list is forwarded to ADOT.

ADOT

ADOT coordinates statewide coordination activities and supports regional efforts. The latter is achieved in part by providing funding to MAG for coordination planning activities. ADOT is also responsible for applying for Section 5310 and 5311 funding from the Federal Transit Administration. MAG's priority listing of applicants is part of this application. Per federal regulation, any projects included in ADOT's application to the FTA must be in compliance with MAG's coordination plans. Once the awards are received, they contract with the agencies awarded through these funding sources and monitor their compliance throughout the term of the grant or the life of the vehicle.

In addition, the Governor appointed ADOT as the designated recipient for the rural Section 5316 and 5317 applicants within this region and in the rest of the state. The application process for the areas considered to be rural in this region used to be administered separately from the urban area applications. Now, the City of Phoenix coordinates with ADOT to administer the two applications together. Training for applicants is offered with the Section 5310 training offered by MAG. The same panel evaluates both rural and urban 5316 and 5317 applications.

City of Phoenix

The City of Phoenix is a critical partner in the coordination planning process. Historically, it has been the designated recipient for JARC funding for the urban areas in the region. When New Freedom funding became available, Governor Napolitano appointed the City to become the designated recipient for this new funding source as well. The City has combined their evaluation process for urban Section 5316 and 5317 with the rural applications on behalf of ADOT. A Phoenix representative also serves on the MAG committee that evaluates the Section 5310 applications. This helps to ensure a seamless working relationship and good collaboration among all three funding sources and partners.

The City of Phoenix also provides funding to support staffing for the coordination planning process. In addition, Phoenix staff is an active partner to develop and implement the coordination plans. Their participation provides a staunch base of support that ensures the plans may be implemented quickly and effectively.

Such partners facilitated a successful implementation of the 2008 Plan as the next section will illustrate.

Progress on the 2008 Plan

The first plan published in 2007 laid the foundation for successful coordination activity by improving communication among the nonprofit agencies, transportation agencies and the general public. This success also fueled the effective implementation of the second plan published in 2008. Progress was made on the five goals as follows:

1. Transportation Ambassador Program

Outcome measure: This program will connect people from the community with standardized travel training, sensitivity training, and information about human services transportation resources. Ambassadors will be kept current through monthly emails, quarterly sub-regional meetings and an annual regional meeting to celebrate the efforts of the ambassadors. Pending the acquisition of funding, incentives such as free bus passes will be given to the volunteers as incentives for participation in the program.

Progress: This program has been made possible through the generous sponsorship of the Virginia G. Piper Charitable Trust. Funding from the Federal Transit Administration has assisted with the implementation of this project as well. To date, two of the quarterly meetings have been held. Although the program year is only half over, 75 out of the

projected 100 participants have attended the meetings. Thanks to a survey administered to stakeholders as the program was launching, the meetings have offered trainings and information relevant to human services transportation stakeholders. Such topics have included how to create sustainable programs, sensitivity training, and transit updates. A monthly newsletter keeps all participants connected and informed about changes that impact them.

2. Standardized Driver Training

Outcome measure: Drivers from nonprofit and for-profit agencies, whether volunteers or paid staff, will have the opportunity to complete free online trainings for a certificate of completion. The training will address key areas that will enhance the quality of service people receive. This will include client transfer and handling, especially in wheel chairs.

Progress: The Arizona Department of Transportation (ADOT) has expanded their training program to include free online driver training. The new training will launch in Spring 2009. All stakeholders will be able to access the training at no charge. Trainings that require more hands-on-instruction like client transfers in wheelchairs will be addressed more effectively by increasing the number of in-person trainings throughout the year. ADOT has arranged for this increase to be available statewide.

3. Standardized Coordination Policies

Outcome measure: Templates for standardized policies about coordination will be developed and made available to agencies providing human services transportation programs. Different requirements from funders will be taken into account when developing the templates. Feedback from the agencies affected, ADOT, and community partners will be used to develop the templates. Agencies receiving funding Sections 5310, 5316 or 5317 will be required to have a coordination policy using the templates as a guide.

Progress: The coordination policy template has been completed and distributed. It was developed with feedback from stakeholders and addresses the fundamental elements that will facilitate better coordination among agencies. The Sections 5310, 5316 and 5317 applications and/or evaluation panels will all address the implementation of the coordination policies with the applicants in 2009. In 2010, the applicants will be evaluated on the success of the implementation. The sample human services coordination policy is included as an attachment at the end of this report.

4. Need and Demographic Tracking

Outcome measure: The online directory for human services transportation resources is being implemented by AZ211. In order to offer the most appropriate information about resources, the system will also inquire about a person's demographics such as age, income, level of assistance needed, disability status and residence. Instruction on how to use the directory will be provided on the Web site, to all ambassadors, and to the general public through AZ211's outreach efforts. In addition, the system will track the unmet needs of the user by asking if the resources presented met the user's needs. If the resources are not appropriate, the system will track reasons such as lack of availability or

outside the service delivery area and ineligible. The data gleaned will be tracked, reported and used to assess gaps and to develop new programs. As AZ211 expands its service to include a call center, there will be additional support available. The system will be marketed through mainstream venues such as community cable stations, the network of human services and transportation providers and MAG member agencies.

Progress: State funding for AZ211 has been completely eliminated. This goal is not attainable as planned. MAG will continue to keep an accurate inventory of services available in the region and to make this available to the public.

5. Travel Training for Older Adults and People with Disabilities

Outcome measure: Free, standardized travel training will be provided to assist people in using public transit options. Training is currently available to older adults through a variety of sources, including, but not limited to, regional entities like Valley Metro/RPTA, statewide agencies such as the Arizona Department of Economic Security's Rehabilitation Services Administration, and municipalities like the City of Glendale. This strategy supports the expansion of Valley Metro's new travel training program for people with disabilities, including people with visual impairments, as supported by a Section 5317 grant. As available, the training will be given by certified orientation mobility instructors. People with disabilities may be used to mentor those receiving the travel training, but will not serve as instructors unless they are certified. Emphasis in the training will be placed on helping people use the bus, or the fixed route system. Awareness will also be raised about alternative options such as deviated fixed route services which are buses that deviate their route to pick up people at their residence within a limited geographic area from the fixed route service. If these options do not meet the needs of people receiving the training, then paratransit options will be presented. If the person is Americans with Disability Act eligible, then they will be assisted to apply for services and benefits.

Progress: Valley Metro/RPTA has expanded its travel training program for older adults and added a program for people with disabilities. These programs were made available with section 5317 grants. Trainings are offered by instructors with peer mentors as available. Training participants receive information about transit and paratransit services. People who may be eligible for the Americans with Disabilities Act are given information to apply for appropriate benefits. To date, 44 presentations to 630 older adults and 26 field trips with 116 older adults have been offered.

The next section will offer demographics of the people impacted by the implementation of these goals.

Demographics

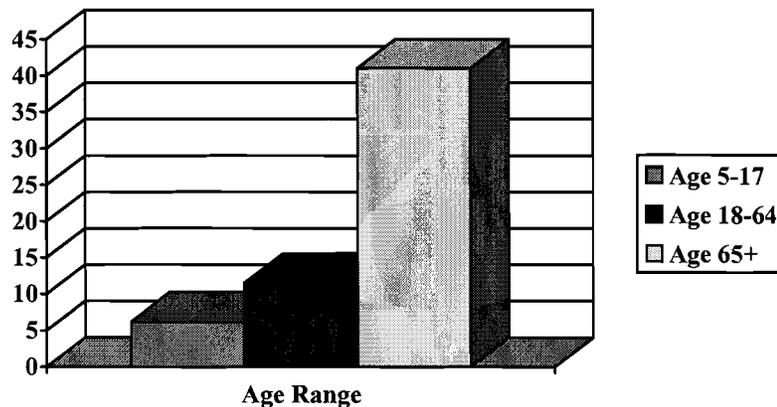
Demographics play an important role in determining the strategies with the most potential to make an impact. A good analysis of the data can result in goals being better informed and more responsive to the nuances of the region. For example, many consider Arizona to be a retiree state. The data indicate that the average age of residents in this region is actually younger than the national average at 33.7 years. The 2007 American Community

Survey also reports the region’s households to be slightly larger and more affluent than the national average. That being said, there are many older adults, people with disabilities and people with low incomes in this region who need better access to human services transportation.

Overall, there are 3.7 million people in this region according to the 2007 American Community Survey. This figure has burgeoned after years of rapid population growth. MAG socioeconomic projections indicate that the population will continue to increase, and by the year 2020, there will be five million people living here. By 2030, that figure is estimated to increase to more than six million people. Everything happens according to scale, so these projected population increases dramatically affect coordination planning. As numbers increase, the diversity of need and the complexity of service delivery increase as well. The following represents a glimpse of the demographics shared by older adults, people with disabilities and people with low incomes.

Older Adults

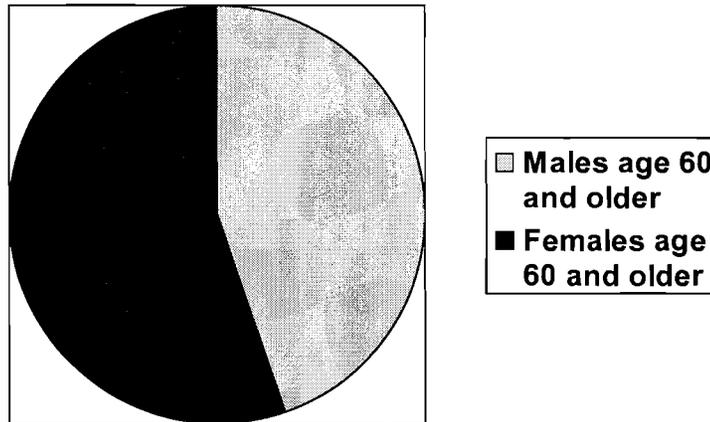
Of the region’s population, 15 percent are age 60 and older. This number is estimated to increase to 26 percent by the year 2020. While today’s older adults are healthier and can expect to live longer, challenges remain. Given the current economic climate, many are seeing their savings vanish, and as a result, will need to work longer than expected. This may increase needs for transportation as their need to work outlasts their ability to drive safely. The chart below indicates the percentage of people who experience disabilities in three distinct age ranges. As illustrated, the rate of disabilities increases steadily as people age. Five percent of youth under the age of 17 years old experience disabilities, compared to more than 40 percent of people age 65 and more.



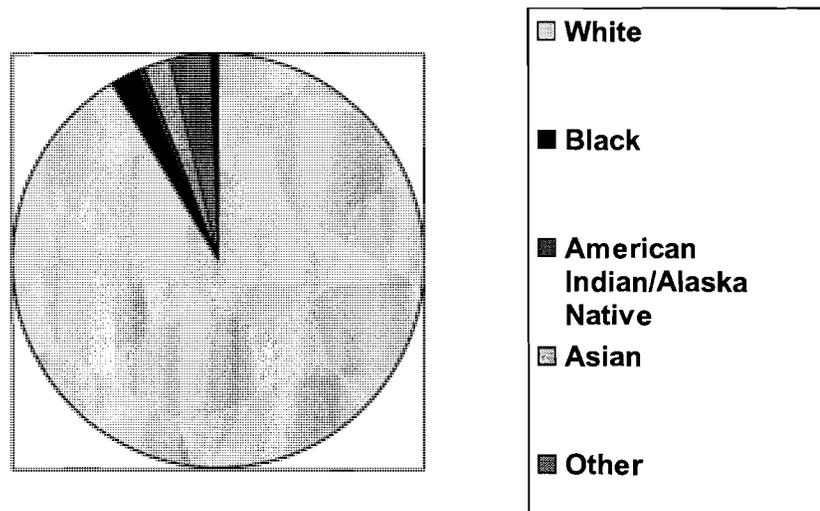
Longer life expectancy, increasing disability rates, and the need for income all affect transportation. In addition, the time after retirement is increasingly viewed as time for a second career even when income is not an issue. Older adults are demanding more from their golden years. Mobility is one essential tool to ensure they can maintain an active lifestyle.

The following charts report basic demographics data as reported by the 2007 American Community Survey on people in this region age 60 and older. To view the complete demographic table, please refer to attachment C.

Gender of people age 60 and older in the MAG region



Race of people age 60 and older in the MAG region



People with Disabilities

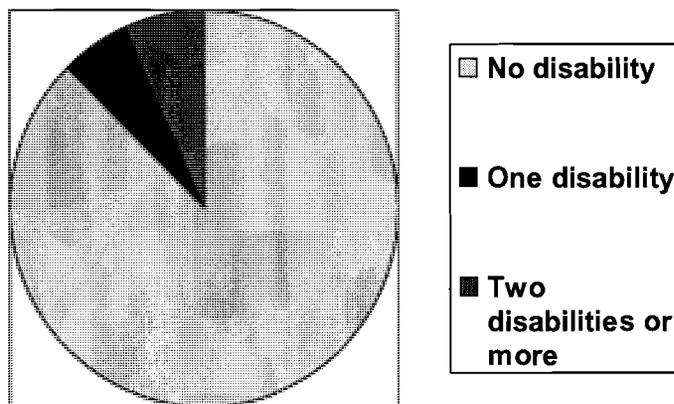
While older adults represent the majority of those with a disability, people of any age may be born with or incur a disability. A disability may be defined both within the context of the person's level of ability, as well as by society's ability to accommodate their needs. Sociologist Irving Zola defined disability as representing a set of characteristics everyone at various ages shares to varying degrees. The human services transportation solutions identified for people with disabilities often benefit all people by making transportation more accessible for everyone.

Disabilities include physical limitations, cognitive impairments, and visual impairments. A developmental disability is defined in the State of Arizona as a severe chronic disability; attributable to mental retardation, cerebral palsy, epilepsy or autism; manifests before the age of 18; is likely to continue indefinitely; and results in substantial functional limitations. Any kind of disability has the potential to limit access to transportation depending upon the level of support available through the community. Travel training, for example, is meant to increase access by increasing knowledge and confidence.

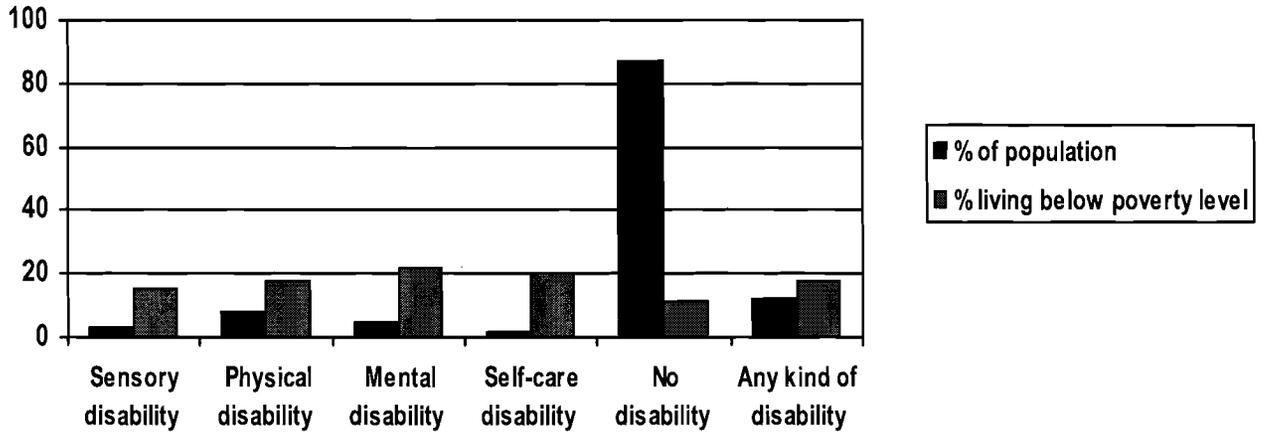
Having access to transportation is not just a mobility issue. It is an economic issue. The longer people can maintain their mobility, the more self-sufficient they will be. This makes it more likely that people can remain in their homes. Out-of-home care such as nursing homes is extremely expensive and may cost as much as \$47,200 a year per person. This cost is often transferred to society when the individual cannot afford the care. This is especially problematic for people with disabilities who are overrepresented in the low-income population as shown in the second chart below. Keeping people mobile not only maintains their lifestyle, it is more cost effective for the region.

The following charts offer basic demographic data for people with disabilities as reported by the 2007 American Community Survey. To view the full demographic table, please refer to attachment D.

Percentage of people with no disability, one disability, and two or more disabilities in the MAG region.



Percentage of people with disabilities living in poverty

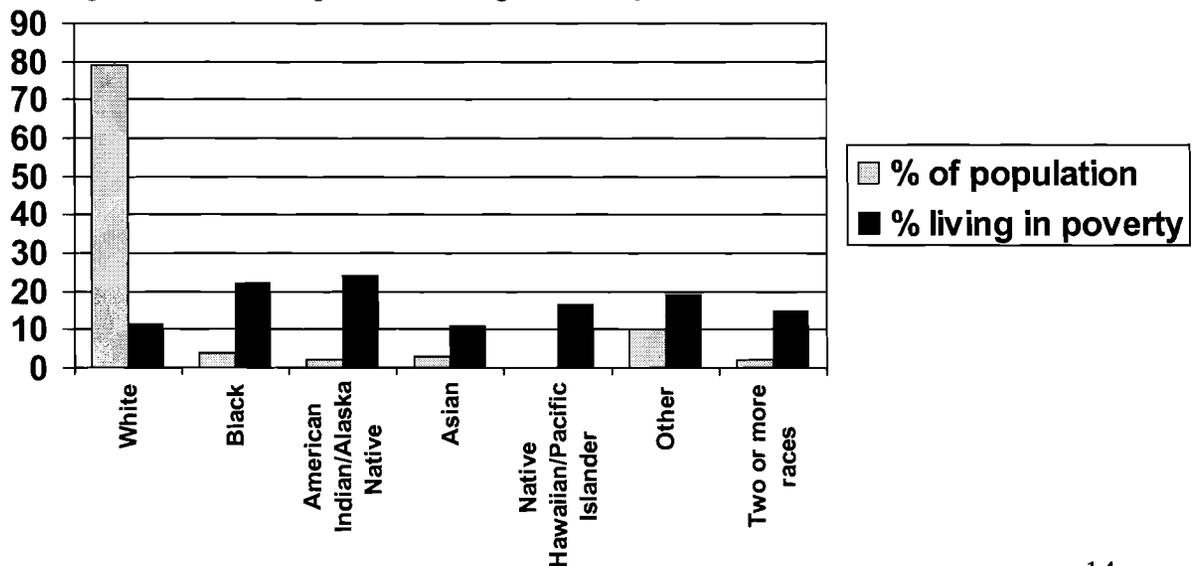


People with Low Incomes

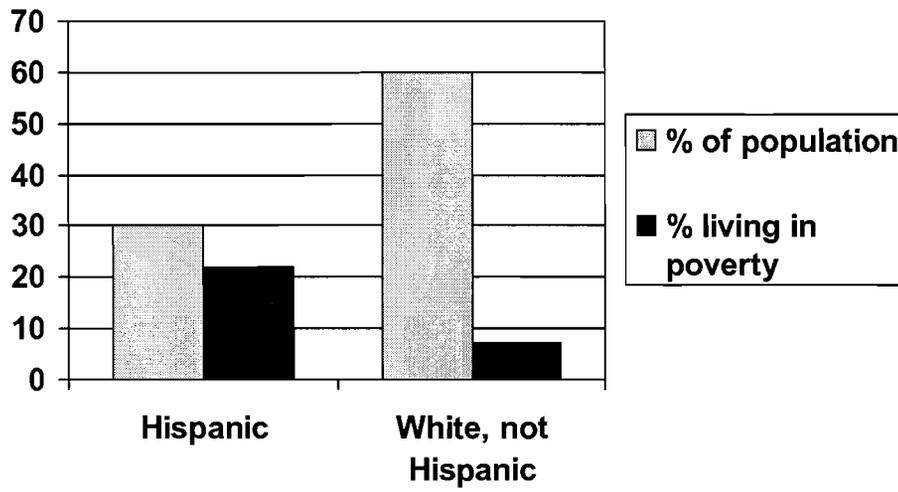
Income affects access to a variety of resources, including transportation. Low-income people are more likely to utilize transit services. They are also more likely to work second or third shifts when transit services are not available. Low-income people out of necessity will live in more affordable housing that may not be located near employment centers. Federal grants like Job Access and Reverse Commute (JARC) were developed specifically to address these needs. As with people who have disabilities, it is more cost effective to offer people with low incomes access to transportation so they may maintain their self-sufficiency instead of resorting to state sponsored health care and financial assistance.

The 2007 American Community Survey reports 12.8 percent of people in the region live below the poverty level. The charts below illustrate the overrepresentation of minorities in the percentage of low income people in this region. To view the complete demographic table, please refer to attachment E. Please note for the first chart that Hispanic origin is an ethnicity that may be included with any race.

Percentage of Race and Population Living in Poverty



Percentage of Hispanic or White Origin Living in Poverty

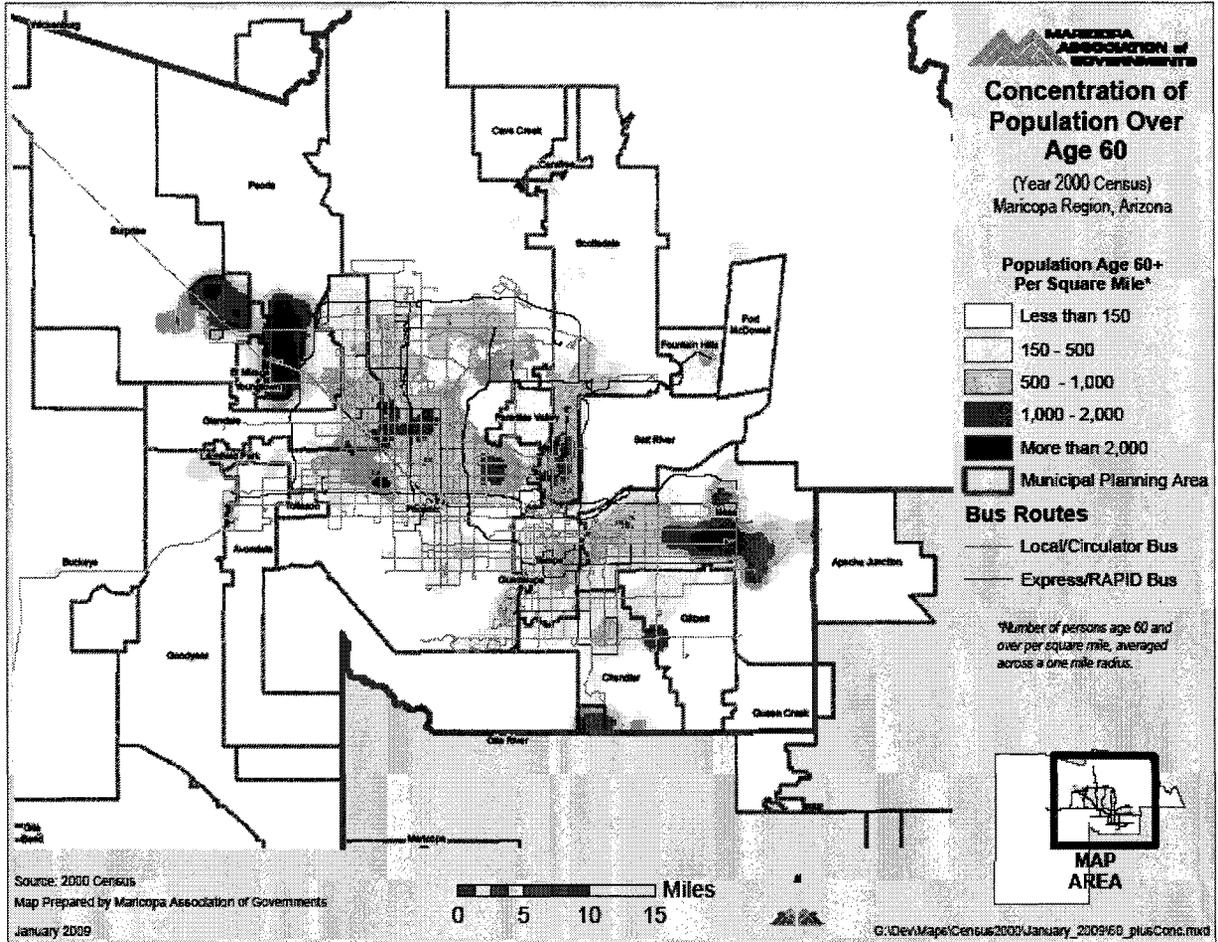


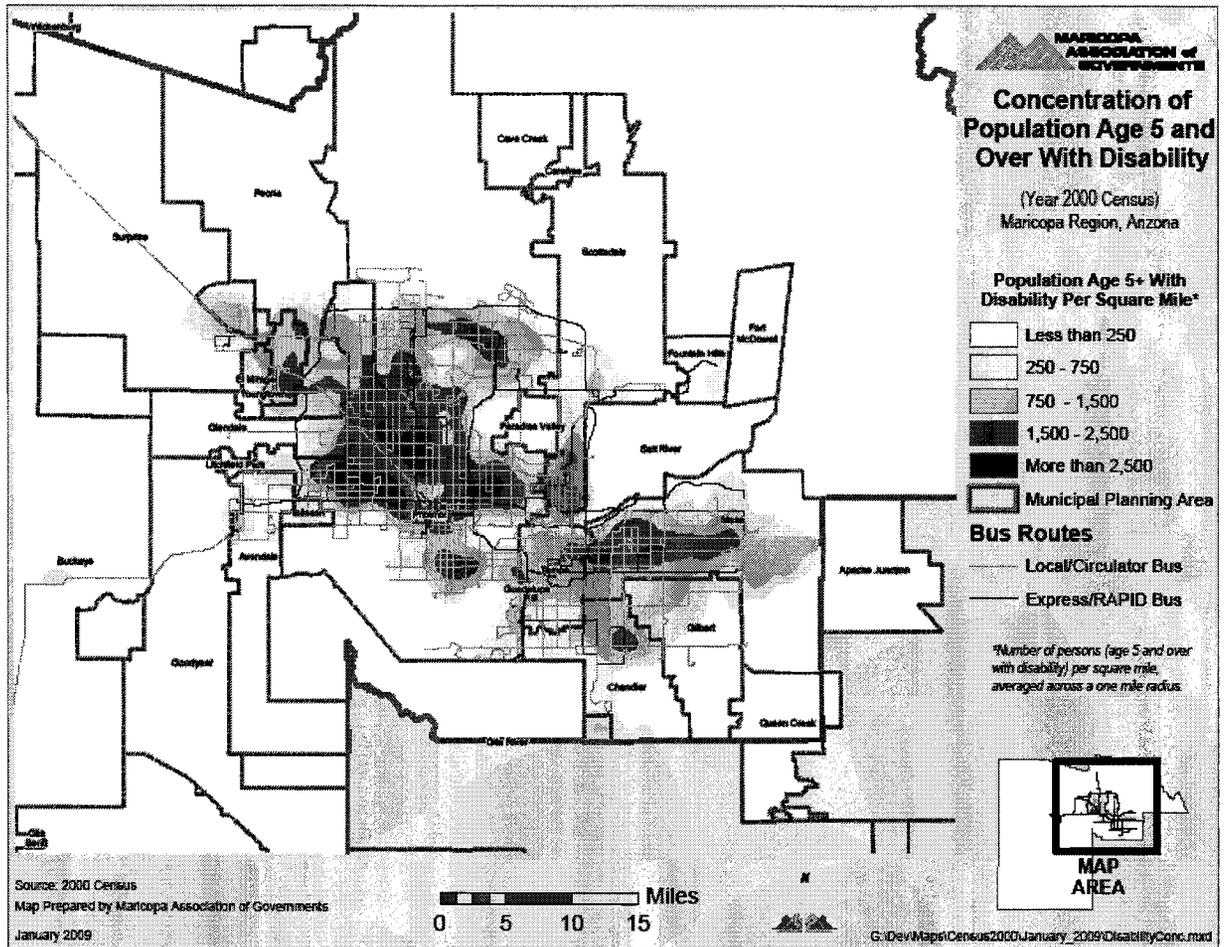
The human services transportation solutions developed for these target populations will be universally beneficial for everyone. The region will be stronger as a result. The next section will examine the gaps that impair access to transportation.

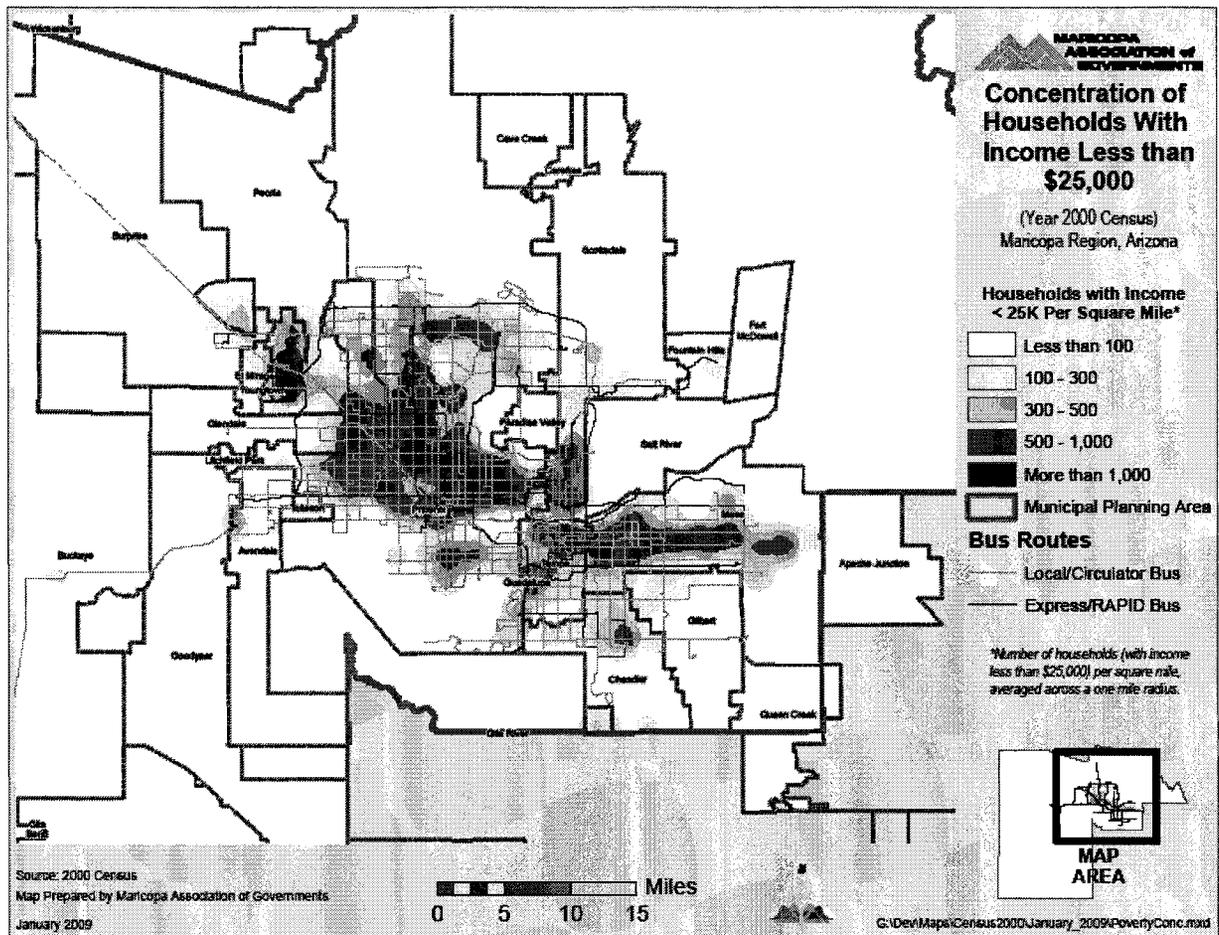
Gaps Analysis

There are 120 nonprofit, profit and public programs that provide human services transportation in this region. The issue is not coverage necessarily, but capacity and coordination. Lack of capacity occurs when services are insufficient to meet the needs. Lack of coordination exists when one agency has vans but no one to drive them and another has drivers, but no vans. These are not uncommon occurrences in the region. The strategies outlined in the next section will maximize the current capacity of the system in order to increase effectiveness and provide more rides for more people at less cost.

This section will reflect the gaps that exist in the region by demographic, geographic area, and service. The following maps indicate the concentrations of these target groups with the bus routes overlaid. The data for the maps were derived from the 2000 Census. There has been considerable growth since that time, especially in the outlying areas. The maps offer a perspective on the trends, but do not reflect the current scale.







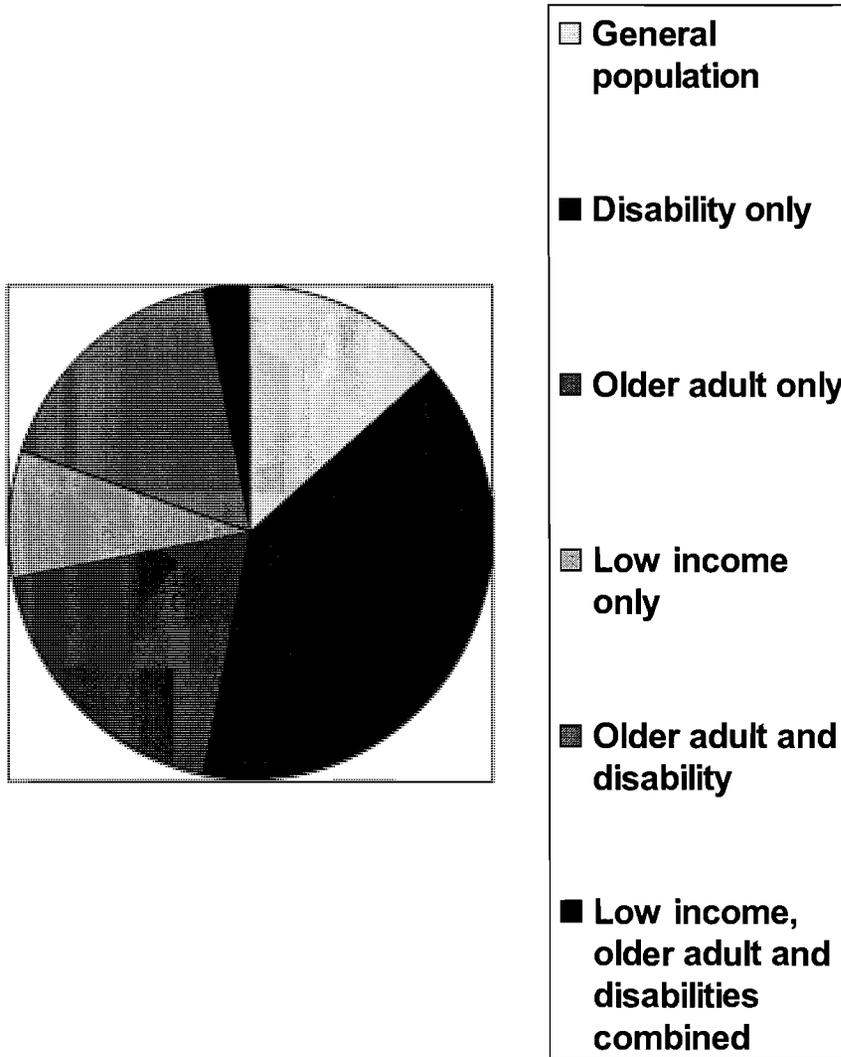
Gaps by Demographic Status

Stakeholders report gaps for all three target populations of older adults, people with disabilities, and people with low incomes. Thirteen percent of the human services transportation agencies reporting a target population indicate that they serve the general population. The remaining agencies restrict eligibility per the agency's mission or in deference to funding requirements. The majority serves people with disabilities exclusively (38 percent). Programs serving older adults total 18 percent. Agencies transporting low-income people, including those homeless or runaways, come to a mere eight percent. An additional three percent serve all three populations concurrently. Sixteen percent serve both older adults and people with disabilities combined.

These figures, however, do not take into account the capacity of the agencies providing the service. Maricopa County Work Links program, for example, exclusively transports low-income workers. In FY 2007, it provided more than 83,000 rides to more than 1,240 people. This is a substantial and important service. Limited funding jeopardizes the sustainability of this program. If this service is discontinued, low-income people will lose an important part of their support system.

Even if this service can be maintained, more transportation is needed for low-income workers. This will be more critical as the economy continues to lag and more people fall into the low-income category. Proposed increases to the bus fare may make public transit less of an option for those struggling to survive.

The chart below depicts the populations served with human services transportation programs in this region.



Gaps by Geographic Area

Of the agencies providing human services transportation, nearly 40 percent serve the entire region if not the state. Thirteen percent serve the City of Phoenix exclusively. Roughly equal proportions serve the East Valley (21 percent) and West Valley (20 percent). When delving further into the West Valley programs however, disparities surface. Of the 20 percent that serve the West Valley, only two percent work in the Southwest Valley while 18 percent serve the Northwest Valley. Programs serving tribes exclusively total two percent. The balance of the programs (seven percent) serve a

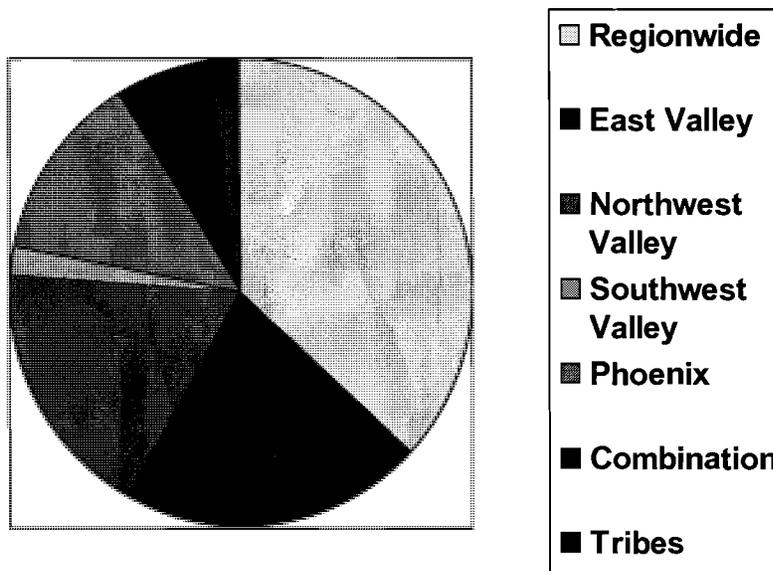
combination of sub-regions, usually including Phoenix and either West Valley or East Valley communities.

It is important to note the environment in different parts of the region. Transit may not always be as available in the West Valley as it is in the East Valley and in Phoenix. As a result, some communities in this area have attempted other solutions like taxi voucher programs. This seemed promising until one West Valley city could not find any taxi companies willing to send cabs out to the West Valley due to the downtime spent traveling from Phoenix or the East Valley.

This leaves a portion of the population in need without adequate access to resources. Nearly half of all new residents expected to move to this region, about 600,000 people, are projected to live west of Phoenix. Some West Valley communities have much higher proportions of people deeply affected by human services transportation. In Youngtown, for example, more than 50 percent are age 65 or older and 40 percent of residents have a disability. This is much higher than the regional average of 15 percent and 12.5 percent respectively.

County islands exist throughout the region. These are unincorporated areas embedded within other municipalities. Stakeholders have indicated it can be difficult to obtain services within these islands. Coordination among the incorporated areas can be difficult as well, especially with paratransit programs. Americans with Disabilities (ADA) paratransit programs, or demand response transportation usually provided with vans, are required within three quarters of a mile from a fixed public transit route, such as bus or light rail. Transfers between paratransit programs become even more complex with other counties and communities contiguous to this region.

The chart below illustrates where agencies provide service throughout the region.



Gaps by Service

Budget constraints have recently necessitated hours of public transit service to become more limited. The decision to eliminate some runs before 5:00 a.m. and after 10:00 p.m. was made because only two percent of riders would be affected. Many public and nonprofit agencies do not operate late night service. Some for-profit agencies may offer this service, but their fees are usually more expensive.

Opportunities have been identified to make improvements that would entice more people to use the bus. Stakeholders report that some shade structures and benches at bus stops have been removed in response to safety concerns. It may be believed that shade and benches encourage undesirable people not using the bus to linger at the stop. Without the shade and benches though, potential riders may be less likely to use the bus. This is a serious issue for those whose medication makes them more prone to serious sunburn, or for those weakened by medical treatments like dialysis. Well-maintained sidewalks will also encourage bicycle and pedestrian traffic to bus stops. The ability to leave vehicles overnight in park-and-ride lots would also help people working a third shift to take the bus.

Stakeholders have indicated a need for more door-to-door services, especially in the outlying areas of the region. People will often wait in their homes until their ride arrives. If the driver does not come to the door, the person misses their ride and the agency is less likely to return to the house. This is especially a concern in the outlying areas. Some people may also need more assistance and may not be able to get to the curb by themselves.

This gaps analysis indicates support for all human services transportation programs throughout the region, while people with low incomes in the Southwest Valley represent a particular gap. Expanded bus routes and late night transportation may help to meet this need when possible.

Model of Useful Coordination Practice: Wickenburg

Gaps in transportation services do exist, as illustrated by the previous section. Throughout the region however, people are developing innovative solutions to resolve these gaps and make transportation accessible to all. The Wickenburg coordination project is one example of the useful coordination practices that have been implemented. The following article appeared in the MAG agency newsletter.

Quality of life maintained for Wickenburg residents

It has been said that through crisis situations new opportunities can arise. This has been proven true by the coordination effort taken on by the Town of Wickenburg. When a group of dialysis patients in their mid-eighties from Wickenburg suddenly found themselves without transportation to their dialysis treatment, something had to be done. The Town of Wickenburg currently has no dialysis center and the patients, who need dialysis three days a week, had been transported regularly to their treatments in Sun City. Funding shortfalls forced the agency that had been providing their transportation to

discontinue the service. This left the Wickenburg residents without transportation to their lifeline.

“If you don’t get your dialysis you don’t live. It’s that simple,” said Pauline Hipp, one of the patients left without transportation when the original van service ended. Pauline says her husband used to take her on the 80-mile round trip from Wickenburg to the Desert Dialysis Center in Sun City, but he passed away. When the transportation service suddenly ended, Pauline said it became a monumental struggle.

Another Wickenburg resident Russ Greene said he was forced to use his Social Security checks to pay for private transportation twice a week. The third day his son-in-law makes the trip. “We’ve made it, but it’s still hard. My son-in-law has to take off once a week and loses \$120 by doing that, because he’s still working,” said Greene. “So that’s hard on his part. Each one of us tries to get a ride, and it’s quite a hardship on us,” he said.

The six older adults in Wickenburg have peace of mind now that they have reliable transportation to their dialysis appointments, thanks to a new collaboration among the public and private sector that provides a new van service for the patients.

“All of the older adults were very concerned, but no one had a solution,” said Wickenburg Town Manager Gary Edwards. “For a short time, they were able to arrange their own transportation, but these were not long-term, consistent solutions. Fortunately, that’s when MAG stepped in to help find a solution,” he said.

When the Arizona Kidney Foundation and the dialysis center serving the Wickenburg residents called MAG with news of the situation, MAG began looking for alternatives. After weeks of brainstorming and numerous phone calls, a workable plan finally evolved. Valley Metro donated a van and free driver training for volunteers. The Town of Wickenburg committed to subsidize the service by paying for the gas, insurance and maintenance within a budget. The Area Agency on Aging agreed to be the host agency for the van. Pat Campbell, the social worker at the Desert Dialysis Center, a for-profit company, recruited and organized volunteers.

The Desert Dialysis Center’s agreed upon responsibility will be to recruit and schedule training for the volunteers. Organize a schedule for the volunteers that are responsive to the needs of all Wickenburg residents needing transportation to their dialysis appointments. Schedule follow-up training as needed and ensure the volunteers keep the van clean, full of fuel and in good working order. Notify the Area Agency on Aging when the van needs maintenance.

Town Manager Gary Edwards was astounded and gratified by the partnerships that made the coordination possible. “This innovative arrangement helps to meet a critical need. Not one of the partners could have done this alone. This is a great example of how the combined resources and ingenuity of many can outperform the talents of a few.”

Prioritized Strategies to Address Gaps

The region may benefit from replicating the ingenuity of useful practices like the one described above. The following strategies strive to promote the activities that will have the most positive impact on human services transportation in this region. Previous plans have focused on communication and standardizing operations. These strategies promote the United We Ride (UWR) goal of providing more rides for the targeted populations for the same or fewer resources (efficiency) by maximizing the capacity of the current system.

Strategy	Description	Lead	Timeline
Shared Vehicles	Maximize resources and reduce unused capacity by rewarding Section 5310 applicants who request shared vehicles.	MAG	FY 2010
Travel Training Inventory	Complete an inventory of travel training programs in the region. The inventory will lead to a better understanding of the availability of programs, better coordination, and the development of new programs to fill gaps in service.	Valley Metro	FY 2010 First Quarter
Match Mechanism	Develop a mechanism for matching agencies with the capacity to offer more trips with agencies needing transportation for their clients as well as people in need from the community.	MAG	FY 2010
Project and UWR Goal Consistency	Encourage and award applicants that have supported the development and implementation of the coordination plans as evidenced by their inclusion in the participant list, as well as those projects that promote the United We Ride goals.	MAG, City of Phoenix and ADOT	FY 2009 and FY 2010 Third Quarters

Conclusion

Even amidst the poor economy, the region’s population and diversity will likely increase. The following changes are projected:

- More than one out of four people will be age 60 or older by the year 2020.
- By 2050, nearly half of the total population in this region will be Hispanic.
- From the year 2000 to 2050, the state’s population will increase from five million people to 15 million. The majority will live in this region.
- A new megapolitan is forming now connecting the Tucson area, this region, and the Flagstaff area. This region is one of 20 megapolitan areas under study across the country.

These changes in demographics, density and diversity will drive the need to coordinate human services transportation unlike anything that exists now. The region has an opportunity to be proactive and produce solutions before crises. Plans can be developed

and practices can be initiated now that will reap dramatic results for years to come. The region is bound only by the limits of its creativity and conviction to ensure a high quality of life for older adults, people with disabilities, and people with low incomes through coordinated human services transportation.

When stakeholders were first surveyed in 2005 about their willingness to coordinate, many expressed reluctance and even resistance. Now, agencies are coming forward to transport people who are not their clients, to share staff with other agencies, and to establish new partnerships. This region is indebted to the human services transportation providers for their commitment to serving others. Their work keeps people alive, connected and healthy. In the future, the region will continue to honor the providers and the people they serve by making sure no effort, no matter how small, is wasted. Coordination can be the key that unlocks that potential.

Attachments

Human Services Transportation Coordination Policy

SAMPLE
**HUMAN SERVICES TRANSPORTATION
COORDINATION POLICY**

Definition:

The definition of human services transportation coordination is the sharing of resources to minimize redundancy and gaps; increase the quality and accessibility of services; and to assist agencies in fulfilling their mission.

Background:

Federal transportation SAFETEA-LU legislation requires the creation of locally developed coordination plans as an eligibility requirement for three Federal Transit Administration funding programs. This requirement affects the Elderly Individuals and Individuals with Disabilities Transportation Program, or Section 5310; Job Access and Reverse Commute, or Section 5316; and New Freedom, or Section 5317.

This region has responded to this federal requirement through coordination plans developed by the Maricopa Association of Governments (MAG). The 2008 MAG Human Services Coordination Transportation Plan identified the development of a coordination policy template to assist agencies in working together better. The plan may be accessed at <http://www.mag.maricopa.gov/detail.cms?item=8111>.

Purpose:

The purpose of this policy is to establish a basic framework for collaboration, cooperation and coordination in the delivery of human services transportation. Through this policy, agencies express their intent to coordinate by sharing resources such as vans, drivers and related equipment. Potential partners for coordination include other agencies or businesses with similar missions; private sector, faith-based or community groups; volunteers; and people from the community in need of human services transportation. Seamless and effective coordination will maximize the resources currently available and provide more rides for the transportation disadvantaged.

Goals:

1. To incorporate the three goals of United We Ride into all coordination efforts. The goals are as follows: to provide more rides for target populations for the same or fewer assets, to simplify access and to increase customer satisfaction.
2. To provide mechanisms for the integration of services provided by community providers to ensure a comprehensive coordinated service delivery system.

3. To maintain the integrity of each human service provider's mission while enhancing specialized support services contributing to that mission.

4. To explore methods that will insure maximum feasible coordination between and among human services agencies receiving federal transportation dollars.

Activities:

1. Actively identify barriers to coordination. Barriers may be found in a range of areas including but not limited to insurance, funding, capacity, and mission. Explore and implement resolutions to barriers as possible.
2. Actively explore opportunities for coordination. This includes a fleet management analysis to identify deadhead, or downtime, of their vehicles and/or drivers. Priority will be given to transporting the agency's own clients and to activities that support the agency's mission. If underutilized capacity is found within the fleet, then actively seek agencies and/or people needing transportation that fit within the geographic, financial, and target population capacity of the agency.
3. Support the development of regionally responsive solutions for successful coordination by sharing barriers and opportunities with MAG for consideration in future Human Services Coordination Transportation Plans. This information will be reflected in the gaps analysis and resources sections of the plans. Strategies to address the barriers and promote the opportunities will be developed and included in the plans. Assistance in matching partners for coordination will be provided by MAG as needed by the agencies.
4. Consider coordination a priority. This includes but is not limited to sharing vehicles, drivers, equipment, and training. The mission of the agency will be held in primary importance with coordination used as an effective tool to support the mission.

The undersigned people agree to implement this policy within relevant programs of the following agency:

Agency

Printed Name

Title

Signature

Date

Participant List

Many thanks to the following organizations that helped to develop this plan.

Arizona Bridge to Independent Living
Alliance of Arizona Nonprofits
Area Agency on Aging, Region One, Inc.
Arizona Department of Economic Security
Arizona Department of Transportation
Arizona Foundation for the Blind and Visually Impaired
Arizona Government University
Arizona Kidney Foundation
Arizona Recreation Center for the Handicapped (ARCH)
Arizona Spinal Cord Injury Association
Arizona State Hospital
AZ 211
Chandler Gilbert Arc
Child Protective Services
City of Avondale
City of Glendale
City of Goodyear
City of Peoria
City of Phoenix
City of Surprise
City of Tempe
City of Tempe-Pyle Adult Center
D Team Education Fund
DaVita Southwest Kidney Tempe Dialysis
Foundation for Senior Living
Friendship Village
Gila River Indian Community
Granite Valley Dialysis
Hacienda Healthcare
Horizon Human Services
Marc Center of Mesa, Inc.
Maricopa County
Maricopa County Special Transportation Services
Mercy Housing Southwest
Metro Valley
Mountain Vista Dialysis
Native American Community Health Center (Native Health)
Paralyzed Veterans of America

Parsons Brinckerhoff
 PPEP Encompass Inc.
 San Lucy District
 Scottsdale Training and Rehabilitation Services, Inc
 Southwest Behavioral Health Services
 STAR-Stand Together And Recover
 TERROS, Inc
 The Arc of Tempe
 Town of Buckeye
 Triple R Behavioral Health, Inc.
 UMOM - Watkins Overflow Shelter
 UMOM New Day Centers
 United Cerebral Palsy (UPC) of Central Arizona, Inc.
 Valley Metro/RPTA
 Valley of the Sun Schools
 Village Mesa
 Virginia G. Piper Charitable Trust

2007 American Community Survey Table on People Age 60 and Older in Maricopa County

Subject	Total	Margin of Error	60 years and over	Margin of Error
Total population	3,768,123	*****	569,213	+/-4,153
SEX AND AGE				
Male	50.3%	+/-0.1	44.6%	+/-0.4
Female	49.7%	+/-0.1	55.4%	+/-0.4
Median age (years)	33.6	+/-0.1	70.8	+/-0.2
RACE AND HISPANIC OR LATINO ORIGIN				
One race	97.8%	+/-0.2	99.5%	+/-0.2
White	80.1%	+/-0.5	91.2%	+/-0.4
Black or African American	4.1%	+/-0.1	2.3%	+/-0.1
American Indian and Alaska Native	1.7%	+/-0.1	0.7%	+/-0.1
Asian	2.9%	+/-0.1	1.9%	+/-0.1
Native Hawaiian and Other Pacific	0.2%	+/-0.1	0.0%	+/-0.1

Subject	Total	<u>Margin of Error</u>	60 years and over	<u>Margin of Error</u>
Islander				
Some other race	8.9%	+/-0.4	3.3%	+/-0.4
Two or more races	2.2%	+/-0.2	0.5%	+/-0.2
Hispanic or Latino origin (of any race)	30.0%	*****	9.5%	+/-0.3
White alone, not Hispanic or Latino	60.2%	+/-0.1	85.1%	+/-0.4
INCOME IN THE PAST 12 MONTHS (IN 2006 INFLATION-ADJUSTED DOLLARS)				
Households	1,322,104	+/-8,389	327,951	+/-4,244
With earnings	81.9%	+/-0.4	41.7%	+/-1.2
Mean earnings (dollars)	71,406	+/-991	53,972	+/-2,695
With Social Security income	24.7%	+/-0.4	80.8%	+/-1.0
Mean Social Security income (dollars)	14,873	+/-192	15,809	+/-191
With Supplemental Security Income	2.5%	+/-0.2	4.1%	+/-0.5
Mean Supplemental Security Income (dollars)	7,864	+/-375	7,436	+/-669
With cash public assistance income	1.5%	+/-0.2	1.0%	+/-0.2
Mean cash public assistance income (dollars)	3,086	+/-366	4,941	+/-1,521
With retirement income	16.1%	+/-0.4	47.7%	+/-1.1

Subject	Total	Margin of Error	60 years and over	Margin of Error
Mean retirement income (dollars)	21,189	+/-777	21,862	+/-985
With Food Stamp benefits	5.2%	+/-0.3	3.0%	+/-0.4

POVERTY STATUS IN THE PAST 12 MONTHS

Population for whom poverty status is determined	3,721,868	+/-4,904	561,550	+/-4,187
Below 100 percent of the poverty level	12.5%	+/-0.5	7.4%	+/-0.6
100 to 149 percent of the poverty level	9.1%	+/-0.4	8.0%	+/-0.6
At or above 150 percent of the poverty level	78.4%	+/-0.6	84.6%	+/-0.8

EMPLOYMENT STATUS

Population 16 years and over	2,844,389	+/-2,964	569,213	+/-4,153
In labor force	66.3%	+/-0.4	22.7%	+/-0.9
Civilian labor force	66.1%	+/-0.4	22.7%	+/-0.9
Employed	63.3%	+/-0.4	22.1%	+/-0.9
Unemployed	2.8%	+/-0.2	0.5%	+/-0.1
Percent of civilian labor force	4.2%	+/-0.3	2.4%	+/-0.6
Armed forces	0.1%	+/-0.1	0.0%	+/-0.1
Not in labor force	33.7%	+/-0.4	77.3%	+/-0.9

DISABILITY STATUS

Civilian population	3,431,163	+/-991	561,550	+/-4,187
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Subject	Total	Margin of Error	60 years and over	Margin of Error
5 years and over				
With any disability	12.5%	+/-0.3	33.2%	+/-0.9
No disability	87.5%	+/-0.3	66.8%	+/-0.9
HOUSEHOLDS BY TYPE				
Households	1,322,104	+/-8,389	327,951	+/-4,244
Family households	66.2%	+/-0.6	58.0%	+/-1.0
Married-couple families	49.6%	+/-0.6	50.0%	+/-1.0
Female householder, no husband present	11.2%	+/-0.4	5.9%	+/-0.6
Nonfamily households	33.8%	+/-0.6	42.0%	+/-1.0
Householder living alone	26.6%	+/-0.6	38.6%	+/-1.1
MARITAL STATUS				
Population 15 years and over	2,899,712	+/-285	569,213	+/-4,153
Now married, except separated	49.8%	+/-0.7	59.3%	+/-1.1
Widowed	5.5%	+/-0.2	23.6%	+/-0.8
Divorced	11.9%	+/-0.4	12.6%	+/-0.7
Separated	2.1%	+/-0.2	1.0%	+/-0.3
Never married	30.7%	+/-0.5	3.5%	+/-0.5

2007 American Community Survey Table on People with Disabilities in Maricopa County

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
Population 5 years and over	3,431,163	+/-991	1,723,471	+/-1,311	1,707,692	+/-978
Without any disability	87.5%	+/-0.3	88.3%	+/-0.4	86.8%	+/-0.4
With one type of disability	5.8%	+/-0.2	5.9%	+/-0.3	5.7%	+/-0.3
With two or more types of disabilities	6.7%	+/-0.2	5.8%	+/-0.3	7.5%	+/-0.3
Population 5 to 15 years	611,139	+/-2,975	312,778	+/-2,225	298,361	+/-2,411
With any disability	5.2%	+/-0.5	7.0%	+/-0.8	3.4%	+/-0.5
With a sensory disability	1.2%	+/-0.2	1.7%	+/-0.4	0.8%	+/-0.3
With a physical disability	1.1%	+/-0.3	1.3%	+/-0.3	1.0%	+/-0.3
With a mental disability	4.2%	+/-0.4	5.8%	+/-0.7	2.6%	+/-0.4
With a self-care disability	0.9%	+/-0.2	0.9%	+/-0.3	0.8%	+/-0.3
Population 16 to 64 years	2,409,736	+/-3,180	1,230,703	+/-2,406	1,179,033	+/-2,296
With any disability	10.2%	+/-0.4	9.6%	+/-0.5	10.7%	+/-0.5
With a sensory disability	2.3%	+/-0.2	2.4%	+/-0.3	2.2%	+/-0.2
With a physical disability	6.0%	+/-0.3	5.3%	+/-0.4	6.8%	+/-0.4
With a mental disability	3.8%	+/-0.2	3.7%	+/-0.3	3.9%	+/-0.3

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
With a self-care disability	1.7%	+/-0.1	1.5%	+/-0.2	1.9%	+/-0.2
With a go-outside-home disability	2.7%	+/-0.2	2.3%	+/-0.2	3.1%	+/-0.2
With an employment disability	5.8%	+/-0.2	5.4%	+/-0.3	6.1%	+/-0.4
Population 65 years and over	410,288	+/-607	179,990	+/-566	230,298	+/-718
With any disability	37.0%	+/-1.0	34.8%	+/-1.5	38.7%	+/-1.6
With a sensory disability	15.4%	+/-0.9	16.4%	+/-1.2	14.7%	+/-1.2
With a physical disability	28.1%	+/-0.9	24.3%	+/-1.5	31.1%	+/-1.6
With a mental disability	10.4%	+/-0.8	9.1%	+/-1.0	11.4%	+/-1.1
With a self-care disability	8.3%	+/-0.8	6.1%	+/-1.1	10.0%	+/-1.1
With a go-outside-home disability	15.3%	+/-0.8	10.5%	+/-1.0	19.1%	+/-1.4
EMPLOYMENT STATUS						
Population 16 to 64 years	2,409,736	+/-3,180	1,230,703	+/-2,406	1,179,033	+/-2,296
With any disability	244,595	+/-9,094	117,950	+/-5,902	126,645	+/-5,409
Employed	39.3%	+/-1.4	44.7%	+/-2.4	34.2%	+/-2.0
With a sensory disability	56,025	+/-4,554	30,007	+/-3,254	26,018	+/-2,883
Employed	49.0%	+/-3.8	57.4%	+/-4.8	39.2%	+/-5.2
With a physical disability	145,752	+/-6,951	65,188	+/-4,583	80,564	+/-4,370
Employed	32.5%	+/-1.8	35.7%	+/-3.2	29.9%	+/-2.6
With a mental disability	91,772	+/-5,342	45,702	+/-4,219	46,070	+/-3,039
Employed	29.8%	+/-2.2	34.3%	+/-3.5	25.3%	+/-2.7
With a self-care disability	40,964	+/-3,379	18,296	+/-2,377	22,668	+/-2,440
Employed	16.5%	+/-3.2	19.5%	+/-5.2	14.1%	+/-4.1
With a go-outside-home disability	63,967	+/-4,082	28,004	+/-2,607	35,963	+/-2,761
Employed	17.6%	+/-2.3	20.6%	+/-4.1	15.1%	+/-2.5
With an employment disability	138,720	+/-5,980	66,407	+/-3,928	72,313	+/-4,271
Employed	19.1%	+/-1.5	23.3%	+/-3.0	15.3%	+/-2.0
No disability	2,165,141	+/-9,665	1,112,753	+/-6,347	1,052,388	+/-5,805
Employed	76.3%	+/-0.5	83.8%	+/-0.6	68.3%	+/-0.9
POVERTY STATUS						
Population 5 years and over for whom a poverty status is determined	3,412,006	+/-5,120	1,712,717	+/-2,990	1,699,289	+/-2,949
With any disability	427,069	+/-11,221	201,520	+/-7,407	225,549	+/-6,714
Below poverty level	17.6%	+/-1.2	16.6%	+/-1.4	18.5%	+/-1.5
With a sensory disability	126,664	+/-5,742	64,564	+/-4,109	62,100	+/-3,695
Below poverty level	15.0%	+/-1.9	13.5%	+/-2.7	16.7%	+/-3.0
With a physical disability	267,794	+/-8,603	112,760	+/-5,433	155,034	+/-6,104
Below poverty level	17.8%	+/-1.6	16.9%	+/-2.1	18.5%	+/-1.9
With a mental disability	158,915	+/-7,598	79,293	+/-5,582	79,622	+/-4,155
Below poverty level	22.0%	+/-2.1	21.0%	+/-2.4	23.1%	+/-2.9

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
With a self-care disability	80,060	+/-5,322	31,854	+/-3,132	48,206	+/-3,871
Below poverty level	20.2%	+/-2.6	20.7%	+/-4.5	19.8%	+/-3.6
No disability	2,984,937	+/-12,320	1,511,197	+/-7,905	1,473,740	+/-7,172
Below poverty level	11.0%	+/-0.5	10.0%	+/-0.6	12.1%	+/-0.6
Population 16 years and over for whom a poverty status is determined	2,811,363	+/-5,865	1,406,247	+/-3,736	1,405,116	+/-3,314
With a go-outside-home disability	126,782	+/-5,844	46,903	+/-3,379	79,879	+/-4,361
Below poverty level	18.4%	+/-2.1	18.2%	+/-3.2	18.4%	+/-2.5
Population 16 to 64 years for whom a poverty status is determined	2,401,075	+/-5,907	1,226,257	+/-3,690	1,174,818	+/-3,310
With an employment disability	138,661	+/-5,989	66,348	+/-3,918	72,313	+/-4,271
Below poverty level	25.9%	+/-2.3	22.9%	+/-3.0	28.7%	+/-2.7
PERCENT IMPUTED						
With any disability	4.0%	(X)	(X)			(X)
With a sensory disability	2.3%	(X)	(X)			(X)
With a physical disability	2.8%	(X)	(X)			(X)
With a mental disability	2.0%	(X)	(X)			(X)
With a self-care disability	2.1%	(X)	(X)			(X)
With a go-outside-home disability	2.2%	(X)	(X)			(X)
With an employment disability	2.2%	(X)	(X)			(X)
EARNINGS IN PAST 12 MONTHS (IN 2006 INFLATION ADJUSTED DOLLARS)						
Population Age 16 and over with earnings	1,994,591	+/-11,829	132,316	+/-5,665	1,862,275	+/-13,728
\$1 to \$9,999 or less	17.0%	+/-0.4	30.1%	+/-2.3	16.0%	+/-0.4
\$10,000 to \$14,999	8.2%	+/-0.4	10.5%	+/-1.6	8.0%	+/-0.4
\$15,000 to \$24,999	16.8%	+/-0.5	17.3%	+/-2.0	16.7%	+/-0.5
\$25,000 to \$34,999	15.8%	+/-0.5	14.7%	+/-1.7	15.9%	+/-0.5
\$35,000 to \$49,999	16.6%	+/-0.5	13.2%	+/-1.4	16.8%	+/-0.5
\$50,000 to \$74,999	13.6%	+/-0.4	8.7%	+/-1.1	14.0%	+/-0.4
\$75,000 or more	12.1%	+/-0.4	5.6%	+/-0.9	12.5%	+/-0.4
Median Earnings	30,193	+/-250	20,586	+/-1,192	30,676	+/-246

2007 American Community Survey Table on People with Low Incomes in Maricopa County

Subject	Total	<u>Margin of Error</u>	<u>Below poverty level</u>	<u>Margin of Error</u>	<u>Percent below poverty level</u>	<u>Margin of Error</u>
Population for whom poverty status is determined	3,721,758	+/-2,035	475,091	+/-14,022	12.8%	+/-0.4
AGE						
Under 18 years	1,013,081	+/-2,059	182,588	+/-7,562	18.0%	+/-0.7
Related children under 18 years	1,007,781	+/-2,237	177,934	+/-7,501	17.7%	+/-0.7
18 to 64 years	2,298,774	+/-582	262,169	+/-7,314	11.4%	+/-0.3
65 years and over	409,903	+/-521	30,334	+/-1,605	7.4%	+/-0.4
SEX						
Male	1,871,854	+/-1,234	218,748	+/-7,453	11.7%	+/-0.4
Female	1,849,904	+/-1,604	256,343	+/-8,318	13.9%	+/-0.4
RACE AND HISPANIC OR LATINO ORIGIN						
One race	3,639,311	+/-4,813	463,061	+/-14,000	12.7%	+/-0.4
White	2,946,498	+/-11,287	331,730	+/-11,476	11.3%	+/-0.4
Black or African American	152,751	+/-2,498	33,499	+/-3,258	21.9%	+/-2.0
American Indian and Alaska Native	64,297	+/-1,797	15,494	+/-1,889	24.1%	+/-2.8
Asian	106,080	+/-1,467	11,803	+/-2,023	11.1%	+/-1.9
Native Hawaiian and Other Pacific Islander	5,536	+/-636	906	+/-472	16.4%	+/-8.1
Some other race	364,149	+/-10,860	69,629	+/-5,891	19.1%	+/-1.4
Two or more races	82,447	+/-3,970	12,030	+/-1,698	14.6%	+/-2.0
Hispanic or Latino origin (of any race)	1,104,837	+/-1,842	244,040	+/-10,899	22.1%	+/-1.0
White alone, not Hispanic or Latino	2,250,546	+/-1,641	165,195	+/-5,924	7.3%	+/-0.3
EDUCATIONAL ATTAINMENT						
Population 25 years and over	2,376,269	+/-460	227,428	+/-6,853	9.6%	+/-0.3
Less than high school graduate	382,850	+/-7,446	84,897	+/-4,519	22.2%	+/-1.0
High school graduate (includes equivalency)	596,683	+/-7,637	67,660	+/-3,307	11.3%	+/-0.5
Some college, associate's degree	746,731	+/-7,561	50,935	+/-2,296	6.8%	+/-0.3
Bachelor's degree or higher	650,005	+/-7,014	23,936	+/-1,915	3.7%	+/-0.3
EMPLOYMENT STATUS						
Civilian labor force 16 years and over	1,868,290	+/-6,109	130,933	+/-4,677	7.0%	+/-0.2
Employed	1,773,832	+/-6,447	106,698	+/-4,025	6.0%	+/-0.2

Subject	Total	Margin of Error	Below poverty level	Margin of Error	Percent below poverty level	Margin of Error
Male	998,804	+/-5,048	59,148	+/-3,324	5.9%	+/-0.3
Female	775,028	+/-4,422	47,550	+/-2,047	6.1%	+/-0.3
Unemployed	94,458	+/-3,424	24,235	+/-1,945	25.7%	+/-1.8
Male	52,693	+/-2,639	11,849	+/-1,238	22.5%	+/-2.0
Female	41,765	+/-2,323	12,386	+/-1,337	29.7%	+/-2.5
WORK EXPERIENCE						
Population 16 years and over	2,812,069	+/-1,897	307,841	+/-8,071	10.9%	+/-0.3
Worked full-time, year-round in the past 12 months	1,233,772	+/-8,995	37,276	+/-2,193	3.0%	+/-0.2
Worked part-time or part-year in the past 12 months	750,362	+/-9,318	101,649	+/-3,673	13.5%	+/-0.5
Did not work	827,935	+/-6,379	168,916	+/-5,600	20.4%	+/-0.6
All Individuals below:						
50 percent of poverty level	215,526	+/-9,382	(X)	(X)	(X)	(X)
125 percent of poverty level	644,223	+/-15,456	(X)	(X)	(X)	(X)
150 percent of poverty level	820,058	+/-16,606	(X)	(X)	(X)	(X)
185 percent of poverty level	1,057,720	+/-16,466	(X)	(X)	(X)	(X)
200 percent of poverty level	1,171,648	+/-17,759	(X)	(X)	(X)	(X)
Unrelated individuals for whom poverty status is determined						
	714,066	+/-9,375	145,875	+/-4,411	20.4%	+/-0.6
Male	378,770	+/-5,623	69,638	+/-3,520	18.4%	+/-0.9
Female	335,296	+/-6,145	76,237	+/-3,072	22.7%	+/-0.8
Mean income deficit for unrelated individuals (dollars)	6,270	+/-106	(X)	(X)	(X)	(X)
Worked full-time, year-round in the past 12 months	340,662	+/-6,366	8,631	+/-1,193	2.5%	+/-0.4
Worked less than full-time, year-round in the past 12 months	186,182	+/-5,268	56,082	+/-2,712	30.1%	+/-1.1
Did not work	187,222	+/-4,190	81,162	+/-3,192	43.4%	+/-1.2
PERCENT IMPUTED						
Poverty status for individuals	26.0%	(X)	(X)	(X)	(X)	(X)

Resource Inventory

The following is a list of agencies that provide human services transportation. Maintaining and updating the list is an ongoing effort. Please contact DeDe Gaisthea, MAG Human Services Transportation Planner, at dgaissthea@mag.maricopa.gov with any questions or changes. Thank you!

PLEASE REFER TO ATACHED EXCEL SPREADSHEET

BROOKINGS

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Washington, DC 20036
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web brookings.edu

Metropolitan Policy
Program

**Getting Into the Game:
Facilitating the Assertion of a Shared Federal-Mega Policy Vision for the Intermountain West**

**A Brookings/Mountain Megas Partnership
February 2009**

Project Overview: The Brookings Metropolitan Policy program proposes a partnership with leading Intermountain West institutions and leaders to work out specific collaborative steps among the five “Mountain Megas” (and their states) to advance prosperity in their region through the achievement of specific, catalyzing federal policy reforms. This partnership will identify and pursue opportunities for targeted inter-state collaboration aimed at sharpening and augmenting the region’s voice and relevance in particular federal policy discussions that tend to overlook the distinctive needs of America’s new Heartland in the West.

Working closely with a network of political, civic, and corporate leaders in the five-state region, Brookings has for two years been developing an ambitious but realistic agenda for federal policy reform as it pertains to the Intermountain region.

Released in July 2008, for example, the major Brookings report “Mountain Megas: America’s Newest Metropolitan Places and a Federal Partnership to Help Them Prosper” identified five supersized “megapolitan” urban areas in the five southern Intermountain states; assessed emerging economic, environmental, and social opportunities and challenges; and proposed a more helpful role for the federal government in empowering regional leaders’ efforts to build a uniquely Western brand of prosperity. Subsequent to that, major well-attended forums in four of the five concerned states generated significant media coverage that dwelt heavily on the need for regional, multi-state cooperation in obtaining needed federal policy reforms. During these meetings, three governors, two university presidents, and the majority leader of the U.S. Senate all affirmed the need for such cooperation.

Now, leaders in the region have expressed a desire to drill down—in collaboration with a trusted, neutral, and national intermediary—to seek specific common cause among the states, and “get in the game” at a time of great flux and opportunity in Washington policy debates.

Along these lines, and in consultation with key regional leaders, we at the Brookings Institution propose such an action-oriented collaboration. Specifically, we see significant convergence around three arenas of engagement: short-term work to identify the five megas’ common recommendations on the use of federal infrastructure investment as “economic recovery” stimulus; medium-term work to sharpen the megas’ shared recommendations on the 2009–

2010 reauthorization of the federal transportation bill; and exploration of the possible form of ongoing institutions or forums for longer-term inter-state collaboration on the Mountain Mega agenda.

Engagements: Three near- and medium-term engagements stand out:

Engagement 1: Identify and develop the Mountain Megs' shared recommendations on the continued implementation of the infrastructure portions of the American Reinvestment and Recovery Act (ARRA)—the "stimulus" package.

Pursuant to this goal, we propose to:

- Convene a small work group of infrastructure practitioners and experts across the five states to confer by conference call to develop a shared perspective on the implementation of federal infrastructure investment through the stimulus
- Identify over time principles and specific Mountain Megs policy recommendations for the recovery package's implementation
- Produce, and transmit to key Obama administration transition, White House, and congressional leaders, memos or letters as needed listing specific five-state consensus "asks" on the further implementation of the package
- Pursue regional media coverage of those recommendations

Engagement 2: Identify and sharpen the megas' shared recommendations on the 2009–2010 reauthorization of the federal transportation bill.

Pursuant to this goal, we expect to:

- Convene a work group of relevant infrastructure practitioners and experts across the five states to confer in one of the megas to develop shared perspective on federal policy reform, particularly as regards the nation's current transportation policy
- Research administrative and legislative context for the 2009–2010 reauthorization of the federal transportation bill
- Identify principles and specific Mountain Megs policy recommendations for the reauthorization
- Link the Mountain Mega agenda to other relevant national transportation agendas
- Produce compact policy memo conveying policy priorities
- Hold Capitol Hill briefing with relevant Hill staff on the Mountain Megs' shared priorities
- Pursue regional media coverage of those recommendations

Engagement 3: Explore the utility, possible design, and possible organization and operation of ongoing institutions or forums for longer-term inter-state collaboration on the Mountain Mega agenda across multiple policy areas.

Pursuant to this goal, we expect to:

- Convene a work group of relevant megapolitan, state, and university practitioners, experts, and business, civic, and philanthropic leaders across the five states to confer in one of the megas on the utility, mission and scope, and possible design of ongoing institutions or forums for longer-term inter-state collaboration on the Mountain Megas agenda across multiple policy areas, including: water and energy infrastructure, regional innovation and cleantech industries, human capital development, health care provision, and immigration policy
- Research existing multi-state and even international models for inter-state collaboration on key policy issues
- Develop a menu of organization design options if requested
- Produce a compact memo exploring implementation options

Project Funding and Details: To carry out this plan of work, Brookings is actively seeking \$100,000 in project-support funding.

Over the next year or 18 months, Brookings would deploy project funding to support: the continued engagement of the initial “Mountain Megas” project team in the region; the engagement of a Brookings “external affairs” officer for key activities; necessary air travel and hotel stays for Brookings staff; necessary convening costs, including air travel and hotel stays for regional leaders’ gatherings at central points or in Washington; and internal research, publishing, communications, and staff work.

Leading the Brookings team will be Mark Muro, a Brookings fellow and the policy director of the Metropolitan Policy Program at Brookings. A co-author and the project director of “Mountain Megas,” Muro brings significant experience with Intermountain West issues from his previous work as a senior policy analyst at the Morrison Institute for Public Policy at Arizona State University. Also significantly involved in the proposed work will be Robert E. Lang, a nonresident senior fellow of the Metro Program and the director of the Metropolitan Institute at Virginia Tech. Lang, who was the lead author of “Mountain Megas,” is a leading expert on the Intermountain region and the author of many books and articles on its development trajectory, including *Boomburbs: The Rise of America’s Accidental Cities*. Additional expertise will be contributed by Robert Puentes, a Brookings fellow who directs the Metro Program’s Metropolitan Infrastructure Initiative.

*

For more information, please contact: Mark Muro, 202.797.6315, mmuro@brookings.edu

Statement of Work

Objective:

The Maricopa Association of Governments desires a document which motivates adjoining CoGs/MPOs (CAG and PAG) to join forces in further developing the Sun Corridor as an economic entity by describing the global and North America forces that impact MAG and vice versa.. The paper would be the first iteration of attempts by MAG and others to conduct the planning and analysis necessary to develop Maricopa County, the Sun Corridor, then the Intermountain West (and eventually the entire NAFTA corridor) as more than just infrastructure and transportation but as a job creation and economic development “cluster”.

Background:

Many, but most recently Brooking Institute, have demonstrated the immense pressure from anticipated, startling fast demographic growth that will impact the Arizona, Nevada, Utah, Colorado, New Mexico region (the southern half of the Intermountain West). Among the challenges will be staying ahead of the job, infrastructure, environment, and education curves.

Visionary planners see the value in thinking outside their boxes and overcoming the “white map syndrome” where planning stops at the jurisdiction boundary. The MAG has had initial discussions with adjoining planners but has been unable to date to move them to actively collaborate on futures. The MAG also correctly realizes that forces outside Maricopa, Arizona, even North America affect them.

Much is known about the local, state and regional influences and a bit even about projects being developed in Mexico that affect MAG, but less is known and much sought to be understood about North American (Port of Prince Rupert for example) and global (Panama Canal expansion for example) factors impacting MAG today and in the future.

Elements:

MAG requests development of a paper which describes outer forces/drivers affecting MAG to include but not be limited to:

- Current actual and projected freight shipments through Arizona by modality,
- Regional (the greater binational southwest) transportation scenarios,
- Economic “cluster” hypotheses,
- Political and economic climate and outlook
- Air, sea and land ports of entry potentials,
- Natural competitive advantage (climate, universities, location, etc.),
- Sustainability challenges, and
- Public-private partnership options.

The report will take the form of a SWOT analysis.

Partners:

The following sources will be consulted and their information, insights and innovations synthesized:

- Arizona-Canada Business Council
- Arizona Mexico Commission
- Canadian Transport Research Forum
- CanAMex Corridor
- Consejo de Mexicano de Asuntos Internacionales
- North American Competitiveness Transportation Research Council
- States of Arizona, Baja California, California, and Sonora

As well as experts at ASU UoA, NACTS universities, and from our Board and Faculty Council

Period of Performance and Milestones:

Feb 6-April 6, 2009 as Phase I of several planned research projects.

Kick Off Feb 6

Outline by Feb 13

Consultation March 6

Draft March 27

Final April 6

Budget:

Staff, consulting, and associated (production, travel, etc.) expenses total \$12,000 including all fringe and indirect costs.

Contact;

D. Rick Van Schoik, Director

nacts@asu.edu, 480 965-1846

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2009

SUBJECT:

ADOT Portion of the American Recovery and Reinvestment Act Funds

SUMMARY:

On February 18, 2009, staff reported to the Transportation Policy Committee that MAG expected to receive approximately \$99 to \$180 million of the Arizona Department of Transportation (ADOT) portion of the American Recovery and Reinvestment Act (ARRA) funds. Staff noted that the State Transportation Board would be considering the MAG allocation at its meeting on February 20, 2009. The State Transportation Board allocated \$129.4 million to the MAG region. On February 25, 2009, the Regional Council approved a ranked list of projects cooperatively developed with ADOT for the portion of the ARRA funds totaling approximately \$194 million. Please see the attached table and map that shows the project list, which also includes other ADOT projects that are non-prioritized shown on p. 2.

The Regional Council also approved having the Chair of the Regional Council send a letter to the State Transportation Board forwarding the projects and also to send a letter to the Senate and House leadership requesting assistance in MAG receiving an equitable share of the ADOT portion of the ARRA funds. On March 3, 2009, the State Transportation Board met to consider projects for the ADOT portion of the ARRA funds. The attached memorandum provides further information.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. This information and discussion are timely since 50 percent of the ADOT/State portion of the ARRA funds are required to be obligated within 120 days after the Federal Highway Administration releases their official funding tables.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds, including the ARRA funds, need to be shown and programmed in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation. This programming process is discussed through the MAG Committee process.

POLICY: This amendment request is in accord with MAG guidelines. The federal planning requirements for the ARRA funds remain. Federal law requires that the financial plan be developed by the Metropolitan Planning Organization (MPO) in cooperation with the state and transit operator. The state and transit operator must provide the MPO with estimates of available federal and state funds. Also, projects for federal discretionary funds need to be cooperatively developed between MAG and ADOT.

ACTION NEEDED:

Information, discussion, and possible action.

PRIOR COMMITTEE ACTIONS:

MAG Regional Council: On February 25, 2009, the MAG Regional Council approved the list of projects listed in priority order for the Arizona Department of Transportation portion of the American Recovery and Reinvestment Act funds of 2009 and that the projects be forwarded to the Arizona Department of Transportation contingent upon projects finally selected receiving the necessary administrative adjustments and amendments to the MAG Transportation Improvement Program and air quality conformity and consultation. Further that the Chair of the Regional Council to send a letter to the State Transportation Board and Chairs of the Arizona House and Senate committees with the responsibility for transportation on behalf of the Regional Council requesting that the formula for the ADOT portion of the American Recovery and Reinvestment Act funds take the State Transportation Acceleration Needs (STAN) projects in this region totaling \$94 million off the top of the funds before the allocation is made. Intervention by the State legislative leadership is requested due to ADOT previously being directed to hold two of the MAG projects totaling \$74 million that were ready to advertise in October 2008 and one project ready in January 2009 for \$20 million. This enabled the Arizona Legislature to sweep the funds from this region to assist with state budget issues, with the legislative understanding being that the funding swept would come off the top of the ADOT American Recovery and Reinvestment Act funds before the allocation is made in order to not penalize the MAG region.

MEMBERS ATTENDING

- | | |
|---|--|
| <p>Councilmember Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park,
Vice Chair</p> <p># Councilmember Robin Barker, Apache
Junction</p> <p># Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye</p> <p>* Mayor Wayne Fulcher, Carefree</p> <p>* Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage</p> <p># Treasurer Pamela Mott for President Clinton
Pattea, Fort McDowell Yavapai Nation
Mayor Jay Schlum, Fountain Hills
Mayor Fred Hull, Gila Bend
Lt. Governor Joseph Manuel for Governor
William Rhodes, Gila River Indian
Community</p> <p># Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear</p> | <p>* Mayor Frank Montiel, Guadalupe
Supervisor Max W. Wilson, Maricopa Co.
Vice Mayor Kyle Jones for Mayor Scott
Smith, Mesa</p> <p>* Mayor Vernon Parker, Paradise Valley
Councilmember Ron Aames for Mayor Bob
Barrett, Peoria</p> <p># Mayor Arthur Sanders, Queen Creek</p> <p>* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
Mayor Lyn Truitt, Surprise</p> <p># Mayor Hugh Hallman, Tempe</p> <p>* Mayor Adolfo Gamez, Tolleson</p> <p># Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
Victor Flores, State Transportation Board
Vacant, Citizens Transportation Oversight
Committee</p> |
|---|--|

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

CONTACT PERSON:

Eric J. Anderson (602) 254-6300.

March 3, 2009

TO: Members of the MAG Management Committee

FROM: Eric Anderson, Transportation Director

SUBJECT: ACTION BY THE STATE TRANSPORTATION BOARD ON THE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)

The State Transportation Board met today to discuss and approve projects for the Arizona Department of Transportation (ADOT) portion of the American Recovery and Reinvestment Act (ARRA). The Board reaffirmed the previous action of the Board to allocate the \$350 million of funding to MAG, PAG and the balance of the state. At the Board meeting on February 20, 2009, the Board agreed that 37 percent of the funding would be allocated to the MAG region, 13 percent to the PAG region, and 50 percent the remaining 13 counties. The allocation to the MAG region is about \$129.4 million. There was no consideration of the impact of the sweep of the Statewide Transportation Acceleration Needs (STAN) account by the legislature that resulted in a loss of \$94 million of funding for the MAG region.

ADOT staff presented the list of projects in priority order to the Board. For the most part, the list presented followed the priorities approved by the MAG Regional Council on February 25, 2009. ADOT staff struck the Williams Gateway freeway project, which was the third project on the MAG priority list, from the list presented to the Board. ADOT staff did not believe this project would be eligible for stimulus funding since the Environmental Assessment (EA) is still underway. This means that projects one through six on the MAG list, with the exception of the Williams Gateway Freeway project, will be funded with the \$129.4 million of ADOT funds allocated to the MAG region. MAG staff will be working with ADOT to ensure that the remaining priority projects as approved by the Regional Council are presented in the MAG priority order. ADOT staff had also put other projects in the MAG region in priority order without discussion with MAG staff. MAG staff testified at the Board meeting that the Regional Council action prioritized only the first 13 projects and the remaining projects submitted to ADOT were not in priority order.

An issue that was discussed at the meeting relates to the provision of the ARRA that states that priority be given to projects in economically disadvantaged areas as defined by the U.S. Economic Development Administration (EDA). According to information provided by the Federal Highway Administration, the counties of Maricopa, Pima and Coconino are not economically disadvantaged as defined by EDA. The remaining 12 counties do meet the definition. Further clarification of this provision in the ARRA is being sought by ADOT.

If you have any questions, please contact me at the MAG Office.

A Voluntary Association of Local Governments in Maricopa County

**List of Highway Projects in the MAG Region for the ADOT/State Portion of
American Recovery and Reinvestment Act - 2009 Funds
Approved at Regional Council 2-25-2009**

COOPERATIVELY DEVELOPED ADOT PROJECTS									
Priority Order	Current Funding	TIP #	Prop. 400 Project	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	Cummulative Total
1	State (STAN)	DOT09-815	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	2009	\$43,200,000	This project was advanced from Phase IV (2021-2026). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded.	\$43,200,000
2	State (STAN)	DOT09-818	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	2009	\$22,500,000	This project was advanced from Phase IV (2021-2026). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded. The project was originally programmed with \$30.5 million in State-STAN funds, but project estimate is lower.	\$65,700,000
3	State (STAN)	Not in TIP	Yes	SR802: L202 to Ellsworth	Design & ROW	Not in TIP	\$20,400,000	This project was advanced from Phase III (2016-2020). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded. The design component is \$12 million. The completion of the Environmental Assessment is uncertain at this time. This project will not be ready to obligate in 120 days.*	
4	NHS	DOT09-6C00R	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	2009	\$45,000,000	The project is projected to be ready to advertise by June 2009.	\$110,700,000
5	NHS	DOT07-332	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	\$11,200,000	Project is ready to advertise.	\$121,900,000
6	State	DOT12-840	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	2009	\$9,125,000	This project is connected to the Prop. 400 Arterial Projects - PEO100-07AC2 & PEO100-07AC1 The Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hill - \$20,000,000 is currently being funded with 100% of Peoria funds; ADOT is the lead on both the TI, and Frontage U-turn.	\$131,025,000
7	NHS	DOT06-613	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$20,000,000	Project is ready to advertise.	\$151,025,000
8	State	DOT08-673	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,600,000	Added to Freeway Life Cycle Program in 2006.	\$154,625,000
9	State	Not in TIP	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.	\$157,625,000
10*	Not in TIP	Not in TIP	Yes	Loop 101: Olive Avenue	TI Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*	\$160,625,000
11*	State	DOT10-6C32	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*	\$162,625,000
12*	Not in TIP	Not in TIP	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*	\$164,125,000
13*	Not in TIP	Not in TIP	Yes	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*	\$174,125,000
TOTAL							\$194,525,000		

* The four projects in the Cooperatively Developed list will not be ready to obligate in 120 days.

OTHER ADOT PROJECTS - NON-PRIORITIZED PROP. 400 PROJECTS							
Current Funding	TIP #	Prop. 400 Project	Project Location	Project Description	Fiscal Year	Total Cost	Project Notes
RARF	DOT10-828	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	2010	\$23,000,000	The project is projected to be ready to advertise by November 2009.
NHS/RARF	Breakout from the DOT12-846	Yes	Loop 303: Greenway to Mountain View	Construction	2012	\$135,000,000	Conformity would have to be redetermined. This project is being advanced from 2012 to 2010.
STP-AZ/State	DOT07-323	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.	2010	\$2,500,000	This is a carry-over from Prop. 300.
TOTAL						\$160,500,000	

OTHER ADOT PROJECTS - NON-PRIORITIZED & NON-PROP. 400 PROJECTS							
Current Funding	TIP #	Prop. 400 Project	Project Location	Project Description	Fiscal Year	Total Cost	Project Notes
Not in TIP	Not in TIP	No	SR 87: Gilbert - Shea	Pavement Preservation	Not in TIP	\$3,000,000	
Not in TIP	Not in TIP	No	Loop 202: MP 10 - MP 17	Sign Replacement	Not in TIP	\$1,150,000	
Not in TIP	Not in TIP	No	SR 51: MP 7 - MP 14	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-10: MP 112 - MP 129	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-10: MP 129 - MP 146	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-17: MP 194 - MP 201	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-8: Gila Bend Rest Area	Pavement Preservation	Not in TIP	\$10,000,000	
Not in TIP	Not in TIP	No	I-8: MP 121 - Rest Area	Pavement Preservation	Not in TIP	\$21,000,000	
Not in TIP	Not in TIP	No	US 60: San Domingo - Whitmann	Pavement Preservation	Not in TIP	\$11,000,000	
Not in TIP	Not in TIP	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation	Not in TIP	\$3,777,000	
Not in TIP	Not in TIP	No	Various Routes	Guard Rails	Not in TIP	\$1,800,000	
Not in TIP	Not in TIP	No	I-17: 19th Avenue - 16th Street	Pavement Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	Not in TIP	\$3,000,000	
TOTAL						\$62,227,000	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... *for your review*

DATE:

March 3, 2009

SUBJECT:

MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds Project and Allocation Scenarios

SUMMARY:

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates 30 percent (\$156.57 million) of Arizona's funding to local jurisdictions. The amount being sub-allocated to MAG has not been officially transmitted yet by the Federal Highway Administration, however, MAG staff believes about \$88 million would be allocated directly to the MAG region. Metropolitan Planning Organizations (MPOs) have one year to obligate the funds. The Transportation Policy Committee met on February 18, 2009, and requested that a set of scenarios be developed to fund projects for the MAG sub-allocated portion of the ARRA funds. These scenarios were presented and discussed at the MAG Transportation Review Committee meeting on February 26, 2009.

Scenario #1 has an A option and a B option. Scenario #1 is a Member Agency Allocation; option A calculates a minimum agency allocation and then adds population to the minimum agency allocation. Option B provides jurisdictions with a minimum agency allocation and calculates population distribution after the minimum agency allocations are provided. MAG has historically used option A calculations when considering member agency allocations.

Scenario #2 presents an option of using the MAG sub-allocation to fund Proposition 400 freeway projects in addition to the ADOT/State Portion. The projects in the list are the remaining Freeway/Highway ADOT projects approved in priority order by Regional Council, which are not funded by the ADOT/State Portion. These total \$43.1 million. In addition, there is a table of Freeway Non-prioritized Prop. 400 projects totaling \$160.5 million. The projects in this scenario total more than \$200 million. If Scenario #2 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount.

Scenario #3 presents an option of using the MAG sub-allocation to fund Freeway projects and local Arterial projects in the Arterial Life Cycle Program (ALCP) that are in Proposition 400. The projects in the Freeway list are the remaining Freeway/Highway ADOT projects approved in priority order by Regional Council, which are not funded by the ADOT/State Portion. These total \$43.1 million. In addition, there is a table of Freeway Non-prioritized Prop. 400 projects totaling \$160.5 million. The projects in the freeway tables total more than \$200 million. There are four ALCP projects with TIP status A and NEPA status A, which means that they could obligate in the short term; these projects total \$49.8 million. There are an additional four ALCP projects that have other TIP and NEPA rankings that could possibly obligate within one year, which total \$138 million. Together, the Freeway/Highway and Arterial projects total over \$388 million. If Scenario #3 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount.

Scenario #4 shows the list of Freeway/Highway ADOT led projects, local Arterial projects in the Arterial Life Cycle Program (ALCP), and Transit projects in the Transit Life Cycle Program (TLCP) that are in Proposition 400. The projects in the Freeway list are the remaining Freeway/Highway ADOT projects approved in priority order by Regional Council, which are not funded by the ADOT/State Portion. These total \$43.1 million. In addition, there is a table of Freeway Non-prioritized Prop. 400 projects totaling \$160.5 million. The projects in the freeway tables total more than \$200 million. There are four ALCP projects with TIP status A and NEPA status A, which means that they could obligate in the short term; these projects total \$49.8 million. There are an additional four ALCP projects that have other TIP and NEPA rankings that could possibly obligate within one year, which total \$138 million. The Transit list provided in this table includes Prop. 400 projects that are not in the recommended scenario per the February 27, 2009, Regional Public Transportation Authority (RPTA) Memorandum. Fleet acquisition projects are also not included per the RPTA Board recommendation that they are not to be funded with ARRA funds. Together, the Freeway/Highway, Arterial, and Transit projects in this Scenario #4 total \$828 million. If Scenario #4 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount. Using the Prop. 400 allocation, the Arterial would receive \$9.3 million (10.5%), Transit would receive \$29.5 million (33.3%), and the Freeway/Highway section would receive \$49.8 million (56.2%). Please note, there maybe updated Transit material presented at the meeting.

Scenario #5 lists projects that are ready to obligate with the TIP status of A and NEPA status of A or B. There are three calculations in this Scenario due to the nature of Transportation Enhancement (STP-TEA) funded projects. The ARRA directs \$15 million of STP-TEA funds statewide and at this time, it is unsure how the state will program these funds. In preparation, the MAG region has identified seven STP-TEA projects that are ready to obligate any possible additional funding through ARRA. The amount needed to fund projects in the TIP Status A and NEPA Status A list is \$84 million. Adding the STP-TEA projects, raises the needed funding amount to \$95 million, and then adding projects in the TIP Status A and NEPA Status B list increases the funding need to \$121 million. If Scenario #5 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount.

This item is on the agenda for information, discussion and possible action to recommend a scenario for projects/allocation of the MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act of 2009 funds.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. The ARRA requires the MPO sub-allocated funds to be obligated within one year of enactment of legislation.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds, including the ARRA funds, need to be shown and programmed in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation. This programming process is discussed through the MAG Committee process.

POLICY: This amendment request is in accord with MAG guidelines. The federal planning requirements for the ARRA funds remain.

ACTION NEEDED:

Information, discussion, and possible action to recommend a scenario for projects/allocation of the MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act funds.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: The scenarios for the MAG Sub-Allocation portion of the American Recovery and Reinvestment Act of 2009 were presented at the February 26, 2009, Transportation Review Committee meeting.

MEMBERS ATTENDING

Phoenix: Tom Callow	Maricopa County: Mike Sabatini for John Hauskins
ADOT: Steve Hull for Floyd Roehrich	Mesa: Scott Butler
Avondale: David Fitzhugh	* Paradise Valley: Robert M. Cicarelli
Buckeye: Scott Lowe	Peoria: David Moody
Chandler: Patrice Kraus	Queen Creek: Mark Young
El Mirage: Pat Dennis for Lance Calvert	RPTA: Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for Mary O'Connor
* Gila Bend: Vacant	Surprise: Randy Overmyer
Gila River: Sreedevi Samudrala for David White	Tempe: Carlos de Leon
Gilbert: Tami Ryall	Valley Metro Rail: John Farry
Glendale: Terry Johnson	Wickenburg: Gary Edwards
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce Robinson
Guadalupe: Jim Ricker	
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Jim Hash	*Pedestrian Working Group: Brandon Forrey
* Street Committee: Darryl Crossman	*Transportation Safety Committee: Kerry Wilcoxon
*ITS Committee: Mike Mah	

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

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

SCENARIO #1A Member Agency Allocation						
Jurisdiction	Share of County	Population Distribution	Minimum Agency Allocation of \$250K Plus Population	Minimum Agency Allocation of \$500K Plus Population	Minimum Agency Allocation of \$750K Plus Population	Minimum Agency Allocation of \$1 Million Plus Population
Apache Junction *1 *2	0.007%	\$ 6,137	\$ 255,636	\$ 505,134	\$ 754,633	\$ 1,004,131
Avondale	1.922%	\$ 1,705,260	\$ 1,815,916	\$ 1,926,571	\$ 2,037,227	\$ 2,147,882
Buckeye	1.257%	\$ 1,115,573	\$ 1,274,414	\$ 1,433,256	\$ 1,592,097	\$ 1,750,939
Carefree	0.099%	\$ 87,843	\$ 330,665	\$ 573,487	\$ 816,309	\$ 1,059,131
Cave Creek	0.129%	\$ 114,168	\$ 354,838	\$ 595,509	\$ 836,180	\$ 1,076,851
Chandler	6.128%	\$ 5,436,869	\$ 5,242,597	\$ 5,048,326	\$ 4,854,055	\$ 4,659,784
El Mirage	0.844%	\$ 748,574	\$ 937,404	\$ 1,126,235	\$ 1,315,066	\$ 1,503,896
Fort McDowell *1	0.021%	\$ 18,332	\$ 266,834	\$ 515,336	\$ 763,838	\$ 1,012,340
Fountain Hills	0.652%	\$ 578,345	\$ 781,086	\$ 983,827	\$ 1,186,567	\$ 1,389,308
Gila Bend	0.048%	\$ 42,258	\$ 288,805	\$ 535,352	\$ 781,899	\$ 1,028,446
Gila River *1 *2	0.069%	\$ 61,004	\$ 306,019	\$ 551,034	\$ 796,049	\$ 1,041,064
Gilbert	5.387%	\$ 4,779,300	\$ 4,638,762	\$ 4,498,223	\$ 4,357,685	\$ 4,217,147
Glendale	6.230%	\$ 5,527,173	\$ 5,325,522	\$ 5,123,872	\$ 4,922,222	\$ 4,720,571
Goodyear	1.490%	\$ 1,322,323	\$ 1,464,270	\$ 1,606,217	\$ 1,748,164	\$ 1,890,111
Guadalupe	0.150%	\$ 133,269	\$ 372,379	\$ 611,489	\$ 850,599	\$ 1,089,709
Litchfield Park	0.128%	\$ 113,317	\$ 354,057	\$ 594,798	\$ 835,538	\$ 1,076,278
Mesa	11.527%	\$ 10,226,975	\$ 9,641,282	\$ 9,055,590	\$ 8,469,897	\$ 7,884,204
Paradise Valley	0.362%	\$ 321,357	\$ 545,098	\$ 768,838	\$ 992,579	\$ 1,216,319
Peoria *2	3.901%	\$ 3,460,829	\$ 3,428,029	\$ 3,395,229	\$ 3,362,429	\$ 3,329,629
Phoenix	39.155%	\$ 34,739,826	\$ 32,151,077	\$ 29,562,328	\$ 26,973,579	\$ 24,384,830
Queen Creek *2	0.585%	\$ 519,028	\$ 726,616	\$ 934,204	\$ 1,141,792	\$ 1,349,380
Salt River *1	0.172%	\$ 153,045	\$ 390,539	\$ 628,033	\$ 865,527	\$ 1,103,021
Scottsdale	6.077%	\$ 5,391,492	\$ 5,200,929	\$ 5,010,366	\$ 4,819,802	\$ 4,629,239
Surprise	2.727%	\$ 2,419,697	\$ 2,471,973	\$ 2,524,248	\$ 2,576,524	\$ 2,628,799
Tempe	4.329%	\$ 3,840,909	\$ 3,777,051	\$ 3,713,193	\$ 3,649,335	\$ 3,585,477
Tolleson	0.171%	\$ 152,031	\$ 389,608	\$ 627,185	\$ 864,761	\$ 1,102,338
Wickenburg	0.162%	\$ 143,330	\$ 381,618	\$ 619,906	\$ 858,194	\$ 1,096,482
Youngtown	0.164%	\$ 145,106	\$ 383,249	\$ 621,391	\$ 859,534	\$ 1,097,677
Balance of County	6.109%	\$ 5,420,121	\$ 5,227,219	\$ 5,034,316	\$ 4,841,413	\$ 4,648,510
Total	100%	\$ 88,723,493	\$ 88,723,493	\$ 88,723,493	\$ 88,723,493	\$ 88,723,493

Jurisdictions would have to identify specific projects for the use of the Economic Recovery funds. The normal federal requirements still hold; this is a reimbursement program. It is suggested that projects that have an 'A' or a 'B' status for TIP and NEPA are used. Projects that would require a lengthy NEPA/environmental review process, 'C' projects, are not good candidates for these funds. The projects will have to be identified and agreed to prior to amending the TIP.

JURISDICTION POPULATION UPDATE
2005 CENSUS SURVEY and JULY 1, 2008

Note: These figures are preliminary and are subject to change. Totals may not add due to rounding.

*1 Included in "Balance of County" in 2005 Census Survey.

*2 Maricopa County portion only.

Sources: U.S. Bureau of the Census Year 2005 Census Survey, Arizona Department of Commerce, Maricopa Association of Governments

Approved by the Maricopa Association of Governments Regional Council, December 3, 2008.

SCENARIO #1B Member Agency Allocation						
Jurisdiction	Share of County	Population Distribution	Minimum Agency Allocation of \$250K	Minimum Agency Allocation of \$500K	Minimum Agency Allocation of \$750K	Minimum Agency Allocation of \$1 Million
Apache Junction *1 *2	0.007%	\$ 6,137	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Avondale	1.922%	\$ 1,705,260	\$ 1,669,615	\$ 1,606,759	\$ 1,532,254	\$ 1,452,369
Buckeye	1.257%	\$ 1,115,573	\$ 1,092,253	\$ 1,051,134	\$ 1,002,392	\$ 950,132
Carefree	0.099%	\$ 87,843	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Cave Creek	0.129%	\$ 114,168	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Chandler	6.128%	\$ 5,436,869	\$ 5,323,220	\$ 5,122,819	\$ 4,885,272	\$ 4,630,577
El Mirage	0.844%	\$ 748,574	\$ 732,926	\$ 705,334	\$ 750,000	\$ 1,000,000
Fort McDowell *1	0.021%	\$ 18,332	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Fountain Hills	0.652%	\$ 578,345	\$ 566,256	\$ 544,938	\$ 750,000	\$ 1,000,000
Gila Bend	0.048%	\$ 42,258	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Gila River *1 *2	0.069%	\$ 61,004	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Gilbert	5.387%	\$ 4,779,300	\$ 4,679,397	\$ 4,503,233	\$ 4,294,417	\$ 4,070,527
Glendale	6.230%	\$ 5,527,173	\$ 5,411,637	\$ 5,207,907	\$ 4,966,415	\$ 4,707,489
Goodyear	1.490%	\$ 1,322,323	\$ 1,294,683	\$ 1,245,942	\$ 1,188,167	\$ 1,126,222
Guadalupe	0.150%	\$ 133,269	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Litchfield Park	0.128%	\$ 113,317	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Mesa	11.527%	\$ 10,226,975	\$ 10,013,197	\$ 9,636,234	\$ 9,189,399	\$ 8,710,307
Paradise Valley	0.362%	\$ 321,357	\$ 314,640	\$ 500,000	\$ 750,000	\$ 1,000,000
Peoria *2	3.901%	\$ 3,460,829	\$ 3,388,486	\$ 3,260,921	\$ 3,109,711	\$ 2,947,585
Phoenix	39.155%	\$ 34,739,826	\$ 34,013,650	\$ 32,733,149	\$ 31,215,304	\$ 29,587,886
Queen Creek *2	0.585%	\$ 519,028	\$ 508,179	\$ 519,028	\$ 750,000	\$ 1,000,000
Salt River *1	0.172%	\$ 153,045	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Scottsdale	6.077%	\$ 5,391,492	\$ 5,278,792	\$ 5,080,063	\$ 4,844,499	\$ 4,591,930
Surprise	2.727%	\$ 2,419,697	\$ 2,369,118	\$ 2,279,928	\$ 2,174,207	\$ 2,060,854
Tempe	4.329%	\$ 3,840,909	\$ 3,760,622	\$ 3,619,047	\$ 3,451,231	\$ 3,271,300
Tolleson	0.171%	\$ 152,031	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Wickenburg	0.162%	\$ 143,330	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Youngtown	0.164%	\$ 145,106	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Balance of County	6.109%	\$ 5,420,121	\$ 5,306,823	\$ 5,107,039	\$ 4,870,224	\$ 4,616,314
Total	100%	\$ 88,723,493	\$ 88,723,493	\$ 88,723,473	\$ 88,723,493	\$ 88,723,493

Jurisdictions would have to identify specific projects for the use of the Economic Recovery funds. The normal federal requirements still hold; this is a reimbursement program. It is suggested that projects that have an 'A' or a 'B' status for TIP and NEPA are used. Projects that would require a lengthy NEPA/environmental review process, 'C' projects, are not good candidates for these funds. The projects will have to be identified and agreed to prior to amending the TIP.

JURISDICTION POPULATION UPDATE

2005 CENSUS SURVEY and JULY 1, 2008

Note: These figures are preliminary and are subject to change. Totals may not add due to rounding.

*1 Included in "Balance of County" in 2005 Census Survey.

*2 Maricopa County portion only.

Sources: U.S. Bureau of the Census Year 2005 Census Survey, Arizona Department of Commerce, Maricopa Association of Governments

Approved by the Maricopa Association of Governments Regional Council, December 3, 2008.

SCENARIO #2

Use the \$88.7 Million MAG Sub-Allocation 100% for Freeway/Highway Projects in Addition to the ADOT/State Portion*

* There is a total of \$88,723,493 sub-allocated to MAG; it would have to be decided which projects receive funding.

COOPERATIVELY DEVELOPED ADOT PROJECTS

These projects were prioritized by the MAG Regional Council on 2-25-09 and are the not funded by the ADOT/State Portion

Priority Order	Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	
7	NHS	A	DOT06-613	Yes	ADOT	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$20,000,000	Project is ready to advertise.	
8	State	A	DOT08-673	Yes	ADOT	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,600,000	Added to Freeway Life Cycle Program in 2006.	
9	State	B-C	Not in TIP	Yes	ADOT	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.	
10	Not in TIP	B-C	Not in TIP	Yes	ADOT	Loop 101: Olive Avenue	TI Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*	
11	State	A	DOT10-6C32	Yes	ADOT	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*	
12	Not in TIP	B	Not in TIP	Yes	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*	
13	Not in TIP	B	Not in TIP	Yes	ADOT	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*	
									TOTAL	\$43,100,000	

ADOT PROJECTS - NON PRIORITIZED PROP. 400 PROJECTS

Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes		
RARF	A	DOT10-828	Yes	ADOT	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	2010	\$23,000,000	The project is projected to be ready to advertise by November 2009.		
NHS/RARF	C	Breakout from the DOT12-846	Yes	ADOT	Loop 303: Greenway to Mountain View	Construction	2012	\$135,000,000	Conformity would have to be redetermined. This project is being advanced from 2012 to 2010.		
STP-AZ/State	A	DOT07-323	Yes	ADOT	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street improvements	2010	\$2,500,000	This is a carry-over from Prop. 300.		
									TOTAL	\$160,500,000	

SCENARIO #3

Use the \$86.7 Million MAG Sub-Allocation to fund Freeway (in addition to the ADOT/State portion) and Arterial Projects in Prop. 400*

* There is a total of \$88,723,493 sub-allocated to MAG; it would have to be decided which projects receive funding between the Freeway and Arterial projects

COOPERATIVELY DEVELOPED ADOT PROJECTS

These projects were prioritized by the MAG Regional Council on 2-25-09 and are not funded by the ADOT/State Portion.

Priority Order	Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	
7	NHS	A	DOT06-613	Yes	ADOT	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$20,000,000	Project is ready to advertise.	
8	State	A	DOT08-673	Yes	ADOT	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,600,000	Added to Freeway Life Cycle Program in 2006.	
9	State	B-C	Not in TIP	Yes	ADOT	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.	
10	Not in TIP	B-C	Not in TIP	Yes	ADOT	Loop 101: Olive Avenue	TI Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*	
11	State	A	DOT10-6C32	Yes	ADOT	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*	
12	Not in TIP	B	Not in TIP	Yes	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*	
13	Not in TIP	B	Not in TIP	Yes	ADOT	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*	
									TOTAL	\$43,100,000	

ADOT PROJECTS - NON PRIORITIZED PROP. 400 PROJECTS

Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes		
RARF	A	DOT10-828	Yes	ADOT	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	2010	\$23,000,000	The project is projected to be ready to advertise by November 2009.		
NHS/RARF	C	Breakout from the DOT12-846	Yes	ADOT	Loop 303: Greenway to Mountain View	Construction	2012	\$135,000,000	Conformity would have to be redetermined. This project is being advanced from 2012 to 2010.		
STP-AZ/State	A	DOT07-323	Yes	ADOT	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street improvements	2010	\$2,500,000	This is a carry-over from Prop. 300.		
									TOTAL	\$160,500,000	

SCENARIO #3 - continued

ALCP Projects Identified with TIP Status - A & NEPA Status A*											
Current Funding	TIP Status	NEPA Status	TIP #	Prop. 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	
RARF/Local	A	A	CHN120-07C	Yes	Chandler	Chandler Boulevard/Dobson Road Intersection Improvements	Add dual left turns, right turns, auxiliary thru lanes, bus pullouts and related improvements	2009	\$ 10,383,000		
RARF/Local	A	A	PEO100-07AC2 & PEO100-07AC1	Yes	Peoria	Loop 101: Beardsley Phase I	The project extends Beardsley Road from 83rd Ave to the New Frontage Road along Loop 101. Roadway, Bridge and Bank Stabilization are the major project components.	2009	\$ 17,000,000	This project is currently planned as a CM@Risk project, however, it could be combined with Phase 2 (frontage road) to be led by ADOT. There are no ADOT funds for this project.	
Local	A	A	DOT12-840	Yes	ADOT	Loop 101: Beardsley Rd / Union Hills - Phase 2	Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hills	2009	\$20,000,000	This project is being constructed by ADOT with 100% of funding from the City of Peoria. This project is in the Arterial Life Cycle Program	
STP-MAG	A	A	FTH07-301	No	Fountain Hills	Shea Blvd. - Palisades Blvd. to Fountain Hills Blvd.	Widen for 3rd WB Lane, Bike Lane, Sidewalk, and Overlay	2009	\$ 2,484,000	The Total Cost listed for this project is the Local cost. There are currently STP-MAG funds committed to the project.	
									TOTAL	\$ 49,867,000	

ALCP Projects Identified with other TIP and NEPA rankings*											
Current Funding	TIP Status	NEPA Status	TIP #	Prop. 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	
RARF & Local	A	C	SRP100-10C1	Yes	Scottsdale	Pima Road: McDowell to Via Linda	Roadway widening	2010	\$ 58,566,126	With the help of ADOT consultant team, project could possibly obligate within one year.	
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi Agency	Northern Parkway - Overpass at Sarival	Project will be to build the overpass at Sarival.	Not in TIP	\$ 30,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.	
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi Agency	Northern Parkway - Overpass at El Mirage	Project will be to build the overpass at El Mirage.	Not in TIP	\$ 30,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.	
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi Agency	Northern Parkway - Overpass at Reems	Project will be to build the overpass at Reems.	Not in TIP	\$ 20,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.	
									TOTAL	\$ 138,566,126	

* There is a total of \$88,723,493 sub-allocated to MAG; it would have to be decided which projects receive funding between the Freeway and Arterial projects

SCENARIO #4

Use the \$88.7 Million MAG Sub-Allocation to fund Arterial, Transit, and Freeway Projects found in Prop. 400*

Prop. 400 Percent Allocation: Arterial - \$9.3 million (10.5%), Transit - \$29.5 million (33.3%), and Freeway - \$49.8 million (56.2%)

* There is a total of \$88,723,493 sub-allocated to MAG; it would have to be decided which projects receive funding between the Freeway, Arterial, and Transit projects.

COOPERATIVELY DEVELOPED ADOT PROJECTS

These projects were prioritized by the MAG Regional Council on 2-25-09 and are the not funded by the ADOT/State Portion.

Priority Order	Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
7	NHS	A	DOT06-613	Yes	ADOT	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$20,000,000	Project is ready to advertise.
8	State	A	DOT08-673	Yes	ADOT	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,600,000	Added to Freeway Life Cycle Program in 2006.
9	State	B-C	Not in TIP	Yes	ADOT	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.
10	Not in TIP	B-C	Not in TIP	Yes	ADOT	Loop 101: Olive Avenue	TI Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*
11	State	A	DOT10-6C32	Yes	ADOT	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*
12	Not in TIP	B	Not in TIP	Yes	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*
13	Not in TIP	B	Not in TIP	Yes	ADOT	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*
TOTAL									\$43,100,000	

ADOT PROJECTS - NON PRIORITIZED PROP. 400 PROJECTS

Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	
RARF	A	DOT10-828	Yes	ADOT	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	2010	\$23,000,000	The project is projected to be ready to advertise by November 2009.	
NHS/RARF	C	Breakout from the DOT12-846	Yes	ADOT	Loop 303: Greenway to Mountain View	Construction	2012	\$135,000,000	Conformity would have to be redetermined. This project is being advanced from 2012 to 2010.	
STP-AZ/State	A	DOT07-323	Yes	ADOT	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street improvements	2010	\$2,500,000	This is a carry-over from Prop. 300.	
TOTAL									\$160,500,000	

SCENARIO #4 - continued

ALCP Projects Identified with TIP Status - A & NEPA Status A*										
Current Funding	TIP Status	NEPA Status	TIP #	Prop. 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
RARF/ Local	A	A	CHN120-07C	Yes	Chandler	Chandler Boulevard/Dobson Road Intersection Improvements	Add dual left turns, right turns, auxiliary thru lanes, bus pullouts and related improvements	2009	\$ 10,383,000	
RARF/ Local	A	A	PEO100-07AC2 & PEO100-07AC1	Yes	Peoria	Loop 101: Beardsley Phase I	This project constructs the City of Peoria's portion of the Beardsley Connector. The project extends Beardsley Road from 83rd Ave to the New Frontage Road along Loop 101. Roadway, Bridge and Bank Stabilization are the major project components.	2009	\$ 17,000,000	This project is currently planned as a CM@Risk project, however, it could be combined with Phase 2 (frontage road) to be led by ADOT. There are no ADOT funds for this project.
Local	A	A	DOT12-840	Yes	ADOT	Loop 101: Beardsley Rd / Union Hills - Phase 2	Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hills	2009	\$20,000,000	This project is being constructed by ADOT with 100% of funding from the City of Peoria. This project is in the Arterial Life Cycle Program
STP-MAG	A	A	FTH07-301	No	Fountain Hills	Shea Blvd. - Palisades Blvd. to Fountain Hills Blvd.	Widen for 3rd WB Lane, Bike Lane, Sidewalk, and Overlay	2009	\$ 2,484,000	The Total Cost listed for this project is the Local cost. There are currently STP-MAG funds committed to the project.
TOTAL*									\$ 49,867,000	

ALCP Projects Identified with other TIP and NEPA rankings*										
Current Funding	TIP Status	NEPA Status	TIP #	Prop. 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
RARF & Local	A	C	SRP100-10C1	Yes	Scottsdale	Pima Road: McDowell to Via Linda	Roadway widening	2010	\$ 58,566,126	With the help of ADOT consultant team, project could possibly obligate within one year.
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi-Agency	Northern Parkway - Overpass at Sarival	Project will be to build the overpass at Sarival.	Not in TIP	\$ 30,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi-Agency	Northern Parkway - Overpass at El Mirage	Project will be to build the overpass at El Mirage.	Not in TIP	\$ 30,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi-Agency	Northern Parkway - Overpass at Reems	Project will be to build the overpass at Reems.	Not in TIP	\$ 20,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.
TOTAL*									\$ 138,566,126	

SCENARIO #4 - continued

TRANSIT PROJECTS

This list of projects include Prop. 400 projects that are not in the proposed scenario as proposed per February 27, 2009 RPTA Memorandum. Fleet Acquisition projects are not included in the list since the RPTA. There will most likely be additional information regarding transit at the Management meeting; additional projects or tables maybe presented.

Operating Costs	TIP Status	NEPA Status	TIP ID	Prop 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
n/a	A	A		Yes	VMR	CPEV LRT	Security Enhancements		\$9,000,000	These improvements were not included in the initial Central Phoenix/East Valley LRT Project because funding was not available. Falls under Listed CEs (23 CFR 771.117(c)) that does not need further NEPA approval by the FTA
n/a	B	A		Yes	Phoenix	South facility	Upgrade/rehab		\$30,000,000	Expand/rehab maintenance facility
n/a	B	A		Yes	RPTA	Regional	Security projects		\$5,000,000	Security improvements at RPTA facilities
	B	A		Yes	RPTA	Regional	ITS/VMS projects		\$30,000,000	Purchase of replacement equipment for regional VMS and ITS systems
	B	A		Yes	Tempe	EVBOM	Expansion/Upgrade		\$12,744,200	Expansion/upgrade to provide additional bus parking shade srtructures; full LNG/bio-diesel fueling capability; and parking area for new generation of neighborhood circulator buses
	A	B	GLN12-811T	Yes	Glendale	Glendale/Grand	Transit Center		\$4,400,000	Regional transit center currently in design
	A	B	MES12-809T	Yes	Mesa	US 60/Country Club	Park and Ride		\$9,800,000	Regional park and ride currently in site selection process
	A	B	TMP09-805T	Yes	Tempe	South Tempe	Transit Center		\$14,800,000	Regional transit center/park and ride. Currently in site selection process
	A	B	VMR09-804T	Yes	VMR	Northwest Corridor	LRT Extension - Phase 1 Capital Improvements		\$102,000,000	The design for this project is 95% complete and a contractor has been hired. This project would require an EA to comply with NEPA. Draft enviornmental tech reports have been completed to support an EA.
	A	B		Yes	VMR	Tempe South Corridor	BRT Park-and-Rides and Transit Centers		\$40,000,000	An Alternatives Analysis and Conceptual Engineering are nearly complete for this project. Minimal land acquisition is required. A Categorical Exclusion will be required to comply with NEPA.
	A	B		Yes	VMR	Northwest Corridor	LRT Extension - Phase 1 Park-and-Ride Construction		\$16,000,000	The design for this project is 95% complete and a contractor has been hired. A Categorical Exclusion will be required to comply with NEPA.
	B	B		Yes	Glendale	Arrowhead Towne Center	Transit center and park-and-ride		\$17,252,661	Regional multi-use park and ride and transit center currently in design process.
TOTAL*									\$290,996,861	

* There is a total of \$88,723,493 sub-allocated to MAG; it would have to be decided which projects receive funding between the Freeway, Arterial, and Transit projects.

SCENARIO #5

Use the \$88.7 Million MAG Sub-Allocation to fund Local Sponsored Projects that are categorized as TIP Status A & NEPA Status A, with Transportation Enhancement projects, and Projects that are categorized as TIP Status A & NEPA Status B*

* There is a total of \$88,723,493 sub-allocated to MAG, it would have to be decided which projects receive funding.

TIP STATUS - A & NEPA STATUS A											
Current Funding	TIP #	Prop. 400	Agency	Project Location	Project Description	Total Cost	Current Federal	Current Local/Reg. Cost	TIP Status	NEPA Status	Project Notes
CMAQ	AVN08-624	No	Avondale	McDowell Road: Aqua Fria Bridge to 119th Avenue (North Side)	Construct pedestrain improvements on the north side of McDowell Road	\$ 700,000	\$ 497,000	\$ 203,000	A	A	Please Clarify the NEPA Status and add notes if needed. Has already gone through Local government but has not bid. P.S. & E at 98% Completion, Environmental Clearance-Obtained Utility Clearance-Obtained & ROW Clearance-Obtained
CMAQ	AVN11-706AC & AVN11-706FIN	No	Avondale	Buckeye Road: Avondale Blvd to 117th Alignment	construct sidewalks and landscaping	\$600,000	\$ 305,900	\$ 294,100	A	A	Project has finished the federal process and is out for advertisement. Project is advance constructed.
RARF/ Local	CHN120-07C	Yes	Chandler	Chandler Boulevard/Dobson Road Intersection Improvements	Add dual left turns, right turns, auxiliary thru lanes, bus pullouts and related improvements	\$ 10,383,000		\$ 10,383,000	A	A	
STP-MAG	FTH07-301	Yes	Fountain Hills	Shea Blvd. - Palisades Blvd. to Fountain Hills Blvd.	Widen for 3rd WB Lane, Bike Lane, Sidewalk, and Overlay			\$ 2,484,000	A	A	The Total Cost listed for this project is the Local cost. There are currently STP-MAG funds committed to the project.
CMAQ	FTH09-602	No	Fountain Hills	Fountain Hills Blvd.: Fayette Dr to Fountain Hills Middle School	Sidewalk and Overlay (Project in TIP is just for sidewalk)	\$ 1,730,000	\$ 354,200	\$ 1,375,800	A	A	Project in TIP is just for sidewalk
CMAQ	GLB05-107R	No	Gilbert	Eastern Canal: Baseline Rd to Guadalupe Rd (Santan Vista Trail Phase I)	Design & construct multi-use path	\$ 1,000,000	\$ 549,769	\$ 450,231	A	A	
CMAQ	GLB06-201R	No	Gilbert	Eastern Canal: Guadalupe Rd to Elliot Rd (Santan Vista Trail Phase II)	Design & construct multi-use path	\$ 1,000,000	\$ 500,000	\$ 500,000	A	A	
CMAQ	GLB07-302	No	Gilbert	Eastern Canal: Elliot Rd to Warner Rd (Santan Vista Trail phase III)	Design & construct multi-use path	\$ 1,000,000	\$ 636,000	\$ 364,000	A	A	
STP-HES	GLN05-501	No	Glendale	51st Avenue at Northern Avenue	Improve intersection by adding turn lane, bus bay, and raised medians.	\$ 1,159,710	\$ 900,000	\$ 259,710	A	A	All federal approvals have been completed. Holding for ADOT to award contract.
CMAQ	GLN08-604	No	Glendale	63rd Avenue at Loop 101 Expressway	Multi-use overpass over Loop 101. Overpass is 290 feet in length with 14-foot wide bicycle/pedestrian bridge.	\$ 6,488,705	\$ 1,657,383	\$ 4,831,322	A	A	All federal approvals have been completed. Holding for ADOT to award contract.
CMAQ	LPK05-101C, LPK13-901	No	Litchfield Park	Litchfield Road - North of Wigwam Blvd.	Pedestrian Underpass	\$ 2,237,744	\$ 886,420	\$ 1,351,324	A	A	Plans, specifications and cost estimate are 60% complete

Current Funding	TIP #	Prop. 400	Agency	Project Location	Project Description	Total Cost	Current Federal	Current Local/Reg. Cost	TIP Status	NEPA Status	Project Notes
STP-Rural/CMAQ	MMA09-610	No	Maricopa County	Rio Verde Drive: Forest Road to 136th St. Alignment	Pave shoulders to include a bicycle lane	\$ 1,440,000	\$ 507,500	\$ 932,500	A	A	Please Clarify the NEPA Status and add notes if needed. RESPONSE: NEPA submittal anticipated by Feb 17, 2009. Could obligate funds within 75 days. MAG & FHWA STP-Rural Check.
CMAQ	PEO06-202C	No	Peoria	91 Avenue and Olive Avenue Intersection	Design, ROW acquisition and construction of the widening existing intersection to accommodate 3 thru lanes each direction, dual left turn lanes and separate right turn lanes, reconstruction of traffic signal, landscape/irrigation, and utility relocation. Environmental, utility, ROW clearances have been received. 100% plans have been submitted to ADOT.	\$ 3,776,388	\$ 800,000	\$ 2,976,388	A	A	The ROW, utility and environmental clearances have been issued by ADOT for this project.
CMAQ	PEO07-312	No	Peoria	Skunk Creek Corridor: 75th Ave to New River confluence (follows Greenway Ave)	Develop multi-use path	\$ 1,350,000	\$ 900,000	\$ 450,000	A	A	
CMAQ	PEO08-602	No	Peoria	84th Ave: Peoria Ave to Monroe St	Pedestrian Improvements	\$ 4,000,000	\$ 1,164,057	\$ 2,835,943	A	A	
RARF/Local	PEO100-07AC2 & PEO100-07AC1	Yes	Peoria	Loop 101: Beardsley Phase I	This project constructs the City of Peoria's portion of the Beardsley Connector. The project extends Beardsley Road from 83rd Ave to the New Frontage Road along Loop 101. Roadway, Bridge and Bank Stabilization are the major project components.	\$ 17,000,000		\$ 17,000,000	A	A	This project is currently planned as a CM@Risk project, however, it could be combined with Phase 2 (frontage road) to be led by ADOT. There are no ADOT funds for this project.
Local	DOT12-840	Yes	Peoria / ADOT	Loop 101: Beardsley Rd / Union Hills - Phase 2	Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hills	\$20,000,000		\$ 20,000,000	A	A	This project is being constructed by ADOT with 100% of funding from the City of Peoria. This project is in the Arterial Life Cycle Program
CMAQ	SCT08-608	No	Scottsdale	Indian Bend Wash: Jackrabbit Rd. to Chaparral Rd.	Construct new pedestrian/bicycle underpass and multi-use path	\$ 1,640,000	\$ 907,451	\$ 732,549	A	A	Project cleared by ADOT
STP/CMAQ	DOT09-6C00R*	No	Surprise	Grand Avenue widening and Dysart/Grand intersection upgrade	Intersection Improvement in Partnership with ADOT.	\$ 3,000,000		\$ 3,000,000	A	A	Project added due to FHWA eligibility. Environmental Clearance by ADOT for Grand Avenue Widening Project from 99 Avenue to SR 303 as part of ADOT managed RTP project
CMAQ	TMP04-102	No	Tempe	Curry Road- Scottsdale Rd to McClintock Dr	Design and Construct Pedestrian Facilities	\$ 1,288,820	\$ 902,160	\$ 386,660	A	A	
CMAQ	TMP-07-312	No	Tempe	West Dam: South Bank to North Bank	Construct Bicycle/Pedestrian Bridge	\$ 6,150,000	\$ 1,750,000	\$ 4,400,000	A	A	
CMAQ	TMP04-+104R	No	Tempe	Western Canal	Construct Multi-Use Path	\$ 9,500,000	\$ 3,350,000	\$ 6,150,000	A	A	

Current Funding	TIP #	Prop. 400	Agency	Project Location	Project Description	Total Cost	Current Federal	Current Local/Reg. Cost	TIP Status	NEPA Status	Project Notes
CMAQ	TMP-08-602	No	Tempe	College Ave- US60 to Apache BLVD	Construct Bike Improvements	\$ 4,550,000	\$ 2,550,000	\$ 2,000,000	A	A	College is on ly func classed from Southern to Apache (STP eligible)
CMAQ	TMP-09-802	No	Tempe	Citywide	Purchase and install MMUs in all traffic control cabinets	\$ 203,348	\$ 135,950	\$ 67,398	A	A	ONLY ON FUNC CLASS ROADWAYS
CMAQ	TMP-10-803	No	Tempe	Citywide	Install Video Detection System	\$ 486,988	\$ 305,568	\$ 181,420	A	A	ONLY ON FUNC CLASS ROADWAYS
CMAQ	TMP11-703	No	Tempe	Citywide	Install wireless communications and CCTV monitoring at 26 intersections	\$ 312,000	\$ 218,400	\$ 93,600	A	A	ONLY ON FUNC CLASS ROADWAYS
CMAQ	TMP12-804	No	Tempe	Citywide	Install Fiber Optic Cables	\$ 603,699	\$ 242,528	\$ 361,171	A	A	ONLY ON FUNC CLASS ROADWAYS
TOTAL						\$ 101,600,402	\$ 20,020,286	\$ 84,064,116			

Scenario #5 with STP-TEA PROJECTS

Current Funding	TIP #	Prop. 400	Agency	Project Location	Project Description	Total Cost	Federal Cost	Current Local*	TIP Status	NEPA Status	Project Notes
STP-TEA	MMA09-725	No	Maricopa County	Bush Highway: Usery Pass Road to Stewart Mountain Dam Road	Design and construct bicycle lane	\$ 1,137,000	\$ 500,000	\$ 637,000	A	A	Please Clarify the NEPA Status and add notes if needed. RESPONSE: NEPA compliance complete. Obligation authority anticipated in February.
STP-TEA & BR	MMA09-811	No	Maricopa County	Old US80 at Gila River	Bridge rehabilitation:scour protection; deck rehab; repair of rails & bent members; bearing pad repair, crash protection; painting, lighting, sidewalks.	\$ 7,450,000	\$ 1,500,000	\$ 5,950,000	A	A-B	
STP-TEA	MES11-812	No	Mesa	Consolidated Canal Bank (8th Street to Broadway Road)	Construct a 10-foot wide concrete multi-use path with lighting and signing.	\$ 2,000,000	\$ 500,000	\$ 1,500,000	A	B-C	
STP-TEA	SCT09-703	No	Scottsdale	Crosscut Canal: Thomas Rd. to Indian School Rd.	Construct new pedestrian/bicycle bridge and multi-use path	\$ 1,620,000	\$ 500,000	\$ 1,231,000	A	A	Project cleared by ADOT - Total cost is lower than TIP; TIP Total is \$1,731,000
STP-TEA	TMP09-704	No	Tempe	Croscut Canal -South End of Existing Path to Town Lake	Construct Multi-Use Path	\$ 1,971,235	\$ 500,000	\$ 1,471,235	A	A	
STP-TEA	PHX08-641	No	Phoenix	Papago Trail - Arcadia Portal. (ties into the intersection of Indian School Rd (FUNCTIONALLY CLASSIFIED) and 48th Dr)	Design and construct multi-use trail enhancements.	\$ 830,282	\$ 500,000	\$ 330,282	A	A	
STP-TEA	PHX08-642	No	Phoenix	Three Historic Phoenix Neighborhoods	Restore 123 historic streetlights	\$ 377,970	\$ 328,133	\$ 49,837	A	A-B	
TOTAL						\$ 15,386,487	\$ 4,328,133	\$ 11,169,354			

TOTAL WITH TEA PROJECTS	\$ 116,986,889	\$ 24,348,419	\$ 95,233,470
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Scenario #5 with TIP STATUS - A & NEPA STATUS B

Eligible	Current Funding	TIP #	Agency	Project Location	Project Description	Total Cost	Current Federal Funding	Current Local/Reg. Cost	TIP Status	NEPA Status	Project Notes
Yes	CMAQ	FTH11-801	Fountain Hills	Shea Blvd. from 142nd Street to Eagle Mountain Parkway. Southside only	Multi-use path/Sidewalk	\$ 500,000	\$ 273,000	\$ 227,000	A	B	Please Clarify the NEPA Status and add notes if needed
STP	Local	GDY07-304C	Goodyear	Yuma Road Bridge over Bullard Wash	New construction	\$ 8,000,000		\$ 8,000,000	A	B	
Yes	Local	MMA09-811	Maricopa County	Old US80 Bridge over Gila River	Bridge rehabilitation: Scour protection; deck rehab; repair of rails & bent members; bearing pad repair, crash protection.	\$ 7,450,000	\$ 1,500,000	\$ 5,950,000	A	B	CE in progress - submittal expected in March-April timeframe. Could not likely obligate funding within 75 days.
Yes	CMAQ	MES09-809	Mesa	Broadway (West city limit to Country Club Dr.), Dobson Rd. (Broadway to Southern), Alma School Dr. (Broadway to Southern), Baseline (Harris to Lindsay)	Fiber Optic Lines - Signal System Phase 4A. Install fiber optic communication lines, convert signals and traffic cameras to new control system, and install additional traffic cameras and detectors.	\$ 1,900,000	\$ 651,254	\$ 1,248,746	A	B	NEPA started,--clearance will take more than 90 days but less than one year.
Yes	CMAQ	MES10-810	Mesa	Southern Ave (West city limits to Extension Rd.), Alma School Rd. (Southern to Baseline), Baseline Rd. (West city limit to Horne), Mesa Dr. (Baseline to US 60), Longmore (Southern to US 60), and Extension (Southern to Grove)	Fiber Optic Lines - Signal System for US 60 Connectivity, Phase 4B. Install fiber optic communication lines, convert signals and traffic cameras to new control system, and install additional traffic cameras and detectors.	\$ 2,500,000	\$ 709,973	\$ 1,790,027	A	B	NEPA started,--clearance will take more than 90 days but less than one year. Depends on what the project is, Please specify Project description
Yes	Bridge	PHX09-829	Phoenix	Throughout City of Phoenix	Bridge Systems Maintenance: Upgrades of computer software for bridge inspection	\$69,000		\$69,000	A	B	
Yes	STP/BR	PHX09-828	Phoenix	Bridge Inspection Program (PHX09-828)	Inspection of bridges, upgrades of computer software and rental of necessary inspection equipment	\$500,000		\$ 500,000	A	B	There is \$250,000 in TIP for Local Costs
Yes	STP/BR	PHX09-827	Phoenix	Bridge Rehabilitation (PHX09-827)	Bridge Rehabilitation Program	\$ 58,000		58000	A	B	Rehabilitation and strengthening the bridges to carry standard design loads.
Yes	CMAQ	SCT09-611	Scottsdale	Scottsdale Rd.: Roosevelt St. to Earl Dr.	Upgrade sidewalks, add bicycle lanes, access management, transit shelters, streetscape	\$ 7,000,000	\$ 2,458,415	\$ 4,541,585	A	B	Project clearance nearly complete
Yes	CMAQ	SCT09-805	Scottsdale	South Scottsdale	Replace traffic signal controllers and cabinets	\$ 500,000	\$ 525,000	\$ (25,000)	A	B	Request to fund local match
Yes	CMAQ	SCT12-813	Scottsdale	South Scottsdale	Replace traffic signal controllers and cabinets	\$ 500,000	\$ 249,054	\$ 250,946	A	B	Request to fund local match
Yes	CMAQ/STP	TMP12-806	Tempe	LRT Corridor	CCTV Monitoring Stations	\$ 425,099	\$ 285,456	\$ 361,171	A	B	
Yes	CMAQ	TMP10-620	Tempe	Broadway Road Between Rural Road and Mill Ave	Pedestrian and Bike Improvement	\$ 5,500,000	\$ 2,571,780	\$ 2,928,220	A	B	
TOTAL						\$ 34,902,099	\$ 9,223,932	\$ 25,899,695			

TOTAL WITH AA and AB projects with TEA \$ 151,888,988 \$ 33,572,351 \$ 121,133,165

* There is a total of \$88,723,493 sub-allocated to MAG, it would have to be decided which projects receive funding.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2009

SUBJECT:

MAG Regional Portion of the American Recovery and Reinvestment Act - Transit

SUMMARY:

The American Recovery and Reinvestment Act (ARRA) regional portion for transit is in the range of \$65 to \$75 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days. The Regional Planning Transportation Authority (RPTA) board met on February 19, 2009, and recommended project selection criteria. RPTA, MAG, and member agencies are working collaboratively in this analysis. A memorandum from RPTA explaining a draft ARRA transit funding scenario recommendation is attached for your review. The Board is expected to meet on March 19, 2009, for further review.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. This information and discussion are timely since 50 percent of the transit portion of the ARRA funds are required to be obligated within 180 days after the Federal Highway Administration releases their official funding tables.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds, including the ARRA funds, need to be shown and programmed in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation. This programming process is discussed through the MAG Committee process.

POLICY: This amendment request is in accord with MAG guidelines. The federal planning requirements for the ARRA funds remain. Federal law requires that the financial plan be developed by the Metropolitan Planning Organization (MPO) in cooperation with the state and transit operator. The state and transit operator must provide the MPO with estimates of available federal and state funds.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.



Regional Public Transportation Authority

302 N. First Avenue, Suite 700, Phoenix, Arizona 85003

602-262-7433, Fax 602-495-0411

Date

February 27, 2009

Subject

DRAFT American Recovery and Reinvestment Act (ARRA) Project Recommendations

Discussion

There are three main sources of formula funding for the region: 5307 and 5340 formula funds for the Phoenix-Mesa urbanized area, 5307 and 5340 formula funds for the Avondale urbanized area and 5309 Fixed Guideway Modernization formula funds for the Phoenix-Mesa urbanized area. Each source of funding will require its own grant application and set of projects. The funds for each urbanized area cannot be shifted between areas.

The Board of Directors approved a set of criteria for use in recommending projects for ARRA funding through the formula programs. The criteria were applied to the full list of projects and the remaining eligible projects were evaluated. Although not a criterion, there was some concern at the Board that funds would be spent on facilities for which no operating funds were available. This was considered during the project review.

Avondale Urbanized Area Formula Funds – The preliminary apportionment of funds for the Avondale area is \$1,333,602. There are not any Prop 400 projects that are ready to go in the Avondale area. In order to obligate the funds timely, the recommendation is to fund non-Prop 400 projects. The Goodyear Park-and-Ride is 30 percent complete with design work and should be ready to begin construction by July 2009. Avondale would like to do some preliminary work for a future park-and-ride in Avondale. The recommendation is to fund Avondale's site selection and preliminary design, with the remaining funds to the Goodyear Park-and-Ride for construction.

<i>Project</i>	<i>Amount Requested</i>	<i>Amount Recommended</i>
Avondale park-and-ride site selection	\$250,000	\$250,000
Goodyear park-and-ride construction	\$13,137,928	\$1,083,602
<i>Total</i>	<i>\$13,387,928</i>	<i>\$1,333,602</i>

Fixed Guideway Modernization – There is a small apportionment of funds through this program for the Phoenix-Mesa urbanized area. The funds must be spent on specific

projects that are related to the area's fixed guideway system, which includes the high occupancy vehicle lanes on freeways. Park-and-ride facilities that feed into the freeway system are eligible projects. The recommendation is to allocate these funds, \$640,070, to the Happy Valley Park-and-Ride in north Phoenix.

<i>Project</i>	<i>Amount Requested</i>	<i>Amount Recommended</i>
Happy Valley Park-and-Ride	\$14,606,108	\$640,070

Phoenix-Mesa Urbanized Area Formula Funds – The preliminary apportionment to the Phoenix Mesa urbanized area is \$64,421,217.

The first priority for the projects remaining on the list is to upgrade existing facilities to ensure that they are ready for future service. The Mesa maintenance facility, the Phoenix South maintenance facility, the East Valley maintenance facility and Central Station are all existing facilities in the TLCP that require some upgrades to ensure they are at full readiness for future growth. These projects will not significantly increase operating expenses. Funding these projects now – all are accelerations of TLCP projects except the EVBOM upgrades – will ensure that the facilities are ready when the economy turns around and the region is able to increase the amount of transit service. However, the Phoenix South facility upgrade is not at the same state of readiness as the other projects.

The Mesa facility expansion requested \$10 million for the expansion. The TLCP has programmed \$11.9 million. It is recommended that the full request amount of \$10 million be allocated to this project.

The East Valley facility was constructed recently with local, regional and federal funds. However, due to fiscal constraints, the facility was not constructed to the full scope. The requested \$7.2 million would upgrade the facility to the full scope that was designed. Although no additional funds are programmed in the TLCP, it is recommended to allocate the full amount requested.

Upgrades to Central Station are programmed in the TLCP at approximately \$7.8 million. Phoenix has requested \$10 million to upgrade the facility. A small portion of the \$10 million is either in existing grants or programmed in the TIP. It is recommended that this project be allocated the amount programmed in the TLCP. This will avoid any supplanting issues on this project.

The regional park-and-ride lots on the light rail line were constructed with regional and federal funds. Shade canopies were not constructed due to fiscal constraints. The \$15 million request would build shade canopies to protect vehicles during the summer months especially. It is recommended that approximately half of the requested funds be allocated to this project.

The Arizona Avenue bus rapid transit project is unlikely to receive federal funds through any other program. It may qualify for Very Small Starts funds, but is on the low end of the performance criteria. With any significant competition for funds, it is very unlikely

that the project would receive an award. It is recommended that the full cost of the project be allocated. Since this project is programmed in the TIP, this creates a supplanting issue. To address this issue, it is recommended that the Tempe South bus rapid transit project be advanced to utilize the programmed regional funds, while still pursuing opportunities for additional federal funds for this project through other programs.

The Happy Valley Park-and-Ride currently has funds in awarded grants and in the TIP. An additional \$10.6 million is requested to construct the facility to the full design scope. The full request amount includes funds currently programmed. It is recommended that this project be allocated the additional unprogrammed funds in order to avoid any supplanting issues. The amount recommended along with the funds in the Fixed Guideway Modernization apportionment equal the requested \$10.6 million for additional scope.

<i>Project</i>	<i>Amount Requested</i>	<i>Amount Recommended</i>
Mesa facility expansion	\$10,000,000	\$10,000,000
East Valley facility expansion	\$7,200,000	\$7,200,000
Central Station upgrades	\$10,000,000	\$7,794,504
Park-and-Ride shade canopies	\$15,000,000	\$7,502,446
Arizona Avenue Bus Rapid Transit	\$21,920,000	\$21,920,000
Happy Valley Park-and-Ride	\$14,606,108	\$10,004,267
<i>Total</i>	<i>\$78,726,108</i>	<i>\$64,421,217</i>

Unfunded Projects

There remain some projects that are unfunded but met the criteria and many unfunded projects that were simply not ready enough to proceed. Should the region receive additional funds, either flexed from highway funds or redistributed from other regions, it is recommended that the funds be applied first to the projects on the ready to go list in the following order: any unfunded amounts on the projects listed above in order, next to the Tempe South bus rapid transit corridor, then to the Phoenix South maintenance facility upgrades. Should any additional funds be allocated beyond those, the list of remaining projects, especially the attached list of projects with NEPA status B, will be re-evaluated for readiness and prioritized using a similar process.

In addition, it is recommended that any unfunded projects look to other federal programs to try and secure additional federal funds for the region. These other programs include New/Small Starts, Very Small Starts, the new FTA energy program, the new DOT multi-modal discretionary program and earmarking through appropriations and re-authorization.

Timeline

It is expected that the final apportionments will be published in the Federal Register by March 6. The region then has 180 days to obligate at least 50% of the apportioned funds. FTA has confirmed that the funds will be obligated on the date of grant award. Using March 6 as the date gives the region until September 2 to receive the grant

award. FTA has put some processes in place to try and accelerate the approval and award process. Accounting for these changes, such as concurrent FTA and Department of Labor (DOL) reviews, an optimistic estimate is that the process will take about 120 days. However, knowing that FTA will be flooded with grant applications from all regions under the same time constraints, it is reasonable to assume that the normal time frame may not apply. Allowing an additional 30 days for delays puts the process at approximately 150 days, allowing 30 days from March 6 for the decision making process to be complete. This means that the Board must act at its March 19 meeting or give staff the authority to select the projects by the beginning of April in order to not jeopardize any of the funds.

Contact Person

Paul Hodgins
Manager, Capital Programming
602-262-7433

Attachments

Avondale urbanized area project recommendations
Phoenix-Mesa urbanized area project recommendations

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

DATE:

March 3, 2009

SUBJECT:

Project Changes – Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program for Funding from the American Recovery and Reinvestment Act of 2009

SUMMARY:

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA). The components of the bill and policy implications are discussed in a separate agenda item: American Recovery and Reinvestment Act . In response to the expedited time frames for transportation projects in the Act, administratively modifying the 2008-2012 Transportation Improvement Program (TIP) and, as appropriate, the Regional Transportation Plan (RTP) 2007 Update, is necessary to move projects forward.

The FY 2008-2012 TIP and RTP 2007 Update were originally approved by the MAG Regional Council on July 25, 2007. On February 25, 2009, the MAG Regional Council voted to approve a cooperatively developed list of MAG Region Highway - ADOT/State projects in priority order for the ADOT portion of the ARRA funds of 2009 and that the projects be forwarded to the ADOT contingent upon projects finally selected receiving the necessary administrative adjustments and amendments to the MAG Transportation Improvement Program and air quality conformity and consultation. The Arizona State Transportation Board met on Tuesday, March 3, 2009, and agreed to fund the projects on the attached table with ARRA funds from the state. These five projects need to be administratively modified in the TIP to annotate the new funding source of American Recovery and Reinvestment Funds (ARRA).

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this Administrative Modification to the TIP will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: This Administrative Modification request is in accord with MAG guidelines.

ACTION NEEDED:

Recommend approval of administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and material cost changes to the ADOT Program, for funding from the American Recovery and Reinvestment Act of 2009 as shown in the attached table.

PRIOR COMMITTEE ACTIONS:

No prior Committee actions.

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

**Request for Project Change
Administrative Modifications to the FY08-12 TIP
Management Committee - March 2009**

Highway Projects - TIP FY2008-2012 Administrative Modifications										
TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	Federal Cost	Total Cost	Requested Change
DOT09-815	ADOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	2009	1	ARRA		\$43,200,000	\$ 43,200,000	Admin Mod: Change funding type from State (STAN funding not available) to American Recovery and Reinvestment Act (ARRA) funds.
DOT09-818	ADOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	2009	5	ARRA		\$22,500,000	\$ 22,500,000	Admin Mod: Change funding type from State (STAN funding not available) to American Recovery and Reinvestment Act (ARRA) funds. Budget has decreased from \$30.5 million to \$22.5 million.
DOT09-6C00R	ADOT	US 60: SR 303L - 99th Ave	10 Miles Widening	2009	10	ARRA		\$45,000,000	\$ 2,100,000	Admin Mod: Change funding type from NHS funds to American Recovery and Reinvestment Act (ARRA) funds.
DOT07-332	ADOT	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	1.7	ARRA		\$11,200,000	\$ 11,200,000	Admin Mod: Change funding type from NHS funds to American Recovery and Reinvestment Act (ARRA) funds.
DOT12-840	ADOT	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	2009	0.2	ARRA		\$9,125,000	\$ 9,125,000	Admin Mod: Change funding type from State funds to American Recovery and Reinvestment Act (ARRA) funds.

March 3, 2009

TO: Members of the MAG Management Committee

FROM: Kelly Taft, Communications Manager

SUBJECT: CENSUS 2010 OUTREACH EFFORTS

To assist jurisdictions in communicating the importance of filling out the Census 2010 questionnaire, MAG has implemented the "Count to '10" Census Outreach Group. The group has been working with the City of Phoenix Complete Count Committee Media Subcommittee on developing outreach strategies, including paid advertising. The groups have recommended two potential paid advertising approaches that include a mix of cable and network television buys, radio buys, print advertising, and minority media advertising. In an early draft proposal submitted by the City of Phoenix, the media effort has been estimated to range from \$369,000 to \$469,000, with the primary difference being whether network television advertising is used (cable advertising is considered under both recommended approaches). These numbers are still being refined, but under the draft proposal, which is attached, the breakdowns would be as follows:

Idea One

\$217,725 on general media.
\$121,500 on Spanish media.
\$29,820 on other minority media.
Total: \$369,045

Idea Two

\$317,045 on general media.
\$121,500 on Spanish media.
\$29,820 on other minority media.
Total: \$468,365

With Maricopa County being one of the fastest-growing regions in the country, accurate population counts are critical to our transportation modeling efforts and for conducting effective planning. For the decennial census, local governments have traditionally pooled their funding resources. This year, due to the extraordinary fiscal challenges facing the local governments, we have communicated with the Federal Highway Administration (FHWA) requesting using a portion of the MAG federal Surface Transportation Program (STP) funds to pay for 50 percent of the costs for these outreach-related expenses. The FHWA has responded that it will allow MAG to use its federal STP planning funds for half of the census advertising costs, with an understanding that the MAG federal funds portion would not exceed \$234,500.

In order for MAG to use its federal planning funds for this purpose, an amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget is necessary. In addition, in order for local governments to develop their 2010 budgets, MAG staff requests direction from the committee on a preferred media commitment scenario. In the meantime, in addition to the draft media buys proposal, also attached is a spreadsheet that shows a breakdown of costs by jurisdiction under the two commitment scenarios above, including columns demonstrating the costs if MAG federal funds are used. A refined proposal and spreadsheet will be presented at the meeting. Please contact me at the MAG office if you have any questions or concerns.

SHARE OF CENSUS 2010 MEDIA COMMITMENT SCENARIOS
BASED ON JULY 1, 2008 POPULATION
DRAFT

Jurisdiction	Total Population July 1, 2008	Share of Total	Idea One Scenario	Half of Idea One Scenario	Idea Two Scenario	Half of Idea Two Scenario
			\$369,045.00	\$184,522.50	\$468,365.00	\$234,182.50
Apache Junction *2	37,917	0.9%	\$3,475.61	\$1,737.80	\$4,410.99	\$2,205.49
Avondale	76,648	1.9%	\$7,025.83	\$3,512.91	\$8,916.67	\$4,458.33
Buckeye	50,143	1.2%	\$4,596.29	\$2,298.14	\$5,833.27	\$2,916.64
Carefree	3,948	0.1%	\$361.89	\$180.94	\$459.28	\$229.64
Cave Creek	5,132	0.1%	\$470.42	\$235.21	\$597.02	\$298.51
Chandler	244,376	6.1%	\$22,400.37	\$11,200.19	\$28,428.92	\$14,214.46
El Mirage	33,647	0.8%	\$3,084.20	\$1,542.10	\$3,914.25	\$1,957.12
Fort McDowell	824	0.0%	\$75.53	\$37.77	\$95.86	\$47.93
Fountain Hills	25,995	0.6%	\$2,382.79	\$1,191.40	\$3,024.07	\$1,512.03
Gila Bend	1,899	0.0%	\$174.07	\$87.03	\$220.92	\$110.46
Gila River *1	2,742	0.1%	\$251.34	\$125.67	\$318.98	\$159.49
Gilbert	214,820	5.3%	\$19,691.17	\$9,845.58	\$24,990.59	\$12,495.30
Glendale	248,435	6.2%	\$22,772.44	\$11,386.22	\$28,901.11	\$14,450.56
Goodyear	59,436	1.5%	\$5,448.12	\$2,724.06	\$6,914.35	\$3,457.18
Guadalupe	5,990	0.1%	\$549.06	\$274.53	\$696.83	\$348.42
Litchfield Park	5,093	0.1%	\$466.84	\$233.42	\$592.48	\$296.24
Mesa	459,682	11.4%	\$42,136.09	\$21,068.04	\$53,476.05	\$26,738.02
Paradise Valley	14,444	0.4%	\$1,323.99	\$661.99	\$1,680.31	\$840.15
Peoria *3	155,560	3.9%	\$14,259.18	\$7,129.59	\$18,096.72	\$9,048.36
Phoenix	1,561,485	38.8%	\$143,131.27	\$71,565.64	\$181,651.77	\$90,825.89
Queen Creek *2	23,827	0.6%	\$2,184.07	\$1,092.03	\$2,771.86	\$1,385.93
Salt River	6,879	0.2%	\$630.55	\$315.28	\$800.25	\$400.13
Scottsdale	242,337	6.0%	\$22,213.47	\$11,106.74	\$28,191.72	\$14,095.86
Surprise	108,761	2.7%	\$9,969.42	\$4,984.71	\$12,652.46	\$6,326.23
Tempe	172,641	4.3%	\$15,824.89	\$7,912.44	\$20,083.79	\$10,041.90
Tolleson	6,833	0.2%	\$626.34	\$313.17	\$794.90	\$397.45
Wickenburg	6,442	0.2%	\$590.50	\$295.25	\$749.42	\$374.71
Youngtown	6,522	0.2%	\$597.83	\$298.91	\$758.72	\$379.36
Balance of County	243,624	6.1%	\$22,331.44	\$11,165.72	\$28,341.44	\$14,170.72
Total	4,026,082	100.0%	\$369,045.01	\$184,522.48	\$468,365.00	\$234,182.51

Note: Totals may not add due to rounding.

*1 Maricopa County portion only.

*2 Maricopa County and Pinal County portions

*3 Maricopa County and Yavapai County portions

Sources: U.S. Bureau of the Census Year 2005 Census Survey, Arizona Department of Commerce, Maricopa Association of Governments

Maricopa County portions of July 1, 2008 population approved by the Maricopa Association of Governments Regional Council, December 3, 2008.

2010 Count to 10 Census Media Buy Campaign

Idea One

\$217,725 on General Media for
\$121,500 on Spanish-language Media
\$29,820 on Minority Media
\$369,045 Total

Additional Costs

\$10,000 on Graphic Designer
\$5,000 Video Production
\$3,000 Translations
\$18,000 Total

Idea Two

\$317,045 on General Media
\$121,500 on Spanish-language Media
\$29,820 on Minority Media
\$468,365 Total

- These ideas call for mainstay presence on radio for five weeks.
- The largest size of the budget covers the entire Valley with different programming – using literally every station. For efficiency, the spots are :30 second announcements.
- The next biggest component is Cable television. Sixty-five percent of the Valley is cabled and we cover:
 - *West Valley:* Glendale, Litchfield Park, El Mirage, Youngtown, Peoria, Sun City and Surprise
 - *East Valley:* Apache Junction, Gilbert, Mesa, Queen Creek and Carefree
 - *Phoenix*
 - *Southwest Valley:* Buckeye, Avondale, Cashion, Goodyear, Laveen and Tolleson
 - *Southeast Valley:* Chandler and Tempe
 - *Scottsdale:* Scottsdale, Fountain Hills and Paradise Valley
- All told, the campaign covers the market with about 2,000 spots.

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea One
\$217,725 Budget Recap

Weeks: March 8, 15, 22, 29 and April 5, 2010

<u>Medium</u>	<u>#Spots</u>	<u>One Week Total</u>
Radio	325	\$36,400
	20	N/C
Cable	59	\$7,145
One Week Total	384	
	20	N/C
Five Week Total	1,925	\$217,725
	100	N/C

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea One Radio Buys Valleywide

:15 second announcements – Weeks March 8, 15, 22, 29 and April 5

		<u>Weekly Spots</u>	<u>One-Week Total</u>
KEZ-FM	Adult Contemporary	15	\$2,100
KFYI-AM	News/Talk	20	\$2,800
KGME-AM	Sports	10	\$1,400
KMXP-FM	Adult Contemporary	15	\$2,100
KNIX-FM	Country	15	\$2,100
KOY-AM	Adult Standards	10	\$1,400
KYOT-FM	Jazz	15	\$2,100
KISS-FM	Contemporary	15	\$2,100
KTAR-FM	News/Talk	20	\$4,000
KOOL-FM	Oldies	20	\$2,000
KPKX-FM	Variety Hits	10	\$2,000
KDKB-FM	Album Rock	15	\$1,500
KMLE-FM	Country	15	\$1,500
KSLX-FM	Classic Rock	20	\$1,500
KAZG-AM	Oldies	20	N/C
	<u>One Week Total</u>	245 spots	\$29,600
		20 spots	N/C

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea One Television Buys Valleywide

:30 second announcements – Weeks March 8, 15, 22, 29 and April 5

<u>Cable</u>	<u>Weekly Spots</u>	<u>Weekly Total</u>
Discovery	3	\$585
ABC Family	4	\$540
CMT	10	\$450
TBS	4	\$780
Lifetime	6	\$1,260
Fox News	3	\$900
FX	7	\$990
MTV	6	\$900
Food Network	4	\$280
One Week Total	47	\$6685

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea Two
\$317,045 Budget Recap

Week of March 8

<u>Medium</u>	<u>#Spots/Insertions</u>	<u>Weekly Cost</u>
Radio	265	\$29,600
Cable	47	\$6,685
KPNX TV	8	\$6,200
KSAZ TV	5	\$5,600
KTVK TV	<u>11</u>	<u>\$4,350</u>
<u>One Week Total</u>	428	\$59,695

Week of March 15

Radio	265	\$29,600
Cable	47	\$6,685
KPNX TV	8	\$6,200
KPHO TV	8	\$4,915
KNXV TV	<u>12</u>	<u>\$3,820</u>
<u>One Week Total</u>	432	\$58,480

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Weeks of March 22 and 29

<u>Medium</u>	<u>#Spots/Insertions</u>	<u>Weekly Cost</u>
Radio	265	\$29,600
Cable	47	\$6,685
Newspaper	38	\$7,000
KPNX TV	8	\$6,200
KSAZ TV	5	\$5,600
KTVK TV	<u>11</u>	<u>\$4,350</u>
<u>One Week Total</u>	374	\$66,695
<u>Two Week Total</u>	748	\$133,390

Week of April 5

Radio	265	\$29,600
Cable	47	\$6,685
Newspaper	38	\$7,000
KPNX TV	8	\$6,200
KPHO TV	8	\$4,915
KNXV TV	<u>12</u>	<u>\$3,820</u>
<u>One Week Total</u>	378	\$65,480
<u>Five Week Total</u>	<u>1,986</u>	<u>\$317,045</u>

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Idea Two Radio Buys Valleywide

:15 second announcements – Weeks March 8, 15, 22, 29 and April 5

		<u>Weekly Spots</u>	<u>One-Week Total</u>
KEZ-FM	Adult Contemporary	15	\$2,100
KFYI-AM	News/Talk	20	\$2,800
KGME-AM	Sports	10	\$1,400
KMXP-FM	Adult Contemporary	15	\$2,100
KNIX-FM	Country	15	\$2,100
KOY-AM	Adult Standards	10	\$1,400
KYOT-FM	Jazz	15	\$2,100
KISS-FM	Contemporary	15	\$2,100
KTAR-FM	News/Talk	20	\$4,000
KOOL-FM	Oldies	20	\$2,000
KPKX-FM	Variety Hits	10	\$2,000
KDKB-FM	Album Rock	15	\$1,500
KMLE-FM	Country	15	\$1,500
KSLX-FM	Classic Rock	20	\$1,500
KAZG-AM	Oldies	20	N/C
	<u>One Week Total</u>	245 spots	\$29,600
		20 spots	N/C

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Television :30 second announcements

<u>Cable</u>	<u>Weekly Spots</u>	<u>Weekly Total</u>
Discovery	3	\$585
ABC Family	4	\$540
CMT	10	\$450
TBS	4	\$780
Lifetime	6	\$1,260
Fox News	3	\$900
FX	7	\$990
MTV	6	\$900
Food Network	4	\$280
One Week Total	47	\$6685

<u>KSAZ TV Fox 10</u>		
6-7 AM – AZ Morning	2	\$1,000
7-9 PM – Primetime	1	\$2,000
9-10 PM – News	2	\$2,600
One Week Total	5	\$5,600

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KTVK TV Channel 3

6-7 AM – Good Morning AZ	1	\$1,000
9 AM – 2 PM – Daytime	2	\$300
5-5:30 PM – News	1	\$1,200
7-10 PM – Primetime	1	\$800
10 AM – 5 PM – Rotation	5	\$750
10-11 PM – Two and ½ Men	<u>1</u>	<u>\$300</u>

One Week Total 11 spots \$4,350

KPHO TV Channel 5

7-8 AM – CBS Early Show	1	\$175
9 AM – Noon – Soaps/Games	2	\$800
7-10 PM – Primetime	1	\$1,800
10-10:30 PM – News	2	\$2,000
12 Midnight-1:10 AM – Movie	<u>2</u>	<u>\$140</u>

One Week Total 8 spots \$4,915

KNXV TV Channel 15

6-7 AM – News	2	\$420
7 AM – 4 PM – Daytime	2	\$400
5-5:30 AM – News	1	\$575
6-6:30 PM – News	1	\$675
10-10:30 PM – News	1	\$875
10:30 PM-Midnight – Kimmel	3	\$300
10-10:30 PM – Saturday News	1	\$500
10:35-11:35 PM – Lost (Sat.)	<u>1</u>	<u>\$75</u>

One Week Total 12 spots \$3,820

KPNX TV Channel 12

7-9 AM – Today Show	2	\$1,000
9 AM – 4 PM – Daytime	2	\$500
6-6:30 PM – News	1	\$900
7-10 PM – Primetime	1	\$1,500
10-10:30 PM – News	1	\$1,500
10:30 PM – Midnight – Tonight Show	<u>1</u>	<u>\$800</u>

One Week Total 8 spots \$6,200

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Arizona Republic

Community Newspaper

3 times per week in each
Zone – ¼ page ("4.938 x "4.954)

Phoenix	12 (4 zones)	\$1,700
Scottsdale	8 (2 zones)	\$1,300
Chandler	1	\$400
Tempe	1	\$400
Mesa	6 (2 zones)	\$800
Peoria	1	\$400
Glendale	6 (2 zones)	\$800
Gilbert	1	\$400
Avondale	1	\$400
Ahwatukee	<u>1</u>	<u>\$400</u>
<u>One Week Total:</u>	38 ads	\$7,000

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Spanish Language Media Buys

Television – Valleywide

:30 second announcements – Weeks March 8, 15 22, 29 and April 5

<u>Univision Channel 33</u>	<u>Weekly Spots</u>	<u>Weekly Total</u>
6-9 AM – Despierta	1	\$675
10-11 AM – Familia	1	\$675
10-10:30 PM – News	<u>1</u>	<u>\$3,000</u>
One Week Total	3	\$4,350
Five Week Total	15	\$21,750

Telemundo Channel 39

7-10 AM – Arizona Al Dia

5-6 PM – News

One Week Total	4	\$3,300
Five Week Total	20	\$16,500

Radio – Valleywide

:30 second announcements – Weeks March 8, 15, 22, 29 and April 5

		<u>Weekly Spots</u>	<u>Total</u>
KQMR/KOMR FM	Adult EZ Listening	20	\$2,000
KLNZ FM	Regional	20	\$2,000
KNAI FM	Regional	20	\$1,800
KVVA FM (Jose)	Adult Contemporary	20	\$1,000
KIDR AM	News/Talk	<u>20</u>	<u>\$500</u>
One Week Total		100	\$7,300
Five Week Total		500	\$36,500

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Publications – Valleywide

¼ page ads – Weeks March 8, 15, 22, 29 and April 5

	<u>Placements</u>	<u>Total</u>
Prensa Hispana	3	\$3,000
	2	N/C
La Voz	3	\$3,000
	2	N/C
TV y Mas	3	\$1,200
	2	N/C
Teleguia	3	\$1,200
	2	N/C
Teleritmo	3	\$900
	2	N/C
One Week Total	5	\$9,300
Five Week Total	25	\$46,500

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Minority Media Buys

Publications – Valleywide

Arizona Informant	3	\$2,664
	2	N/C
Asian American Times	3 (half page)	\$1,500
	2	N/C
Arizona Native Scene	3 (half page)	1,800
	2	N/C
One Week Total	3	\$5,964
Five Week Total	15	\$29,820

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MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2009

SUBJECT:

Development of the FY 2010 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 2010 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 14, 2009, and February 11, 2009. Because of the uncertainty of economic conditions, beginning with the FY 2009 Work Program, Dues and Assessments were not increased between FY 2008 and 2009. With the continuing uncertainty of economic conditions, MAG staff is proposing an overall reduction in the FY 2010 draft Dues and Assessments of fifty percent with changes for individual members because of population shifts.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees and policy committees and through 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 2010 were presented at the February 11, 2009, Management Committee meeting and the February 25, 2009, Regional Council meeting. An amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget is in process to use MAG Federal Highway Administration STP funds not to exceed \$234,500 to pay for half of the 2010 Census advertising costs. This is being considered by the management committee under a separate agenda item. The funding for this project is currently included in the FY 2010 carryforward projects and, if necessary, an adjustment will be made in April. Proposed new consultant projects for FY 2010 are less about three per cent from consultant project totals in FY 2009.

The FY 2010 budgeted capital for MAG shows an overall decrease of 30 percent from last year. This decrease in capital requests is due to the majority of capital being on a cyclical replacement schedule which is set up to rotate approximately every three years.

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 highlights the changes from the prior year budget in a summarized form. The summary document also includes the list of new projects with summary narrative, any changes to staff positions if necessary, 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 FY 2010 “MAG Programs in Brief.” The projects and the associated budget estimates represent draft budgeted amounts.
- Draft FY 2010 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

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

The draft of the FY 2010 MAG Unified Planning Work Program and Annual Budget has portions of the financial summary pages, narrative by division and associated program costs, and draft schedules in the budget appendix, including overall program allocations, funding by specific funding source, summary of budgeted positions, time estimates by position and program, dues and assessments, and consultant pages for new and carryforward consultants.

The draft budget also has information on the MAG region as a Transportation Management Area and as a Metropolitan Planning Organization. MAG 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.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January and February proposed new projects and dues and assessments were reviewed. MAG is presenting a draft summary for the FY 2010 budget document, “MAG Programs in Brief.” The format for this document 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:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was on the February 25, 2009, MAG Regional Council meeting agenda.

MEMBERS ATTENDING

Councilmember Peggy Neely, Phoenix, Chair
 Mayor Thomas Schoaf, Litchfield Park,
 Vice Chair
 # Councilmember Robin Barker, Apache Junction
 # Mayor Marie Lopez Rogers, Avondale

Mayor Jackie Meck, Buckeye
 * Mayor Wayne Fulcher, Carefree
 * Councilmember Dick Esser, Cave Creek
 Mayor Boyd Dunn, Chandler
 Mayor Fred Waterman, El Mirage

Treasurer Pamela Mott for President Clinton Pattea, Fort McDowell Yavapai Nation
Mayor Jay Schlum, Fountain Hills
Mayor Fred Hull, Gila Bend
Lt. Governor Joseph Manuel for Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
* Mayor Frank Montiel, Guadalupe
Supervisor Max W. Wilson, Maricopa Co.
Vice Mayor Kyle Jones for Mayor Scott Smith, Mesa
* Mayor Vernon Parker, Paradise Valley

Councilmember Ron Aames for Mayor Bob Barrett, Peoria
Mayor Arthur Sanders, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
Victor Flores, State Transportation Board
Vacant, Citizens Transportation Oversight Committee

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

This item was on the February 18, 2009, Executive Committee agenda.

MEMBERS ATTENDING

Vice Mayor Peggy Neely, Phoenix, Chair
Mayor Thomas L. Schoaf, Litchfield Park, Vice Chair
Mayor Marie Lopez Rogers, Avondale

Mayor Steven M. Berman, Gilbert
Mayor James M. Cavanaugh, Goodyear
Mayor Scott Smith, Mesa
Mayor Hugh Hallman, Tempe

* Not present
Participated by video or telephone conference call

This item was on the February 11, 2009, MAG Management Committee meeting agenda.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair
Patrice Kraus for Mark Pentz, Chandler
Matt Busby for George Hoffman, Apache Junction
Jeanine Guy, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Dr. Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
Romina Korke for John Fischbach, Goodyear
RoseMary Arellano, Guadalupe

Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
John Little, Scottsdale
Randy Oliver, Surprise
Jeff Kulaga for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Mark Hannah for Lloyce Robinson, Youngtown
Rakesh Tripathi for Victor Mendez, ADOT
Kenny Harris for David Smith, Maricopa Co.
David Boggs, Valley Metro/RPTA

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

This item was on the January 28, 2009, Regional Council agenda.

MEMBERS ATTENDING

- Councilmember Peggy Neely, Phoenix, Chair
- Mayor Thomas Schoaf, Litchfield Park, Vice Chair
- # Councilmember Robin Barker, Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- Mayor Wayne Fulcher, Carefree
- Councilmember Dick Esser, Cave Creek
- Mayor Boyd Dunn, Chandler
- Mayor Fred Waterman, El Mirage
- * President Clinton Pattea, Fort McDowell Yavapai Nation
- # Mayor Jay Schlum, Fountain Hills
- # Mayor Fred Hull, Gila Bend
- Lt. Governor Joseph Manuel for Governor William Rhodes, Gila River Indian Community
- * Mayor Steven Berman, Gilbert
- # Mayor Elaine Scruggs, Glendale
- Mayor James M. Cavanaugh, Goodyear
- * Mayor Frank Montiel, Guadalupe Supervisor Max W. Wilson, Maricopa Co.
- Mayor Scott Smith, Mesa
- # Mayor Vernon Parker, Paradise Valley
- Mayor Bob Barrett, Peoria
- # Mayor Art Sanders, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- * Mayor Jim Lane, Scottsdale
- Vice Mayor Joe Johnson for Mayor Lyn Truitt, Surprise
- # Mayor Hugh Hallman, Tempe
- # Mayor Adolfo Gamez, Tolleson
- # Mayor Kelly Blunt, Wickenburg
- Mayor Michael LeVault, Youngtown
- * Felipe Zubia, State Transportation Board
- Victor Flores, State Transportation Board
- David Martin, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

This item was on the January 20, 2009, Executive Committee agenda.

MEMBERS ATTENDING

- # Vice Mayor Peggy Neely, Phoenix, Vice Chair
- Mayor Thomas L. Schoaf, Litchfield Park, Treasurer
- Mayor Marie Lopez Rogers, Avondale
- Mayor Steven M. Berman, Gilbert
- Mayor James M. Cavanaugh, Goodyear
- Mayor Hugh Hallman, Tempe

* Not present

Participated by video or telephone conference call

This item was on the January 14, 2009, Management Committee agenda.

MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair
- Mark Pentz, Chandler, Vice Chair
- # George Hoffman, Apache Junction
- Matt Muckler for Jeanine Guy, Buckeye
- * Jon Pearson, Carefree
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghatti for Rick Davis, Fountain Hills
- * Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- George Pettit, Gilbert
- Ed Beasley, Glendale
- Romina Korke for John Fischbach, Goodyear
- RoseMary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- * Jim Bacon, Paradise Valley
- Susan Daladdung for Carl Swenson, Peoria
- Frank Fairbanks, Phoenix
- John Kross, Queen Creek

- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
Bridget Schwartz-Manock for John Little, Scottsdale
- * Randy Oliver, Surprise
Jeff Kulaga for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson

- Gary Edwards, Wickenburg
- * Lloyce Robinson, Youngtown
- * Victor Mendez, ADOT
Mike Sabatini for David Smith, Maricopa Co.
Mike Taylor for David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call

CONTACT PERSON:

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