MARICOPA ASSOCIATION of GOVERNMENTS

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

October 6, 2009

TO: Members of the MAG Management Committee

FROM: Mark Pentz, Chandler, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, October 14, 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 also being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those 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

MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
October 14, 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.	3. Information.
4. Executive Director's Report The MAG Executive Director will provide a report to the Management Committee on activities of general interest.	4. Information and discussion.
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 (*).	5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of September 16, 2009, Meeting Minutes	5A. Review and approval of the September 16, 2009, meeting minutes.

TRANSPORTATION ITEMS

*5B. 2009 Annual Report on Status of the Implementation of Proposition 400

A.R.S. 28-6354 requires that MAG issue an annual report on the status of regional transportation projects included in Proposition 400, which was approved by the voters in Maricopa County in November 2004. The 2009 Annual Report is the fifth report in this series and covers the status of the Life Cycle Programs for Freeways/Highways, Arterial Streets, and Transit. A Summary of Findings and Issues is included in the attached material and the full report is available on the MAG website. Please refer to the enclosed material.

5B. Information and discussion.

*5C. Amendment to the MAG FY 2010 Unified Planning Work Program and Annual Budget to Add Funding to the ITS Evaluation - MAG Consultant On-Call Project

On June 25, 2008, the Regional Council approved the selection of on-call consultants to provide Intelligent Transportation Systems (ITS) and Safety services for a period of two years. On May 27, 2009, the Regional Council approved the MAG FY 2010 Unified Planning Work Program and Annual Budget (UPWP), which includes $30,000 for the ITS Evaluation - MAG Consultant On-Call Project. Each year, MAG receives dozens of requests from member agencies for Congestion Mitigation and Air Quality Improvement (CMAQ) funding for ITS projects. In order to be CMAQ-eligible, projects must demonstrate a net reduction in emissions of air pollutants in nonattainment or maintenance areas. Recent changes to the EPA-approved emissions model have made it more difficult to quantify emission reductions associated with ITS projects. MAG requires consultant assistance to simplify the data requirements, improve the accuracy of the emission estimates, and reduce the time it takes to evaluate the air quality benefits of ITS projects proposed for CMAQ funding. A consultant qualified in ITS Evaluation would be selected from the existing on-call services contract. The proposed amendment to the UPWP would add $50,000 of FY 2009 MAG Surface Transportation Program funds to the ITS Evaluation - MAG Consultant On-Call Project to improve the

5C. Recommend amending the MAG FY 2010 Unified Planning Work Program and Annual Budget to add $50,000 of FY 2009 MAG Surface Transportation Program funds to the ITS Evaluation - MAG Consultant On-Call Project to improve the methods used to evaluate the air quality benefits of ITS projects proposed for Congestion Mitigation and Air Quality Improvement (CMAQ) funding.

methods for evaluating the air quality benefits of ITS projects. Please refer to the enclosed material.

*5D. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in the attached table. These include requests to change locations for two CMAQ funded projects, new pavement preservation projects by the Arizona Department of Transportation (ADOT), and financial changes including amounts and type of funds for ADOT projects. Projects funded with the American Recovery and Reinvestment Act (ARRA) funds are included in these requested changes. On October 1, 2009, the Transportation Review Committee recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. Please refer to the enclosed material.

5D. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update as shown in the attached tables.

*5E. Consultant Selection for an Avondale Transit Circulator Study

On June 10, 2009, the MAG Regional Council Executive Committee approved an amendment to the MAG FY 2009 Unified Planning Work Program and Annual Budget to include funding for a Transit Circulator Study for the City of Avondale. Since that time, MAG staff has completed a Request for Proposals (RFP) process. Six proposals were received. A multi-agency review team evaluated the proposals, conducted consultant interviews, and recommended to MAG that URS Corporation be awarded the contract to develop the Avondale Transit Circulator Study for an amount not to exceed $150,000. Please refer to the enclosed material.

5E. Recommend approval of the selection of URS Corporation as the consultant to develop the Avondale Transit Circulator Study for an amount not to exceed $150,000.

*5F. Consultant Selection for an Avondale Park and Ride Site Selection Study

On June 10, 2009, the MAG Regional Council Executive Committee approved an amendment to the MAG FY 2009 Unified Planning Work Program and Annual Budget to include funding for a Park And Ride Site Selection Study for the City of Avondale. Since that time, MAG staff has completed a Request for Proposals (RFP) process. Seven proposals were received. A multi-agency review team evaluated the proposals, conducted consultant interviews, and recommended to MAG that TranSystems be selected to develop the Avondale Park And Ride Site Selection Study for an amount not to exceed $200,000. Please refer to the enclosed material.

5F. Recommend approval of the selection of TranSystems as the consultant to develop the Avondale Park And Ride Site Selection Study for an amount not to exceed $200,000.

*5G. Don't Trash Arizona Litter Prevention and Education Contract Amendment

The Regional Transportation Plan includes $279 million for the freeway maintenance program, including litter control and prevention. In November 2003, MAG and the Arizona Department of Transportation (ADOT) signed a joint resolution that included development of a long-term litter prevention program to reduce freeway litter and defray pickup costs. The *Don't Trash Arizona* program was implemented in 2006 by MAG in cooperation with ADOT. In September 2008, the MAG Regional Council approved the selection of RIESTER as the consultant to design and implement the FY 2009 Litter Prevention and Education Program at a cost not to exceed $380,000. The base contract period was for a one-year term, with a provision that MAG may, at its option, offer to extend the period of this agreement up to a maximum of two, one-year options, based on consultant performance and funding availability. The current contract expires on October 31, 2009. The MAG FY 2010 Unified Planning Work Program and Annual Budget includes $300,000 in funding for litter prevention and education. Staff is recommending amending the FY 2010 Unified Planning Work Program and Annual Budget to amend the consultant contract with RIESTER for one year for the Litter Prevention and Education Program to include $300,000 budgeted in the MAG FY 2010 Unified Planning Work Program and Annual Budget for litter

5G. Recommend approval to amend the consultant contract with RIESTER for one additional year for the Litter Prevention and Education Program to include $300,000 budgeted in the MAG FY 2010 Unified Planning Work Program and Annual Budget for litter prevention and education.

prevention and education. Please refer to the enclosed material.

*5H. Arterial Life Cycle Program Status Report

A Status Report on the Arterial Life Cycle Program (ALCP) is provided for the period between April and September 2009 and will include an update on ALCP Project work, the remaining Fiscal Year 2010 ALCP schedule, program deadlines, and program revenues and finances. Please refer to the enclosed material.

5H. Information.

AIR QUALITY ITEMS

*5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including six new Arizona Department of Transportation projects. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by October 23, 2009. Please refer to the enclosed material.

5I. Consultation.

*5J. Additional Funding for a Sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

On January 28, 2009, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and retained the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. On September 18, 2009, the Arizona Department of Transportation notified MAG that ADOT would not continue with their street sweeper project for FY 2008 CMAQ funding. With the deletion of the ADOT sweeper project and associated savings of

5J. Recommend approval of additional funding for a sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

$166,491, the remaining $52,281 for Buckeye sweeper #1 from the approved Prioritized List may now be funded. Please refer to the enclosed material.

GENERAL ITEMS

*5K. MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program

Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The MAG 9-1-1 PSAP Managers and the MAG 9-1-1 Oversight Team recommended approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program. Please refer to the enclosed material.

5K. Recommend approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration.

*5L. Application Process for the 2009 U.S. Department of Housing and Urban Development Stuart B. McKinney Funds for Homeless Assistance Programs

On December 8, 1999, the MAG Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the U.S. Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. A total of $172 million has been awarded to the region since 1999. Last year, the region received more than $24.5 million for 53 projects serving homeless individuals and families. The 2009 federal application was released on September 25, 2009 and the Continuum of Care consolidated application is due to HUD on November 9, 2009. The Ranking and Review Panel will provide a draft list of all new and renewal applicants requesting funds during this application process to the MAG Management Committee for information. Project

5L. Information.

applications are due to the Ranking and Review Panel on October 26, 2009. The final list of recommended projects will be provided to the MAG Regional Council for information on October 28, 2009. Approval of the final consolidated application by the MAG Continuum of Care Regional Committee on Homelessness is expected on November 3, 2009. Please refer to enclosed material.

*5M. Amendment to the MAG FY 2010 Unified Planning Work Program and Annual Budget to Reflect Changes in Human Services Funding

The MAG FY 2010 Unified Planning Work Program and Annual Budget (UPWP) was approved by the MAG Regional Council on May 27, 2009. Recently, a new grant for Human Services that was not included in the MAG FY 2010 UPWP was awarded to MAG from St. Luke's Health Initiative in the amount of $25,320. In addition, MAG received notice that two of the Human Services grants approved in the MAG FY 2010 UPWP – the Innovative Grant traditionally received from Governor's Brewer's Office for $43,824 as well as the remaining balance of the FY 2010 Arizona Department of Economic Security homeless planning grant for $7,500 – were not going to be awarded due to shortfalls in state funding. An amendment to the MAG FY 2010 UPWP is necessary to add a new grant and to remove two grants in Human Services that result in a net reduction to the overall budget of $26,004. Please refer to the enclosed material.

5M. Recommend approval of a budget amendment to the MAG FY 2010 Unified Planning Work Program and Annual Budget to add a new grant from St. Luke's Health Initiative in the amount of $25,320, and to remove the Innovative Grant from Governor's Brewer's Office in the amount of $43,824 and the remaining balance of the FY 2010 Arizona Department of Economic Security homeless planning grant in the amount of $7,500, resulting in a net reduction to the overall budget of $26,004.

*5N. Video Outreach Associate Contract Amendment

The FY 2010 Unified Planning Work Program and Annual Budget approved by the MAG Regional Council in May 2009 includes $24,000 for a Video Outreach Associate to assist in the writing and production of videos for its MAG Video Outreach Program. The Proposition 400 video has recently been completed and two additional projects are underway. To meet the demand for additional projects, staff recommends adding $14,000 to the FY 2010 contract for the Video Outreach Associate. Please refer to the enclosed material.

5N. Recommend approval of adding $14,000 to the FY 2010 contract for the MAG Video Outreach Associate.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Update on the American Recovery and Reinvestment Act (ARRA) of 2009: Re-allocation of Unused Local/MPO ARRA Funds – Policy Options

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway and transit agencies in State and Metropolitan Planning Organizations. In March 2009, the MAG Regional Council provided policy direction on how to program the ARRA funds designated to the MAG region for local projects, which included a regional obligation deadline of November 30, 2009. Per federal regulations, projects must undergo a set of federal clearances prior to obligation and advertisement and be obligated by March 2, 2010. Bids for initial ARRA funded projects have been between 20 percent to 50 percent below original estimates, and it is anticipated that trend will continue. As a result, unprogrammed ARRA funding may become available for additional projects. It is also anticipated that while some projects may not be on track to meet the federally mandate obligation date of March 2, 2010, others may be near completion and not meet the regional council November 30, 2009 deadline. Please refer to the enclosed status report on ARRA project development and policy options for the reallocation of unused ARRA funds. On October 1, 2009, the Transportation Review Committee recommended guidance on the policy options. Please refer to the enclosed material.

6. Information, discussion, and possible action to recommend that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit; and to explore an alternative obligation deadline to the November 30, 2009 date set by the MAG Regional Council.

7. Transportation Planning Update - Proposition 400 Regional Freeway Program

The Management Committee will receive an update on the strategies identified by MAG staff to address the funding gap in the Regional Freeway Program. Topics covered within this presentation include an update on cost saving proposals in the SR-202L/South Mountain Freeway and SR-303L corridors. The update will conclude with a presentation on overall strategies and scenarios for meeting the Regional Freeway funding gap, based on the corridor-specific cost savings, data collected

7. Information and discussion.

from the Central Phoenix Peer Review Group, discussions with ADOT and their Management Consultants, and MAG staff recommendations. On July 15, 2009, the Transportation Policy Committee recommended that information provided by the MAG staff be reviewed by the Transportation Policy Committee that day for information and discussion only and that the information be further analyzed by the member agency staff and that a discussion be held regarding this information by the MAG Management Committee and that a decision on this information be tabled for 90 days and be considered at the October 21, 2009, Transportation Policy Committee meeting. Please refer to the enclosed material.

GENERAL ITEMS

8. Legislative Update

   An update will be provided on legislative issues of interest.

   8. Information, discussion and possible action.

9. Request for Future Agenda Items

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

   9. Information and discussion.

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.

    10. Information.

11. Adjournment

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
September 16, 2009
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Rogene Hill for Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Pat McDermott for Mark Pentz, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
David White, Gila River Indian Community
George Pettit, Gilbert
Horatio Skeete for Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John McGee for John Halikowski, ADOT
Mike Sabatini for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

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

1. Call to Order

The meeting was called to order by Vice Chair Carl Swenson at 12:02 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Swenson noted that George Hoffman, John Kross, and Lloyce Robinson were participating via teleconference.

Vice Chair Swenson noted material at each place: the addenda to the agenda and supporting material, and a memorandum and revised table for agenda item #9.

Vice Chair Swenson 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

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

Vice Chair Swenson recognized public comment from Dianne Barker, who expressed her appreciation for the transit ticket and reported on her experience taking transit to the meeting. Ms. Barker stated that a citizen told her that the ramp inclines on Loop 101 and Loop 202 increase the use of fuel. She noted that the rail industry understands this and that is why they are at-grade. Ms. Barker encouraged an examination of utilizing existing rail lines and the SR-85 bypass. She commented that she is interested in improving air quality and water quality. Ms. Barker noted that Sky Harbor International Airport was trying to cut its emissions with natural gas cabs and the SkyTrain, but the biggest polluters are airplanes. Ms. Barker stated that APS is taking the emissions from coal and turning the CO2 into food for algae that becomes biodiesel. She noted that President Obama is looking at fuel mileage and the new ADEQ Director says that Arizona has a fuel mileage standard, but they may look at which is the most stringent. Vice Chair Swenson 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 noted that the MAG transportation public meeting to review the changes to the MAG Regional Transportation Plan 2010 Update, the MAG FY 2011-2015 Transportation Improvement Program, the Regional Freeway Program and the Regional Transit Program is scheduled for October 13, 2009, at 5:00 p.m. in the MAG Saguaro Room. Mr. Smith stated that MAG Transportation Policy Committee Chair, Mayor Marie Lopez Rogers of Avondale, will chair the public meeting.

Mr. Smith noted that the MAG Certification Review of MAG's planning process, which is federally required to occur every four years, is scheduled for November 3-5, 2009. He reported that MAG has been working on the roles and responsibilities of MAG, Regional Public Transportation Authority (RPTA), Valley Metro Rail, and the City of Phoenix as the Designated Recipient of federal transit funds in preparation for the review. Mr. Smith stated that a consensus recommendation from this staff effort will be brought to the Executive Committee on September 21, 2009. He advised that the consensus position of the staff is to have MAG assume the role of programming federal transit funds. Mr. Smith stated that if approved, MAG would form a Transit

Committee that would report through the MAG committee process. He stated that staff is also requesting guidance from the Executive Committee regarding the level of marketing and advertising for the Regional Rideshare and Trip Reduction Program conducted by the RPTA.

Mr. Smith reported that the Office of the Auditor General has sent a letter to MAG that it has begun preliminary scoping work for the legislatively mandated 2010 Performance Audit of the Regional Transportation Plan. He noted that MAG has undergone several audits in the past; they are serious and receive a lot of view by Legislators. Mr. Smith commented that MAG needs to be prepared for its audit by examining its planning processes. Vice Chair Swenson thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

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

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

Vice Chair Swenson introduced Eric Anderson, MAG Transportation Director, who offered clarification regarding the term "illustrative project" in agenda item #5H. He explained the meaning of an illustrative project in the context of this agenda item by saying that an illustrative project in federal planning regulations is a project identified outside of the usual project development process. Mr. Anderson stated that the regulations allow the project to be put in a long range plan, but it has no funding. He reported that he had been asked about the central Mesa light rail transit locally preferred alternative priority standing in regard to new funding and he said that no funding is attached to the project and none is implied for future funding from regional sources.

Vice Chair Swenson asked members if they had questions for Mr. Anderson. None were noted.

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

5A. Approval of July 8, 2009, Meeting Minutes

The Management Committee, by consent, approved the July 8, 2009, meeting minutes.

5B. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program

The Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and the FY 2010 Arterial Life Cycle Program. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and

Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program. The project change requests related to Arizona Department of Transportation (ADOT) projects include new sign and pavement preservation projects, and financial adjustments to American Recovery and Reinvestment Act (ARRA) funded projects. The majority of local projects being amended or modified into the FY 2008-2012 TIP are paving dirt road projects. These projects were previously approved by the Regional Council to be amended into a draft TIP. Project changes are needed for local projects in the FY 2010 ALCP to align with the FY 2008-2012 TIP. Due to the timing of producing the FY 2011-2015 TIP, it is necessary to amend/modify the paving and ALCP projects in the current TIP for projects to begin. The Transportation Review Committee recommended approval of the requested changes.

5C. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects and PM-10 Pave Unpaved Road projects for FY 2011 and FY 2012. Comments on the conformity assessment were requested by September 25, 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 amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on July 16, 2009 remains unchanged by this action. This item was on the agenda for consultation.

5D. Social Services Block Grant Amendment

The Management Committee, by consent, recommended approval to amend the Social Services Block Grant Plan to transfer funding of $177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item and to send the revised SSBG allocation recommendations for FY 2010 to the Arizona Department of Economic Security. The Social Services Block Grant allocation recommendations were approved by the MAG Regional Council in February 2009. In June 2009, MAG received a request from the Area Agency on Aging (AAA) to move $177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item. The request to move funding will assist AAA to maximize the funding that remains after State budget reductions. During the process to develop the original allocations, the MAG Human Services Technical and Coordinating Committees determined elderly supportive intervention/ guidance counseling to be a low priority service and elderly home care to be a high priority service. The MAG Human Services Technical Committee (HSTC) recommended approval of the transfer of funds on August 13, 2009. The Human Services Coordinating Committee will consider the HSTC recommendation at its October 20, 2009, meeting.

5E. Vendor Selection for Digital Aerial Photography

The Management Committee, by consent, recommended approval that Aerials Express be selected to provide digital aerial photography in an amount of $71,500, with MAG responsible for $25,000 and CAAG responsible for $46,500. In May 2009, the MAG Regional Council approved the FY 2010 Unified Planning Work Program and Annual Budget, which included $40,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. This imagery is purchased on an annual basis and typically includes substantial portions of Pinal County. This year MAG staff was approached by the Central Arizona Association of Governments (CAAG) staff to enter into a partnership to issue a single Invitation for Bids. MAG and CAAG would both receive the full imagery acquisition, and CAAG's payment responsibility would be for the Pinal County portion of the imagery. As in past years, this photography will be made available at no charge to MAG member agencies, as well as to CAAG member agencies. On July 22, 2009, the MAG Regional Council approved amending the FY 2010 Unified Planning Work Program and Annual Budget for MAG to accept funds from the Central Arizona Association of Governments for the Pinal County portion of the digital aerial photography. MAG issued the Invitation for Bids on July 24, 2009 and received two bids to provide this product, from Aerials Express and Landiscor Aerial Information. A multi jurisdictional evaluation team reviewed the bids, and unanimously recommended to MAG that the bid from Aerials Express be selected.

5F. 2010 Census New Construction Program

The 2010 Census is only seven months away. To ensure that all new housing units are counted, jurisdictions need to complete the New Construction program Registration Form. This item is on the agenda to inform Management Committee members that the form needs to be completed by each jurisdiction, signed by the jurisdiction's highest elected official, and returned to the U.S. Census Bureau by its deadline of October 8, 2009. The Registration Form was sent to the highest elected official and census liaison at each member agency in August 2009. The 2010 Census New Construction program will help ensure that the U.S. Census Bureau's address list is as complete as possible by Census Day, April 1, 2010. The New Construction program is the opportunity for every MAG member agency to submit city style mailing addresses for units constructed after the address canvassing operation was completed. MAG will be offering assistance to all agencies participating in the program. This item was on the agenda for information.

5G. Arizona Department of Transportation Red Letter Process

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include: 1) Notifications: ADOT will periodically forward Red Letter notifications to MAG. Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings. If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action. 2) Advance acquisitions: ADOT is authorized to proceed with advance right-of-way acquisitions up to $2 million per year in funded

corridors. Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action. With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis. For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded. In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT. ADOT has forwarded a list of notifications from January 1, 2009, to June 30, 2009. Of the 140 notices received, 31 had an impact to the State Highway System. This item was on the agenda for information and discussion.

5H. Central Mesa Light Rail Transit Locally Preferred Alternative

The Management Committee, by consent, recommended approval of the Central Mesa locally preferred alternative as Phase I, which includes light rail transit on a Main Street alignment to the east side of Mesa Drive in accordance with the Regional Transportation Plan (RTP) and the consideration of the Phase II recommendations for future funding consideration as an "illustrative project" in the next RTP update. The Central Mesa High Capacity Transit Alternatives Analysis report addresses the technology and alignment for extending high capacity transit improvements in the Central Mesa corridor. The study began the Federal Transit Administration's project development process in order to qualify for Section 5309 New Start federal funding. Specific purpose and needs of the project identified by the study included: Increasing efficient access to employment opportunities throughout the region for City of Mesa residents. Providing improved travel times over local bus in a congested environment. Connecting the western and central segments of the City of Mesa with light rail. Facilitating continued growth and development of a comprehensive and interconnected regional transit network that is multimodal, offers a range of effective mobility choices for current and future transit riders, and attracts new transit riders into the growing regional system. Supporting economic development and ensure enhanced connectivity among existing and planned regional and local activity centers and attractions. A two-tiered alternatives development process was implemented to evaluate the Central Mesa corridor. The outcome of the evaluation resulted in the advancement of the light rail transit (LRT) on Main Street. METRO staff recommended to Mesa City Council on May 18, 2009 to advance light rail transit as the preferred technology and Main Street as the preferred alignment. The locally preferred alternative (LPA) includes a light rail extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. The LPA will be advanced in accordance with the financially constrained MAG Regional Transportation Plan (RTP) and subsequently METRO will seek formal FTA approval to enter the next phase of the project development process. METRO

staff also recommended, as funding becomes available, a future (Phase II) extension of light rail transit to Gilbert Road. The extension would provide better regional transit connections and opportunity for a significant park-and-ride facility. Staff also recommends that funding be pursued so that the service frequency on the new Main Street LINK bus rapid transit, from the Sycamore LRT station to Superstition Springs Mall, can be improved to match light rail. At this time, Phase II is not identified in the MAG RTP, but the Phase II recommendation will be forwarded to MAG for consideration as an "illustrative project" for inclusion in the RTP. The Mesa City Council approved these recommendations on May 18, 2009. The recommended alternative was coordinated with and recommended by the Downtown Development Committee, Economic Development Advisory Board, Museum and Cultural Advisory Committee and the Transportation Advisory Board. In addition, a majority of the board of directors representing the Downtown Mesa Association voted to support the recommended alternative.

6. Update on the American Recovery and Reinvestment Act of 2009: Reallocation of Unused Funds – Policy Options

Eileen Yazzie, MAG Transportation Program Manager, stated that this item was on the agenda for action. She explained that there were two parts to the requested action: 1) to recommend reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate, and 2) to recommend additional policy direction for reprogramming unobligated Local ARRA funds due to unmet obligation deadlines or construction bids under estimate. She commented that the Committee could move forward with one or both parts of the requested action. Ms. Yazzie outlined her presentation that would include a review of the timeline and upcoming deadlines, the Highway, Transit, and MPO/Local ARRA projects, and recommendations. She noted that the ARRA funds for the MAG region in these three categories total approximately $300 million.

Ms. Yazzie stated that in March 2009, the MAG Regional Council established a deadline of November 30, 2009, for the ARRA funds designated to the MAG region for local projects to be obligated, and the federal obligation date for all ARRA funds is March 2, 2010. Ms. Yazzie noted that on September 14, MAG was notified by Federal Highway Administration that the obligation deadline for unobligated funds due to project savings is September 10, 2010.

Ms. Yazzie addressed the Highway ARRA funds of $129.4 million to be programmed by MAG. She stated that the MAG Regional Council approved a rank ordered list of 13 projects for funding that totaled about $194 million. Ms. Yazzie stated that originally five projects (priority order #1, #2, #4, #5, and #6) were programmed, but due to lower costs, two additional Highway projects (priority order #7 and #8) in the MAG region could be funded with ARRA funds. Ms. Yazzie advised that even after funding the two additional projects, there is currently about $14.7 million available to program due to lower costs.

Ms. Yazzie stated that staff has been meeting regularly with ADOT staff to discuss the next projects for funding and it is recommended that the projects to be funded with available ARRA funds be reprioritized based on their project readiness. She noted that project #9 is recommended to be combined with a non-prioritized project; projects #10, 11, and 13 are still under development and are not ready to obligate now; project #12 is ready to obligate; add a second Loop 101

auxiliary lane project to this group and combine with project #9; add the SR-87 project to this group of projects; add 99th Avenue to this group of projects. Ms. Yazzie noted that the list of projects was included in the agenda packet.

Ms. Yazzie addressed Transit ARRA funds. She said that Transit projects are coming in under estimate, and it is anticipated that there will be unobligated, available Transit ARRA funds. Ms. Yazzie stated that Transit ARRA discussions have taken place mostly at RPTA and its committees will continue discussions through September and October.

Ms. Yazzie addressed MPO/Local ARRA funds by saying that due to project bids coming in lower than expected and some programmed projects not expected to meet the November 30 deadline set by the Regional Council, they anticipate unobligated, available MPO/Local ARRA funds. She said that so far they have identified three policy options. The first option is to look into funding other Local projects that are ready to obligate by March 2, 2010. Ms. Yazzie noted that the key factor with this option is meeting the federal requirements for project development. The second option is to work with ADOT on an exchange of funds. She said that the challenge is that ADOT now has a limited number of federal fund projects ready to go statewide. Ms. Yazzie stated that the third policy option is a one way transfer of unobligated funds to transit or highway, but it is important to ensure that there are highway or transit projects ready to go.

Vice Chair Swenson asked for clarification that the Committee needed to take action on the Highway project list and could defer action on policy direction to the next meeting. Ms. Yazzie replied that was correct.

Mr. Fairbanks asked about the guidance from Federal Highway Administration that the deadline for spending unobligated funds due to project savings was September 10. He commented that this is contrary to the philosophy they are hearing of "spend the money," and asked if this had been communicated in writing. Ms. Yazzie replied that staff had received an email notification, which referenced the CFR federal guidance, from the Federal Highway Administration office relative to a national teleconference call. She advised that staff would request a more formal notification.

Ms. Yazzie added that the March 2 deadline is the obligation deadline, not the date when the contract has to be awarded. She stated that it is just to say that the project has been developed to the federal standards and can move forward. Ms. Yazzie noted that construction projects must be closed out by 2012. She added that staff would confirm the notification with the Federal Highway Administration.

Chair Swenson called for a motion and it was moved by Ms. Dennis and seconded by Mr. Medrano to recommend reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate. The motion passed unanimously.

Mr. Kross expressed his regrets at not attending the meeting in person due to meetings with members of his council that day. He reported that he had sent a letter to MAG regarding the local distribution of funds. Mr. Kross stated that because the Town of Queen Creek is not federally certified, the Town must work with ADOT and its consultant on ARRA projects. Mr. Kross explained that because the ADOT consultant was just hired in August and several months have

passed since the Regional Council approval in February, this has created quite an issue for them, and he suspected, other jurisdictions that are not federally certified. He stated that Queen Creek has been working very diligently on its projects and the Town's concern is technically meeting the definition of obligating by the November 30 deadline. He added that they would have no problem obligating at the end of January 2010, but Queen Creek is at the mercy of the consultant. Mr. Kross noted that they want to use the allocation toward a couple of eligible projects but November 30 will be a problem through no fault of their own. He stated that the town must work very closely with ADOT and its system and process to technically receive the funding. Mr. Kross stated that if this issue comes back for further study there may be broader interpretation that could be considered in how the Regional Council might define what obligation means. He said that his staff is suggesting perhaps final plans, specifications, estimates, utility right of way, clearances and appropriate environmental clearances be submitted to ADOT by the November 30 deadline. Mr. Kross stated that the Town's project will be ready to go and would have the clearances done in accordance with federal requirements, but technically meeting the requirements to technically obligate funding would not occur until the end of January. He commented that perhaps there is some flexibility in the definition of the obligation deadline by the Regional Council.

Chair Swenson stated that it was his understanding that this issue and Mr. Kross's comments will be discussed by the Transportation Review Committee. Ms. Yazzie confirmed that was correct.

Ms. Dennis asked if a final status update from ADOT would be provided. Ms. Yazzie replied that since May, MAG staff has been working with ADOT and Federal Highway Administration on the monthly ARRA status report. She indicated that the next report would be completed the beginning of the following week and provided for the September Transportation Policy Committee and Regional Council meetings and the October Transportation Review Committee and Management Committee meetings. Ms. Yazzie noted that all of the status reports are posted online on the MAG website.

7. Building a Quality Arizona Update

Bob Hazlett, MAG Senior Engineer, stated that the statewide transportation planning framework program has been underway for a couple of years, having been initiated in late 2007 by the State and the Arizona COG/MPO Association. He said that it has been a collaborative effort and envisions the long-range (2050) transportation future. Mr. Hazlett stated that the effort includes the MAG Hassayampa and Hidden Valley Framework Studies, the MAG Regional Transportation Plan Update, the MAG Transit Framework Study, the PAG Regional Transportation Plan Update and High Capacity Transit Study, regional framework studies, the Statewide Recommended Framework Program, and the Statewide Rail Framework Study. Mr. Hazlett noted that the Central Phoenix Framework Study to examine the interior of Loop 101 and a micro simulation model will get underway soon.

John McGee expressed his appreciation for MAG providing the opportunity for this presentation. He said that the Building a Quality Arizona (BQAZ), ADOT's statewide framework study, began as an outgrowth of very fine work initiated at MAG. He stated that MAG should be commended for its vision in starting the process. Mr. McGee stated that ongoing studies when combined will result in the most complete multimodal transportation planning effort this state has ever done and

it will present an excellent vision for the future and a transportation system that Arizona needs to be competitive with the rest of the nation. Mr. McGee stated that the effort has included many public outreach activities at all levels. He expressed that they are excited about the results and hope it sparks a vision for policy makers to move forward in figuring out a way to provide funding to build these systems the state needs.

John McNamara, AECOM, continued the presentation on the Statewide Transportation Planning Framework process, by saying that based on the successful process that had been conducted in the MAG region and with the urging of the Governor's office and the COG/MPO Association, the State Transportation Board allocated resources to take the framework planning concept statewide. He explained that four framework study areas of the state were identified – Central, Western, Eastern and Northern. Mr. McNamara stated that the collaborative process conducted included regional planning studies, extensive public involvement, an extensive environmental scan, and a review of past planning documents.

Mr. McNamara stated that three scenarios were developed for each of the four areas which fed into the preliminary statewide scenario. He stated that the scenarios were reviewed by the stakeholders and refined and then resubmitted to the COGs and MPOs for comment by their elected officials. Mr. McNamara stated that after this input an overall transportation vision for Arizona was developed. He noted that extensive outreach was conducted, including more than 100 meetings with stakeholders for each regional framework, and local committee input. Mr. McNamara noted that the BQAZ website includes all of the information that has been developed.

Mr. McNamara stated that multimodalism is the key – creating mobility choices – and moving to 40 to 50 years in the future they anticipate innovations in technology and travel choices. He added that they also anticipate that land use will be more coordinated with transportation decision making. Mr. McNamara stated that they worked extensively with state agencies on sustained growth and preserving economic prosperity in Arizona. He noted that the objective is to connect communities and enhance commerce and the quality of life.

Mr. McNamara stated that the Guiding Principles of the Arizona 2050 Transportation Vision include supporting safe and efficient mobility and access, promoting a sustainable development pattern that links land use and transportation, supporting economic growth, considering Arizona's environment and natural resources, and supporting energy independence (security) and climate change initiatives.

Mr. McNamara stated that the statewide effort really began with the foundation established by MAG with the Hassayampa Valley Roadway Framework Study. He noted that acceptance of the Hidden Valley Transportation Framework Study is next on the agenda and the Transit Framework Study results are anticipated in the next few months.

Mr. McNamara stated that the environmental scan process looked at current and future factors in a very detailed way that will need to be addressed from a transportation perspective. He said that process became the foundation for the regional studies throughout the state. Mr. McNamara stated that the issues and opportunities fed into the issues and opportunities analysis. He noted that this process led to the development of the first statewide transportation model.

Mr. McNamara stated that the scenarios express different philosophies and comprise transportation investments to achieve those assumptions and recognize the diversity of Arizona (each region may view transportation differently). Mr. McNamara noted that the elements of all three, based on statewide input and technical analysis, will form a recommended scenario to guide long-range transportation planning.

Mr. McNamara stated that Scenario A: Personal Vehicle Mobility assumes that the predominant method of travel will be the personal vehicle; that vehicle technology and efficiency (types of vehicle and fuel) will evolve over time; that there will be a modest increase in transit investment; and that land use patterns will remain as they are today and discussions on Smart Growth will not happen.

Mr. McNamara stated that Scenario B: Transit Mobility assumes an emphasis on enhanced transit use; a shift to using transit for regular trips (work, school, shopping, etc.); more travel choices, including looking at rail connections, and land use patterns remaining like they are today.

Mr. McNamara stated that Scenario C: Focused Growth is a balance of Scenarios A and B, and includes a balance of roadway and transit investments. He said it would probably include more focus on Smart Growth than there is currently.

Mr. McNamara stated that the scenarios have a number of common features. For roadways, the common features include enhanced capacity on all Interstate highways in the state, development of east and west high-capacity alternatives to I-17, a high-capacity bypass south and west of metro Phoenix, and enhanced capacity through new and improved facilities in the Sun Corridor Megapolitan region. He said that common features for transit/rail include transit to varying degrees, expansion of intercity bus service to activity centers and tribal communities, and enhanced capacity through new and improved facilities in the Sun Corridor Megapolitan region.

Mr. McNamara stated that all the scenarios included consideration of bordering states and binational transportation requirements, and in particular, economic opportunities.

Mr. McNamara stated that the last piece of the effort is the Statewide Rail Framework, which recognizes that rail could be a very important part of Arizona's future. He said that as the modeling for 2030 and 2050 was completed, it became obvious that even ten-lane freeways would not be able to handle all the travel demand and Arizona would need to look to alternative modes. Mr. McNamara stated that as the population increases, the economy will become more diversified and freight railroads will begin to play a more important role. He noted that the Statewide Rail Framework will make recommendations for passenger and freight rail systems, outline rail-related economic growth potential, maximize existing rail infrastructure, complement other transportation system components, address economic and sustainability issues, explore mutually beneficial partnerships, and position Arizona as a rail partner in the southwest region.

Mr. McNamara stated that thirteen strategic passenger and freight rail opportunities were outlined in the draft framework study. He added that this rail effort will also look at best practices in other

regions and states for managing rail going forward. Vice Chair Swenson thanked Mr. McNamara for his report and asked members if they had questions.

Mr. Fairbanks noted that a lot of the maps showed major freeway and rail corridors to Las Vegas, which seemed to get almost as much attention as Los Angeles. He stated that he has observed the number of cars and trucks when he travels by car to Los Angeles and San Diego, and the number of vehicles to Los Angeles and San Diego appear to be bigger than the number of vehicles traveling to Las Vegas. Mr. Fairbanks asked if he was missing something that this large a corridor to Las Vegas is needed because he did not see the real need.

Mr. McNamara responded that they looked at all of those factors, and Mr. Fairbanks was correct. He stated that there is significant volume in all three corridors and different mixes of cargo and passenger vehicles, which is one of the reasons for the discussion of the three scenarios. Mr. McNamara stated that with the anticipation of additional traffic on U.S. 93 corridor to Las Vegas is heavily influenced by thoughts of the CANAMEX Corridor, which will continue to grow. He said that another piece, which was identified in The Arizona Republic the other day, is that Las Vegas and Phoenix are the two largest metropolitan areas that do not have an enhanced, higher capacity roadway network to connect them.

Mr. Smith stated that the Regional Council authorized MAG to join the Western High Speed Rail Alliance. He explained that one of the reasons MAG joined is that its future is Los Angeles. Mr. Smith noted that the map that was developed by this group shows a high speed corridor to Los Angeles.

Mr. Fairbanks stated that he did not see many trucks on the roadway to Las Vegas, but when he drives to Los Angeles, especially late at night, he sees as many trucks as cars. Mr. McNamara said that this could be attributed to the time of day, but also a lot of trucks come in I-40 and then go on I-17. He noted that they anticipate there would be more volume on an enhanced high speed corridor from Phoenix to Las Vegas.

8. Acceptance of the Interstates 8 and 10-Hidden Valley Transportation Framework Study

Mr. Hazlett noted that an extensive presentation on the Interstates 8 and 10-Hidden Valley Transportation Framework Study was given at the last Management Committee meeting. He stated that the study was being presented this month for acceptance and displayed the acceptance resolution that had been drafted. Mr. Hazlett noted additional language that had been added at the request of Avondale Mayor Marie Lopez Rogers: "to accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan." Mr. Hazlett advised that the Transportation Review Committee recommended acceptance. Chair Swenson thanked Mr. Hazlett for his report. No questions from the Committee were noted. No public comment cards were turned in.

Mr. Fairbanks left the meeting.

Mr. Crossman moved to recommend (1) acceptance of the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation

framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; (2) adoption of a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; (3) acceptance of the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; (4) that the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and (5) coordination of this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities. Mr. Pettit seconded, and the motion passed.

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

Dean Giles, MAG Environmental Division staff, addressed the Committee on the status of remaining MAG approved PM-10 Certified Street Sweeper projects that have not requested reimbursement. Mr. Giles stated that the last sweeper update to the MAG Management Committee was at the June 2009 meeting. He explained that for street sweepers, the funding that is used to reimburse agencies is contained in the MAG Unified Planning Work Program and Annual Budget. Mr. Giles noted that over time, there has been a delay in some agencies requesting reimbursement for street sweepers, in some cases up to three years. He added that this results in obligated federal funds being carried forward in the Work Program. Mr. Giles stated that the Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. Mr. Giles noted that the table was updated to include the new street sweepers projects funded in the FY 2009 Closeout, and a copy was at each place. He said that to assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

Chair Swenson thanked Mr. Giles for his report and asked members if they had questions.

Mr. Smith noted that the purpose of the presentation is for the Management Committee to be aware of those projects that are a couple of years delayed in requesting reimbursement, and if those reimbursements are not requested, the funding could be provided to another agency.

10. Request for Future Agenda Items

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

No requests were noted.

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.

No comments from the Committee were noted.

12. Adjournment

There being no further business, Mr. Medrano moved to adjourn the meeting. Mr. Pettit seconded. The meeting adjourned at 1:10 p.m.

_____
Chair

_____
Secretary

Agenda Item #5B

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

DATE:
October 6, 2009

SUBJECT:
2009 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY:
Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2009 Annual Report is the fifth report in this series. State law also requires that MAG hold a public hearing on the report after it is issued. It is anticipated that a public hearing on the Draft 2009 Annual Report will be conducted in November 2009. A Summary of Findings and Issues has been enclosed and the full report is available on the MAG website.

The Draft 2009 Annual Report on the Status of the Implementation of Proposition 400 addresses project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The annual report process draws heavily on data from the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs.

The 2009 Annual Report utilizes revenue forecasts that were developed in the spring of 2009. This forecast revised that done in the fall of 2008, as the national and state-level economies continued to deteriorate. Fiscal Year 2009 half-cent sales tax receipts were 13.6 percent lower than the receipts from FY 2008. This is the second consecutive year-over-year decline in receipts for the tax. In addition, forecasts of half-cent revenues for FY 2010-2026 are 22.5 percent lower than presented in the 2008 Annual report. Updated long-range, revenue projections are currently under development and may result in a further reduction in forecasted revenues.

PUBLIC INPUT:
It is anticipated that a public hearing on the Draft 2009 Annual Report will be held in November 2009 at the MAG office.

PROS & CONS:
PROS: Preparation of the Annual Report on the Status of the Implementation of Proposition 400 is required by State law.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The information in the Annual Report represents a "snapshot" of the status of the Proposition 400 program. As new information becomes available, it will be incorporated into subsequent annual updates of the Report.

POLICY: The Annual Report process represents a valuable tool to monitor the Regional Transportation Plan and identify changing conditions that may require plan and program adjustments.

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
Transportation Review Committee: The Draft 2009 Annual Report was included on the MAG Transportation Review Committee agenda for October 1, 2009, for information and discussion.

CONTACT PERSON:
Roger Herzog, MAG, (602) 254-6300

Draft 2009 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY OF FINDINGS AND ISSUES

The *Draft 2009 Annual Report on the Status of the Implementation of Proposition 400* has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statue (ARS) 28-6354. ARS 28-6354 requires that MAG annually issue a report on the status of projects funded through Proposition 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from the 2009 Annual Report are summarized below.

MAG REGIONAL TRANSPORTATION PLAN

The MAG Regional Transportation Plan (RTP) provides the blueprint for the implementation of Proposition 400. By Arizona State law, the revenues from the half-cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identifies specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets, and public transportation systems.

- Adoption of the "Regional Transportation Plan - 2010" Update has been targeted for July 2010.

  During FY 2008 and FY 2009, the transportation planning process dealt with major project cost increases, as well as significantly reduced revenue collections and forecasts. As a result, the Regional Transportation Plan (RTP) has been undergoing review and updating by MAG to reflect the changing cost and revenue environment. The ongoing RTP update effort is addressing factors such as revenue and financing options, project phasing and scope revisions, and plan and program schedule adjustments. It is anticipated that this process will be completed in early 2010, and a "Regional Transportation Plan - 2010 Update" will be adopted in July 2010.

- The I-10 median, west of I-17 to 83rd Ave., was designated as the Locally Preferred Alternative for high capacity transit improvements.

  On July 23, 2008, the Regional Council approved designating the I-10 median, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements. The corridor would extend to 83rd Ave. Further transit

options to the west of 83rd Ave., including intermodal connections, will be explored in future transit studies.

- The Sky Harbor Automated Train System (Stage Two) was included in the Regional Transportation Plan as an illustrative project.

  On April 22, 2009, the Regional Council included Stage Two of the Sky Harbor Automated Train System (Sky Train) in the RTP as an illustrative project. The Sky Train is a fully automated, grade separated transit system that will connect the major facilities at Sky Harbor International Airport with the Metro light rail transit (LRT) system. Stage One of the project extends from the LRT station at 44th St. to Airport Terminal Four. Stage Two is planned to link the remaining airport terminals with the rental car center.

- A list of freeway noise mitigation projects was approved by the Regional Council.

  On July 23, 2008, the Regional Council approved a list of freeway noise mitigation projects that will utilize Proposition 400 funding. A total of $75 million was originally identified for noise mitigation in the 2003 Regional Transportation Plan, and was directed at improving conditions on the existing freeway system. Approximately $55 million of this funding was expended for rubberized asphalt, leaving $20 million for other noise mitigation projects, which were approved in the action by the Regional Council.

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is the major funding source for the MAG Regional Transportation Plan (RTP), providing over half the revenues for the Plan. In addition to the half-cent sales tax, there are a number of other RTP funding sources, which are primarily from State and Federal agencies.

- Fiscal Year 2009 receipts from the Proposition 400 half-cent sales tax were 13.6 percent lower than receipts in FY 2008.

  Receipts from the Proposition 400 half-cent sales tax for FY 2009 were 13.6 percent lower than FY 2008, and 16.4 percent lower than those in FY 2007. The decline between FY 2007 and FY 2008, which was 3.2 percent, was the first year-over-year revenue decline in the history of the half-cent sales tax since its inception in 1985. The significant decline in FY 2009 testifies to the severe effects of the economic recession, which has been experienced since the fall of 2007.

- Forecasts of Proposition 400 half-cent revenues are 22.5 percent lower for the period FY 2010 through FY 2026, compared to the 2008 Annual Report estimate.

  Future half-cent revenues for the period FY 2010 through FY 2026 are forecasted to total $10.3 billion. This amount is $3.0 billion, or 22.5 percent, lower than the forecast for the same period presented in the 2008 Annual Report. The total revenues for the FY 2010-2026 period reflect ADOT's interim sales tax forecast posted on its website in April 2009. This forecast will be subject to change during ADOT's annual forecast update process in the fall of 2009, which may result in further reductions in projected future revenues.

- Forecasts of total ADOT Funds dedicated to the MAG area for FY 2010 through FY 2026 are 12.6 percent lower than the 2008 Annual Report Annual Report estimate.

  The forecast for ADOT funds totals $6.1 billion for FY 2010 through FY 2026, which is 12.6 percent lower than the 2008 Annual Report forecast. This funding source represents nearly one-half of the total funding for the Freeway/Highway Life Cycle Program. This decrease is due to lower Arizona Highway User Fund (HURF) revenues and the transfer of a portion of ADOT funds to the Department of Public Safety as a result of the state budget difficulties.

- Forecasts of total MAG Federal Transportation Funds for FY 2010 through FY 2026 are $1.1 billion lower than the 2008 Annual Report estimate.

  The forecasted revenues for the period FY 2010 through FY 2026 total $4.3 billion. This forecast is $1.1 billion lower than that presented in the 2008 Annual Report for the same period. Most of this reduction is the result of lower projections in Federal transit funding. The current Federal transportation funding program ends on September 30, 2009, and the successor to the current program may result in significantly different approaches to transportation funding in all modal programs. Future Congressional action in this area will warrant close monitoring.

- In January 2009, $104 million of the STAN allocation to the MAG area was swept by the Legislature.

  In January 2009, $104 million of the FY 2007 STAN allocation to the MAG area was swept by the Legislature to help balance the FY 2009 State Budget. This meant that three of the projects originally identified for acceleration would no longer receive STAN funding. Approximately $184 million was originally allocated to the MAG during the spring 2006 Arizona Legislative

Session. On December 13, 2006, the MAG Regional Council approved a set of projects to be funded with these monies.

- The MAG area received approximately $308 million in ARRA funds for transportation infrastructure projects.

  The American Recovery and Reinvestment Act (ARRA) was signed by President Obama on February 17, 2009 and contained funding for transportation infrastructure improvements. Approximately $130 million was obligated for projects on the State Highway System in the MAG area. Also, $1.1 million was utilized to provide local match for the Union Hills Rd./Beardsley Rd. connection in the ALCP, which was in addition to $104 million in ARRA funding directed at strictly local jurisdiction projects. In addition, $66 million in ARRA funding for transit projects and $7 million for enhancement projects was authorized for the MAG area.

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

The Freeway/Highway Life Cycle Program extends through FY 2026 and is maintained by the Arizona Department of Transportation (ADOT) to implement freeway/highway projects listed in the MAG Regional Transportation Plan (RTP). The program utilizes funding from the Proposition 400 half-cent sales tax extension, as well as funding from state and Federal revenue sources.

- A number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2009.

Completed

- I-10 (SR 143 to US 60): WB auxiliary lane.
- I-17 (Carefree Hwy.): Reconstruct interchange.
- I-17 (Jomax Rd./Dixileta Dr.): New interchange.
- SR 51 (Shea Blvd. to Loop 101): New HOV lanes, including HOV ramp connections at Loop 101.
- SR 85 (MC 85 to Southern Ave) Widen to four lanes.
- SR 85 (MP 139.01 to 141.71): Widen to four lanes.
- SR 87 (Forest Bndry. to New Four Peaks Rd.): Road improvements, including an interchange at Bush Hwy.
- Loop 101 (Princess Dr. to Red Mountain Fwy.): New HOV lanes.
- Loop 101 (64th St.): New interchange.
- Loop 202 (Mill Ave. and Washington St.): Bridge widening.

Under Construction

- I-10 (101L to Sarival Ave): New HOV and general purpose lanes.
- I-17 (Dove Valley Rd.): New interchange.

- I-17 (101L to Jomax Rd.): New HOV and general purpose lanes.
- I-17 (Jomax Rd. to SR 74): New HOV and general purpose lanes.
- US 60 (I-10 to Loop 101): New general purpose lanes.
- SR 85 (MP 130 to MP 137): Widen to four lanes.
- SR 93 (Wickenburg Bypass): New roadway.
- Loop 101 (Tatum Blvd. to Princess Dr.): New HOV lanes.
- Loop 101/Thunderbird Rd.: T.I. improvements.
- Loop 101 (202L/Red Mt. Fwy. To 202L/Santan Fwy.): New HOV lanes.
- Loop 101 (I-17 to SR 51): FMS construction
- Loop 202 (SR 51 to 101L): Design-build freeway widening.
- Loop 202 (101L to Gilbert Rd.): New HOV lanes.
- Loop 303 (Cactus Rd., Waddell Rd., and Bell Rd.) T.I. structures.
- Loop 303 (Happy Valley Rd. to Lake Pleasant Rd.): Interim four-lane divided roadway.
- Loop 303 (Lake Pleasant Rd. to I-17): Interim four-lane divided roadway.

Advertised for Bids *

- I-10 (Verrado Way to Sarival Ave.): New general purpose lanes.
- I-10 (Sarival Ave. to Dysart Rd.): New general purpose lanes. *
- I-17 (SR 74 to Anthem Way): New general purpose lanes.
- US 60 (99th Ave. to 83rd Ave.): Widen to six lanes. *
- US 60 (303L to 99th Ave.): Widen to six lanes. *
- SR 74 (MP 20 to MP 22): New passing lanes. *
- SR 85 (I-10 to Southern Ave.): New mainline. *
- Loop 101 (Beardsley Rd./Union Hills Rd.): Expand interchange. *
- Loop 101 (SR 51 to Princess Dr.): FMS construction.

* Advertised early in FY 2010

- Material cost increases were experienced for several FY 2009 projects and projects in the FY 2010-2026 Life Cycle Program.

  During FY 2009, the MAG Regional Council approved cost increases identified by ADOT and MAG totaling $87 million for freeway/highway projects that were programmed for FY 2009. It was determined that the cost increases could be accommodated within available cash flow. Also, cost increases for projects in FY 2010-2026 Life Cycle Program totaled $5.2 billion. The latter set of cost increases were not amended into the currently adopted RTP - 2007 Update and are under consideration as part of the 2010 update of the RTP.

- There is a major imbalance between estimated costs and projected revenues for the Freeway/Highway Life Cycle Program.

Funding available for use on freeway and highway projects through FY 2026 has been estimated to total $9.0 billion (2009 $'s). The estimated future costs identified in the Life Cycle Program for the period covering FY 2010 through FY 2026 total $14.6 billion. Therefore, estimated future costs exceed the projected future funds available by $5.6 billion.

The potential for cost/revenue imbalances resulting from significant cost increases was identified in previous Annual Reports. The deficit quantified in the 2009 Annual Report reflects estimates made during 2008 and early 2009. The recent economic slowdown has lessened the pressure on construction costs and recent bids have been more favorable. However, those same economic conditions have resulted in decreasing revenue collections and lower long-term revenue forecasts. The outlook regarding construction costs and future transportation revenues remains highly uncertain, and continued adjustments in both costs and revenue estimates may be expected.

- The Freeway/Highway Life Cycle Program is undergoing revision to restore a balance between costs and revenues.

  The MAG Transportation Policy Committee is in the process of addressing the imbalance between costs and revenues for the freeway/highway element of the Regional Transportation Plan. A number of measures are being evaluated to restore a balance, including: (1) facility design policies and value engineering, (2) project phasing and re-scoping, (3) project deferrals, (4) program management strategies, and (5) revenue enhancements. It is anticipated that this effort will be completed in early 2010, and an updated RTP considered for adoption by the Regional Council in mid-2010.

ARTERIAL STREET LIFE CYCLE PROGRAM

The Arterial Street Life Cycle Program (ALCP) extends through FY 2026 and is maintained by the Maricopa Association of Governments (MAG) to implement arterial street projects in the MAG Regional Transportation Plan (RTP). The Program receives significant funding from both the Proposition 400 half-cent sales tax and Federal highway programs, as well as a local match component. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies. MAG distributes the regional share of the funding on a reimbursement basis.

- The Arterial Street Life Cycle Program Policies and Procedures, and Project Listing were updated during FY 2009.

  On April 22, 2009, MAG adopted changes to the Arterial Life Cycle Program Policies and Procedures to refine closeout and substitution procedures. In

addition, on June 24, 2009, the FY 2010 ALCP project listing was adopted to reflect updated information regarding project development status.

- During FY 2009, $72 million in reimbursements were distributed to local governments from the Arterial Street Life Cycle Program, and work is continuing for reimbursements in FY 2010.

  Seven jurisdictions received reimbursements for project work during FY 2009 amounting to over $72 million. This brings the total reimbursements to $122 million since the initiation of the Program. A total of eight project agreements were executed in FY 2009. This brings the total of project agreements executed to date to 34. It is anticipated that an additional 11 agreements will be executed during FY 2010. During FY 2010, it is also anticipated that a total of seven jurisdictions will receive reimbursements amounting to approximately $99 million. Through FY 2009, 12 ALCP projects have been completed.

- Work will be proceeding on a broad range of projects in the Arterial Street Life Cycle Program.

  During the period FY 2010 through FY 2014, work will be proceeding on 105 different arterial street projects. Various stages of work will be conducted on these projects, including 71 with design activity, 62 with right-of-way acquisition, and 55 with construction work, at some time during the five-year period.

- Project implementing agencies have deferred $47 million in Federal and regional funding from FY 2009 to later years.

  Lead agencies deferred $47 million in Federal and regional funding from FY 2009 to later years. Increased project costs, reduced local revenues, and other implementation issues have resulted in the deferral of arterial projects by implementing agencies, due to the inability to provide matching funds, or other scheduling and resource issues.

- Approximately $22 million in reimbursements were shifted beyond FY 2026 to achieve a balance between costs and revenues in the Arterial Street Life Cycle Program.

  The total estimated future regional revenue reimbursements for ALCP projects are in balance with projected revenues. To achieve this balance, approximately $22 million in programmed reimbursements were deferred to FY 2027, an unfunded year of the program. While these reimbursements fall beyond the ALCP, the affected projects remain funded in the MAG Regional Transportation Plan, which extends through FY 2028.

TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program is maintained by the Regional Public Transportation Authority (RPTA) and implements transit projects identified in the MAG Regional Transportation Plan. The RPTA maintains responsibility for administering half-cent sales tax revenues deposited in the Public Transportation Fund for use on transit projects, including light rail transit (LRT) projects. Although RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

- The Central Phoenix/East Valley (CP/EV) Light Rail Starter Segment was opened in December 2008 and ridership is exceeding initial projections.

  The CP/EV light rail service extends from Spectrum Mall at 19th Avenue and Bethany Home Road in Phoenix to west Mesa near the intersection of Main Street and Sycamore Street. Construction and system testing were completed in 2008. Service began for the entire system on December 27, 2008. Half-cent sales tax money from Proposition 400 was not utilized to pay for major route construction of the line, but was allocated toward certain elements of the support infrastructure (regional park-and-rides, bridges, vehicles, and for the cost to relocate utilities). Through the first six months of operation (January – June 2009), the (CP/EV) Light Rail Starter Segment is averaging over 33,000 boardings per day, 30 percent higher than projected.

- Decreases in half-cent sales tax collections and forecasted future revenues will delay the implementation of bus and light rail projects.

  The decrease in half-cent sales tax collections and forecasted future revenues has had a significant impact on the ability to complete all of the projects included in the Transit Life Cycle Program. Decreases in construction costs will partially offset this in the short term, but operating costs for service continue to rise. Operations continue to take a larger part of the tax revenues leaving less for capital projects that are necessary to support services.

  Significant delays have been made to local and express bus service improvements due to the reduction in revenues. Many routes are delayed beyond the expiration of the tax in FY 2026. The delays were necessary to ensure that enough tax revenues were available to match federal funds to purchase fleet to maintain continuing service on routes that are in operation. Also, very few new capital facilities, such as park-and-ride lots, are funded through FY 2026.

In addition, some delays to construction for LRT extensions have been programmed, although the delays were not as extensive as those needed in the bus program. However, the Northeast Phoenix LRT corridor has been shifted beyond the TLCP horizon year of FY 2026 for implementation.

- A balanced Transit Life Cycle Program was achieved in FY 2009 only by delaying the implementation of numerous projects due to the decrease in estimated future revenues.

  For the remainder of the Transit Life Cycle Program, which covers the period FY 2010 through FY 2026, projected revenues are in balance with future projects costs but with very little left at the end of the program. However, the drastic delays that were needed to balance the program were a major concern to the RPTA Board of Directors. The Board asked that staff, in cooperation with RPTA's members, continue working through December 2009 to re-evaluate priorities and projects, and develop an improved program to meet more communities' needs within the reduced resources available.

- The outlook for Federal discretionary funding for transit will require continuous monitoring.

  Another consideration is that a large part of the funding for the LRT system is awarded by the US Department of Transportation through the discretionary "New Starts Program". The timing and amounts of light rail transit new start monies coming to the MAG region will be subject to a highly competitive process at the Federal level. Discretionary funding for the bus capital program is also highly competitive. The prospects for awards from Federal programs will require careful monitoring. The pending reauthorization of Federal Transportation funding legislation will also impact when and how Federal Transit Administration funding flows to the region.

PERFORMANCE MONITORING PROGRAM

The MAG Transportation System Performance Monitoring and Assessment Program has been established to provide a framework for reporting performance at the system and project levels, and serve as a repository of historical, simulated and observed data for the transportation system in the MAG Region.

- During FY 2009, the Performance Measurement Framework study was completed.

  During FY 2009, the Performance Measurement Framework consultant study for the regional roadway network was completed, and will provide the basis for an annual MAG Transportation System Monitoring and Performance Report.

Agenda Item #5C

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

DATE:
October 6, 2009

SUBJECT:
Amendment to the MAG FY 2010 Unified Planning Work Program and Annual Budget to Add $50,000 to the ITS Evaluation - MAG Consultant On-Call Project

SUMMARY: On June 25, 2008, the Regional Council approved the selection of on-call consultants to provide Intelligent Transportation Systems (ITS) and Safety services for a period of two years. On May 27, 2009, the Regional Council approved the FY 2010 Unified Planning Work Program and Annual Budget (UPWP), which includes $30,000 for the ITS Evaluation - MAG Consultant On-Call Project.

Each year, MAG receives dozens of requests from member agencies for Congestion Mitigation and Air Quality Improvement (CMAQ) funding for ITS projects. In order to be CMAQ-eligible, projects must demonstrate a net reduction in emissions of air pollutants in nonattainment or maintenance areas. Recent changes to the EPA-approved emissions model have made it more difficult to quantify emission reductions associated with ITS projects.

MAG requires consultant assistance to simplify the data requirements, improve the accuracy of the emission estimates, and reduce the time it takes to evaluate the air quality benefits of ITS projects proposed for CMAQ funding. A consultant qualified in ITS Evaluation would be selected from the existing on-call services contract. The proposed amendment to the UPWP would add $50,000 of FY 2009 MAG Surface Transportation Program funds to the ITS Evaluation - MAG Consultant On-Call Project to improve the methods for evaluating the air quality benefits of ITS projects.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The development of improved methods for evaluating the air quality benefits of ITS projects will reduce the amount of data that needs to be provided by agencies requesting CMAQ funds. MAG staff will also spend less time processing CMAQ evaluations for ITS projects. The new methods will provide more accurate estimates of the emission reductions and cost-effectiveness of ITS projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The new methods for evaluating the air quality benefits of ITS projects will be among the most sophisticated used anywhere in the United States.

POLICY: The improved methods may be useful in the future if MAG is required to evaluate the impacts of ITS projects on greenhouse gas emissions.

ACTION NEEDED:

Recommend amending the MAG FY 2010 Unified Planning Work Program and Annual Budget to add $50,000 of FY 2009 MAG Surface Transportation Program funds to the ITS Evaluation - MAG Consultant On-Call Project to improve the methods used to evaluate the air quality benefits of ITS projects proposed for Congestion Mitigation and Air Quality Improvement (CMAQ) funding.

PRIOR COMMITTEE ACTIONS:

ITS Committee: This item is on the October 7, 2009 agenda for the ITS Committee. An update on the action taken at the meeting will be provided.

CONTACT PERSON:

Sarath Joshua or Cathy Arthur, MAG, (602) 254-6300.

Agenda Item #5D

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

DATE:
October 6, 2009

SUBJECT:
Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

SUMMARY:
The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the program.

The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in the attached Table. To move forward with project implementation for FY 2010, the Arizona Department of Transportation (ADOT) has requested a number of financial, project description, and schedule changes. The project change requests related to ADOT projects include new sign and pavement preservation projects, and financial adjustments to American Recovery and Reinvestment Act (ARRA) funded projects.

In addition, there are two CMAQ funded projects – a Scottsdale bicycle/pedestrian project in 2011, and a Mesa ITS project in 2012 – requesting changes to the location of their projects. Each of the projects were heard and voted on for approval at their technical advisory committees.

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

PUBLIC INPUT:
None.

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

CONS: None.

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

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

ACTION NEEDED:
Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update.

PRIOR COMMITTEE ACTIONS:
MAG Transportation Review Committee: On October 1, 2009, the MAG Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update

MEMBERS ATTENDING
Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Jose Heredia for Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
* Litchfield Park: Woody Scoutten for Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
Queen Creek: Wendy Kaserman
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Maki
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

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

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

MAG Intelligent Transportation Systems Committee: On September 2, 2009, the MAG Intelligent Transportation Systems Committee recommended approval of the location modification for Mesa project: MES12-815.

MEMBERS ATTENDING
Lydia Warnick for Scott Nodes, ADOT
Soyoung Ahn, ASU
Gus Woodman, City of Avondale
*Thomas Chlebanowski, Town of Buckeye
Mike Mah, City of Chandler
Jenna Mitchell, DPS
Jerry Horacek, City of El Mirage
Jennifer Brown, FHWA
Kurt Sharp, Town of Gilbert
Debbie Albert, City of Glendale
Luke Albert, City of Goodyear
Nicolaas Swart, Maricopa County
Derrick Bailey, City of Mesa
Ron Amaya, City of Peoria
Marshall Riegel, City of Phoenix
Bob Ciotti, Phoenix Public Transit
Michael Pacelli, Town of Queen Creek
* Bruce Dressel, City of Scottsdale
John Abraham, City of Surprise
* Jim Decker, City of Tempe
* Arkady Bernshteyn, Valley Metro Rail

* Not present # Via teleconference

MAG Bicycle Task Force and Pedestrian Working Group : On September 15, 2009, the MAG Bicycle Task Force and Pedestrian Working Group recommended approval of the location modification to Scottsdale project: SCT11-701.

MEMBERS ATTENDING

* Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
Brian Fellows for Michael Sanders, ADOT
* Michael Eagan, ASLA, Arizona Chapter
Margaret Boone-Pixley, Avondale
Robert Wisener, Buckeye
^ D.J. Stapley, Carefree
* Rich Rumer Coalition for Arizona Bicyclists
Doug Strong, El Mirage
Steve Hancock, Glendale
Joe Schmitz, Goodyear
Michael Cartsonis, Litchfield Park
* Denise Lacey, Maricopa County
Jim Hash, Mesa
Brandon Forrey, Peoria
Katherine Coles, Phoenix
* Shane Silsby, Phoenix
Lisa Padilla, Queen Creek
Peggy Rubach, RPTA
Susan Conklu for Reed Kempton, Scottsdale
Eric Iwersen, Tempe
Bob Maki for Janice See, Surprise

*Members neither present nor represented by proxy.
^Attended via audio-conference

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

Request for Project Change

Amendments and Administrative Modifications to the FY08-12 TIP

MAG Management Committee

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications													
Section	TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT08-673	ADOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	2009	2	ARRA		$ 2,324,600			$2,324,600	Admin Mod: Change project costs from $3.9 million to $2,324,600.
Highway	DOT10-807	ADOT	8: Big Horn to Freeman Rd	Pavement Preservation	2010	6.5	IM	$ 102,600		$ 1,697,400		$ 1,800,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	DOT10-808	ADOT	8: Gila Bend - MP 121	Pavement preservation	2010	5.7	IM	$ 432,231		$ 7,150,769		$ 7,583,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	DOT10-809	ADOT	17: MP 229 - MP 279.5	Sign replacement	2010	50.5	IM	$ 85,500		$ 1,414,500		$ 1,500,000	Amend: Create a new sign replacement project in FY 2010.
Highway	DOT10-810	ADOT	10: Hassayampa River Bridges #1645 & 1646	Bridge deck rehabilitation	2010	0.1	IM	$ 399,000		$ 6,601,000		$ 7,000,000	Amend: Create a new bridge deck rehabilitation project in FY 2010.
Highway	DOT10-811	ADOT	10: County Line - Harquahala Valley Rd	Pavement preservation	2010	9.2	IM	$ 128,250		$ 2,121,750		$ 2,250,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	DOT10-812	ADOT	10: MP 133.60 - MP 133.90	Erosion and drainage repair	2010	0.3	IM	$ 14,820		$ 245,180		$ 260,000	Amend: Create a new erosion and drainage repair project in FY 2010.
Highway	DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	2009	2.2	ARRA, STP-MAG & Local	$ 656,096	$5,667,374	$10,854,352		$17,177,822	Admin Mod: Change dollar amounts in the all funding categories due to lower costs.
Highway	MES12-815	Mesa	ITS Signal Conversions - Phase 5 (Brown Rd and Lindsay Rd.)	Establish fiber optic links to traffic signals	2012	6	CMAQ	$ 1,934,406		$ 659,994		$ 2,594,400	Admin Mod: Change location of ITS fiber optic work from University Dr, to Brown Rd and Lindsay Rd.
Highway	SCT11-701	Scottsdale	McDowell Rd: Bridge over Indian Bend Wash	Enhance sidewalks and add bicycle lanes	2011	0.2	CMAQ	$ 3,106,743		$ 600,000		$ 3,706,743	Admin Mod: Modify location from Scottsdale to Granite Reef Rd to the bridge over Indian Bend Wash

Agenda Item #5E

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

DATE:
October 6, 2009

SUBJECT:
Consultant Selection for the Avondale Transit Circulator Study

SUMMARY:
On June 10, 2009, the MAG Regional Council Executive Committee approved an amendment to the MAG FY 2009 Unified Planning Work Program and Annual Budget to include funding for a Transit Circulator Study for the City of Avondale. MAG issued a Request for Proposals on August 21, 2009, and received six responses from the following firms: Gannett Fleming, IBI Group, Nelson/Nygaard Consulting, Parsons Brinckerhoff, URS Corporation, and Wilbur Smith. A multi-agency review team evaluated the proposals on September 24, 2009, and conducted consultant interviews on October 1, 2009. The Evaluation Team recommended to MAG that URS Corporation be selected to develop the Avondale Transit Circulator Study for an amount not to exceed $150,000.

Once completed, the study will identify options for transit circulator routes to connect population and employment centers, existing and planned transit facilities (e.g., I-10 west high capacity transit, regional park-and-ride lots, etc.), retail centers, and public facilities in Avondale.

Key project objectives are to:

1. Conduct a comprehensive, market based evaluation of transit circulator needs in the City of Avondale.
2. Ensure the study results are coordinated with on-going regional transit plans and studies (e.g., Regional Transportation Plan, Regional Transit Framework Study).
3. Define a phased implementation plan that allows the City of Avondale to expand transit circulator service over time, in concert with development trends and available revenues.
4. Develop a sound financial plan that identifies capital/ operating cost and potential sources of revenue.
5. Foster widespread community support for transit circulator service through an effective public involvement program.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: This study will provide a detailed evaluations for implementing transit circulator service in the City of Avondale.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resulting circulator study will identify capital and operating requirements, service options, and funding opportunities for transit circulator service in Avondale.

POLICY: The Avondale Transit Circulator Study will provide decision-makers in the City of Avondale with a comprehensive perspective on the opportunities and cost implications of transit circulator service.

ACTION NEEDED:

Recommend approval of the selection of URS Corporation as the consultant to develop the Avondale Transit Circulator Study for an amount not to exceed $150,000.

PRIOR COMMITTEE ACTIONS:

A multi-agency review team evaluated the proposals on September 24, 2009, and conducted consultant interviews on October 1, 2009. The Evaluation Team recommended to MAG that URS Corporation be selected to develop the Avondale Transit Circulator Study for an amount not to exceed $150,000.

Proposal Evaluation Team

City of Avondale: Charles Andrews
City of Avondale: John Ruggeri
City of Avondale: Kristen Taylor
ADOT: Teresa Kennedy
Valley Metro/RPTA: Stuart Boggs

CONTACT PERSON:

Kevin Wallace, MAG, (602) 254-6300.

Agenda Item #5F

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

DATE:
October 6, 2009

SUBJECT:
Consultant Selection for the MAG Avondale Park and Ride Site Selection Study

SUMMARY:
On June 10, 2009, the MAG Regional Council Executive Committee approved an amendment to the MAG FY 2009 Unified Planning Work Program and Annual Budget to include funding for a park and ride for the City of Avondale. MAG issued a Request for Proposals on August 21, 2009, and received seven responses from AECOM, The CK Group, HDR, JACOBS, OTAK, TranSystems, and Wilbur Smith. A multi-agency review team evaluated the proposals on September 24, 2009, and conducted consultant interviews on October 1, 2009. The Evaluation Team recommended to MAG that TranSystems be selected to develop the Avondale Park And Ride Site Selection Study for an amount not to exceed $200,000.

Once completed, the study will identify options and develop recommendations for the analysis of potential sites and right-of-way availability for a park and ride facility in the vicinity of Interstate 10 and Avondale Boulevard in the City of Avondale.

Key project objectives are to:

1. Select and evaluate two park and ride sites within the planned mixed-use facility Avondale City Center. A final preferred site will be selected based on direction and input from the City of Avondale.
2. Ensure the study results are coordinated with on-going regional transit plans and studies (e.g., Regional Transportation Plan, Regional Transit Framework Study).
3. Define design costs estimates.
4. Develop a sound financial plan that identifies capital/ operating cost of Park And Ride facility and potential sources of revenue.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: This study will provide a detailed evaluations for implementing a park and ride site located within the Avondale City Center development in the City of Avondale.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The resulting park and ride study will identify capital and operating requirements, location options, and funding opportunities for a park and ride location in Avondale.

POLICY: The Avondale Park And Ride Site Selection Study will provide decision-makers in the City of Avondale with a comprehensive perspective on the opportunities and cost implications of developing a large Park And Ride transit facility within the Avondale City Center.

ACTION NEEDED:
Recommend approval of the selection of TranSystems as the consultant to develop the Avondale Park And Ride Site Selection Study for an amount not to exceed $200,000.

PRIOR COMMITTEE ACTIONS:
A multi-agency review team evaluated the proposals on September 24, 2009, and conducted consultant interviews on October 1, 2009. The Evaluation Team recommended to MAG that TranSystems be selected to develop the Avondale Park And Ride Site Selection Study for an amount not to exceed $200,000.

Proposal Evaluation Team
City of Avondale: Kristen Taylor
City of Avondale: Charles Andrews
City of Avondale: John Ruggieri
ADOT: Mike Normand
Valley Metro/RPTA: Bob Antila

CONTACT PERSON:
Marc Pearsall, MAG, (602) 254-6300.

Agenda Item #5G

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

DATE:
October 6, 2009

SUBJECT:
Don't Trash Arizona Litter Prevention and Education Contract Amendment

SUMMARY:
The Regional Transportation Plan (RTP) includes $279 million for the freeway maintenance program, including litter control. In November 2003, MAG and the Arizona Department of Transportation signed a joint resolution that included a commitment to develop a long-term litter prevention program to help reduce freeway litter and defray pickup costs.

To help accomplish this goal, in 2006, the MAG Regional Council approved the selection of a consultant, RIESTER, to implement a Litter Prevention and Education Program for the Regional Freeway System in the MAG region, also known as *Don't Trash Arizona*. The purpose of the program is to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. MAG works cooperatively with the Arizona Department of Transportation (ADOT), which manages the program for the state outside of Maricopa County.

The initial two-year contract for the prevention and education program expired August 31, 2008. A new Request for Proposals was issued and a selection process undertaken. Based on the recommendation of a multi-agency review panel, on September 17, 2008, the Regional Council again approved the selection of RIESTER as the consultant to develop the FY 2009 litter prevention and education program. The action included a provision that the base contract period shall be a one-year term but that MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. A contract was entered into with RIESTER on October 15, 2008 with an expiration date of October 31, 2009, for a cost not to exceed $380,000

A recent telephone survey of 637 Maricopa County residents finds that half of Arizonans have heard the slogan *Don't Trash Arizona*, an increase of 16 percent since the initial baseline survey of 2006. Awareness was especially high among the target demographic of males aged 18 to 34, with 62 percent stating awareness of the program. In addition, the survey found that the number of males in that group who admitted littering decreased by 9 percent, and those in that audience who stated they had NOT littered within the past year increased 12 percent. Overall, the number of Arizonans who see litter as a big problem has decreased 46 percent. Since the inception of the program, there has been a 55 percent increase in awareness of the litter hotline, and a 20 percent increase in awareness of the anti-litter Web site, www.DontTrashAZ.com. (see attached Evaluation Survey for additional findings).

In addition to the above, ADOT reports a reduction of litter complaints to its central office by 60 percent. The Department of Public Safety noted a reduction in citations for freeway littering by 25 percent and unsecured loads by 30 percent following the first two years of the program. In July 2009, the *Don't Trash Arizona* program received a Silver Anvil Award of Excellence from the Public Relations Society of America for outstanding strategic public relations planning and implementation. The program was cited for its innovation, creativity and measurable results.

An update on the program and most recent efforts was provided to the Transportation Policy Committee on September 23, 2009. Suggestions from the committee included working with the Arizona Motor Vehicle

Division and other driver training programs to incorporate information on litter fines and the importance of securing loads, and to work with the construction industry and contractors to disseminate litter messages.

The FY 2010 Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes $300,000 for litter prevention and education efforts. Based on the significant successes experienced by this program with the assistance of RIESTER, staff recommends that the first one-year option to extend the contract be exercised and the contract amended to include $300,000 budgeted in the MAG FY 2010 Unified Planning Work Program and Annual Budget.

PUBLIC INPUT:
Two focus groups were conducted for the Maricopa Association of Governments, in conjunction with its consultant, RIESTER, on December 17, 2008, as part of the *Don't Trash Arizona* Litter Prevention and Education Program. The purpose of the focus groups was to provide insight into littering perspectives and behavior among the target littering group of males who are between the ages of 18 and 34. In addition, a telephone survey was completed in September 2009 by WestGroup Research of 637 Maricopa County residents. Results of the survey are attached and are additionally available on the *Don't Trash Arizona* Web site.

PROS & CONS:
PROS: Research suggests that prevention programs can change public perception and habits regarding litter. Properly maintained freeways are important to the quality of life of the residents of this region and to the image projected to tourists and economic development prospects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The Regional Transportation Plan includes $279 million in funding for landscape maintenance and noise mitigation, with a small portion allocated for litter prevention and education. The FY 2010 campaign will build on efforts of the *Don't Trash Arizona* campaign to date.

POLICY: An effective litter prevention and education program will help change the behavior of offenders, improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance.

ACTION NEEDED:
Recommend approval to amend the consultant contract with RIESTER for one additional year for the Litter Prevention and Education Program to include $300,000 budgeted in the MAG FY 2010 Unified Planning work Program and Annual Budget for litter prevention and education.

PRIOR COMMITTEE ACTIONS:
On September 17, 2008, the MAG Regional Council approved a recommendation that RIESTER be selected to design and implement the FY 2009 Litter Prevention and Education Program for the Regional Freeway System in the MAG Region, for an amount not to exceed $380,000. The action included a provision that the base contract period shall be a one-year term but that MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability.

MEMBERS ATTENDING

Mayor Mary Manross, Scottsdale, Chair
Vice Mayor Peggy Neely, Phoenix, Vice Chair
#Councilmember Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
+ Vice Mayor Elaine May for 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
* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
* Mayor James M. Cavanaugh, Goodyear
Councilmember Roy Perez for Mayor Frank Montiel, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa County
Mayor Scott Smith, Mesa
Councilmember Jini Simpson for Mayor Vernon Parker, Paradise Valley
Mayor Bob Barrett, Peoria
Mayor Art Sanders, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
* Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor Ron Badowski, 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.

CONTACT PERSON:
Kelly Taft, MAG, 602-254-6300.

LITTER EVALUATION SURVEY

August 2009

MARICOPA ASSOCIATION of GOVERNMENTS

Prepared by:

RIESTER

TABLE OF CONTENTS

Section: Page #:

Executive Summary 1
Key Findings and Recommendations 6

I. Introduction 9
A. Background and Methodology 9
B. Demographics 9

II. Driver Characteristics 14
A. Driving Habits 14
B. Litterbag Use 15
C. Smokers 16
D. Truck Drivers 17

III. Litter Awareness and Behavior 20
A. Perception of the Problem along Freeways 20
B. Personal Littering 21
C. Littering Circumstances 23
D. Reasons for Littering 24
E. Personal Experience with Specific Littering Situations 25
F. Awareness of Dangerous Debris 28

IV. Campaign Awareness 30
A. Awareness of Campaign 30
B. Don't Trash Arizona Awareness 34
C. Awareness of Litter Resources 37
D. Likelihood to Report Littering 38
E. Additional Litter Resources 40

V. Profiles of Litterers 41

Questionnaire ..... Appendix A
Cross Tabulations – Available under separate cover

EXECUTIVE SUMMARY

Background

In August 2006, the Maricopa Association of Governments (MAG) launched a litter prevention and education program known as *Don't Trash Arizona!* The purpose of the program is to reduce litter on the regional freeway system by developing a strategy to increase public awareness and change behavior. The scope of work for the program additionally mandated that an evaluative process be included to measure the success of the program.

First, "secondary research" was conducted to review existing litter campaigns not only in other regions and states, but globally. This was accomplished through Web research and targeted interviews with account managers of litter campaigns in other states.

The secondary research found that litterers were predominately single males, aged 18 to 24—with a secondary tier of litterers aged 25 to 34. They tend to be smokers, eat/buy fast food two times per week or more, frequent bars and nightclubs, and drive pickup trucks. While 60 percent of littering is deliberate, 40 percent occurs "accidentally" when items blow or fall off vehicles. Littering most often occurs when drivers are alone, and small items like cigarettes and candy wrappers are not typically considered litter.

Following the secondary research, a benchmark survey was conducted in December 2006 to determine initial attitudes and awareness of litter issues in Arizona and to evaluate littering behavior.

Based on the research results, a strategy was developed that would utilize a "pride" message; focus on the 18 to 24 male demographic; target both deliberate and "accidental" litter; and include a variety of strategies and tactics within the areas of public relations, paid advertising, media outreach, school outreach, and the development of value-added partnerships.

While the primary goal of the *Don't Trash Arizona* program is to reduce freeway litter by increasing awareness about the problems litter causes and to change littering behavior, it was recognized early on that it would be difficult to rapidly "move the needle" when it comes to changing behavior. The communication team outlined a strategy to achieve results through a three-stage process: 1) increase awareness; 2) change attitudes; and 3) change behavior.

A follow-up, evaluative survey was then conducted in July 2008, at the end of the first two years of the campaign, to determine if any changes in awareness, attitudes or behavior were realized. A year later, another follow-up study was conducted; however, this time it was focused on Maricopa County residents. That survey is the focus of this report.

Evaluative Survey

RIESTER, on behalf of its client, the Maricopa Association of Governments (MAG), commissioned WestGroup Research of Phoenix to conduct a telephone study with residents in Maricopa County. The purpose of the study was to evaluate overall awareness of and attitudes toward litter issues and explore littering behavior, and compare responses to the benchmark study, which was conducted in December 2006 and August 2008. It is important to note that the previous two studies were conducted with Arizona residents. To accurately compare the data from previous surveys to the current year, the 2006 and 2008 data shown in this report include only responses from Maricopa County residents.

Results are based on 637 fifteen-minute telephone interviews with Maricopa County residents. All respondents were randomly selected from a Random Digit Dial (RDD) database comprising phone numbers from the targeted zip codes. The margin of error for the survey is approximately ±4.0% at a 95% confidence level.

Below are some of the key findings of the survey.

Driver Characteristics

- In 2009, approximately two in five Valley residents (39%) reported driving or riding in a 4-door sedan, a slight decrease from 2008 when 44% of residents reported riding/driving in this type of vehicle.

- Maricopa County residents were significantly more likely to report having a litterbag or trash receptacle in their vehicle this year (66%; up from 56% in 2008 and 57% in 2006).

- Three in five residents (60%) who do not currently have a litterbag or trash receptacle in their car indicated they would consider keeping one in their vehicle in the future. This represents a significant increase from last year (50% in 2008).

- Similar to previous years, one in six Valley residents indicated they were smokers (15%). The majority of smokers reported that they use the ashtray in their vehicle (49%), use something else in their car (19%) or do not smoke in their vehicle (13%).

- One in six Maricopa County residents indicated they drive a pickup truck (16%); this is essentially the same percentage reported in 2008 and 2006 (15% for each year).

- Truck drivers reported that lawn debris and soda cans/bottles were the most common types of litter that would be found in the back of their truck (mentioned by 11% and 10%, respectively).

- Forty-four percent of truck drivers indicated they do not believe they put any type of litter in their truck bed; an additional 5% reported they were unsure if the items they put in the back of their truck were considered litter (compared to 23% in 2008 and 25% in 2006).

- Seven in ten truck drivers (70%) indicated that on average they "always" secure items in the back of their pick-up truck and an additional 11% report that they secure their load most of the time. Conversely, one in six (17%) do not frequently secure items in their truck bed, reporting they "sometimes," "rarely," or "never" secure items.

Litter Awareness and Behavior

- In 2009, the perception of littering along Maricopa County freeways was reported by more people overall as a "big" or "moderate" problem than in 2008, (67%, up from 64%). However, fewer residents ranked it in the more severe category as a "big" problem this year (20%; down from 23% in 2008 and 37% in 2006).

- When asked to itemize what items they thought they had littered in the past year, a majority of Valley residents insisted that they had not littered at all during the past year (69%); this was similar to the findings from the 2008 (67%) and 2006 study (69%).

- The number of males 18 to 34 who indicated they "had not littered in the past year" increased from 40% in 2006 to 44% in 2008 and to 45% in 2009 – an increase of 12% of the target population.

- More than half of the males aged 18 to 34 are admitted litterers (51%); however, that number has declined from 56% in 2006.

- Among those who indicated they had littered in the past year, food or organic material (including gum) was the most common type of litter (mentioned by 48%).

- As in prior years, residents who indicated they had littered in the past year were most likely to report that the littering happened while they were driving and/or riding in a vehicle (53%).

- Lack of convenient trash receptacles was the most common reason cited for littering when driving (mentioned by 16% of residents who have littered in the past year).

- Similar to prior years, residents were most likely to report that at some point in time they "noticed trash falling out of the vehicle" they were driving or riding in (26% within the past 3 months; 23% in 3+ months).

- One-half (50%) of Valley residents indicated they were familiar with the term "dangerous debris." Overall, most residents thought the term referred to objects on

roadways that can cause damage to vehicles. Most residents believed these objects were large in scale, like tires, mattresses, or furniture (44%).

Campaign Awareness

- One in four residents (27%) indicated they had seen advertising related to litter or littering in the past three months, slightly higher than reported in 2008 (25%). For males aged 18 to 34, awareness increased from 25% in 2006 30% in 2009.

- When those aware of litter-related advertising were specifically asked what they remembered about the ads, most recalled information about the fines (mentioned by 27%).

- One in three residents who remembered seeing litter-related advertising in the past three months were able to recall some type of slogan/message (35%). Two of the most commonly recalled "slogans" were actually messages – "do not litter" (mentioned by 9%) and "you will be fined" (mentioned by 6%).

- One-half of Valley residents (50%) indicated they have heard the slogan "Don't Trash Arizona." While this represents a decline between 2008 and 2009 (decreasing from 56% in the prior year), awareness is still significantly higher than in 2006 (43%). Additionally, awareness was much higher among the target audience of males 18 to 34, with three-fifths (62%) of the target audience aware of the "Don't Trash Arizona" slogan. This represents a 40% increase from 2006 (44%).

- Residents who were familiar with the "Don't Trash Arizona" slogan reported seeing and/or hearing the slogan from a variety of sources – television (34%), radio (22%), billboards (18%), and street/highway signs (14%).

- This year, awareness of the Litter Hotline was significantly higher compared to last year (14%; up from 9% in 2008, an increase of 56%). Fifteen percent of males aged 18 to 34 were aware of the slogan, an increase of 66% over 2006.

- Twelve-percent (12%) of residents had heard of the litter Web site, www.DontTrashAZ.com; this was the same percentage as reported in 2008. However, there was a significant increase in awareness of the Web site among the target population, with 23% of males 18 to 34 aware of the Web site. This represents an overwhelming increase of 229% over the 2006 awareness level (7%).

- Seven-percent (7%) of Valley residents aware of the litter Web site reported that they have visited the site; this was up slightly from 4% in 2008.

- When Valley residents were asked if they saw someone littering how likely they would be to report this behavior, three-fifths (60%) of residents indicated they would be at least "somewhat" likely to call (23% "very likely" and 37% "somewhat likely"). This is a significant increase compared to 2008 (53%).

- Valley residents indicated they would primarily go to the Internet if they wanted more information about litter or littering (mentioned by 49%; up significantly from 26% in 2008).

- Approximately one in six residents specifically mentioned the "Don't Trash Arizona" Web site as a resource to go to if they wanted more information about littering (18%). Three-fifths (61%) of males between the ages of 18 to 34 indicated they would go to the Internet for litter information and 28% specifically mentioned that they would go to www.DontTrashArizona.com.

KEY FINDINGS AND RECOMMENDATIONS

Some of the most significant findings of the survey were many positive changes in awareness and behavior among the target demographic of males aged 18 to 34, with additional positive changes among the overall population in several areas.

Overall, the survey continues to show success in the program's first objective of increasing awareness about litter issues, with half of Arizona residents indicating they have heard the slogan, *Don't Trash Arizona.* Overall awareness of the slogan increased from 43% in 2006 to 50% in 2009. Furthermore, awareness of the slogan was especially high among the target demographic of younger males, with 62 percent of males aged 18 to 34 stating awareness, an increase of 20 percent over 2008.

More than one in four (27%) respondents indicated they had seen advertising related to litter in the past three months. Again, this was even higher among the target group (30%) of younger males. These findings are likely due to a strategic marketing, education and outreach campaign targeting males aged 18-34.

Another positive finding of the study was a significant increase in the number of respondents aware of litter resources. Awareness of the Litter Hotline, which allows motorists to report someone littering from a vehicle, was significantly higher, increasing to 14 percent in 2009 from nine percent in 2008, an increase of 56%. Among the target population, the increase in awareness of the hotline jumped from 9% in 2006 and 10% in 2008 to 15% in 2009, a 66% increase in awareness levels from the inception of the campaign. Awareness of the litter Web site, *DontTrashArizona.com*, among younger males increased even more significantly (229%) over the 2006 awareness level.

Another key finding of the survey came in unaided recall of two specific litter radio messages. When asked if they remembered seeing ads related to littering in the past three months, respondents specifically referenced the two radio advertisements that had been produced through the *Don't Trash Arizona* program, including specific details about the spots. These included an ad in which two male roommates discuss a $502 burger, the extra $500 coming from a fine one of them received from throwing his food wrapper out the car window. The roommates then discuss the costs and hazards associated with litter. The second involves a young man discussing his litter "addiction," how he started littering small things when he was young, which grew larger as he grew older. Eventually he was caught and fined, and has now been "clean" for three months. The humor of both ads was recalled by many respondents. It is exceptional for such specific details to be so widely recalled without prompting.

As in prior years, the study finds that it continues to be more difficult to change behavior. While 69% of Arizona residents reported that they had not littered at all during the past year, this number remained unchanged from the initial 2006 survey. However, more positive changes were reported among the target population, with admitted litterers among males aged 18 to 34 declining from 56% in 2006 to 51% in 2009. Those

in this group who stated they had not littered within the past year also increased (to 45% from a reported 40% in 2006).

Although the changes in behavior are highly encouraging, it is important to note that more than half (51%) of this group still admit to littering. Thirty-six percent of respondents in this group have also experienced "accidental" littering, in which items blow out of or fall from vehicles.

Accidental littering remains a significant area of concern. Twenty-six percent of Arizonans admitted to having trash blow out of or fall from their vehicle in 2009 in just the past three months, with another 23 percent reporting that occurrence in 3+ months. Another area of concern continues to be the littering of cigarette butts, a circumstance cited by 21% of residents (8% in the past 3 months and 13% in 3+ months).

Among Maricopa County residents in general, there was a shift in perception of litter as a big problem, decreasing from 37% in 2006 to 23% in 2008 and to 20% today. While it is impossible to determine whether this is a result in increased litter pickup under the Regional Transportation Plan or whether in fact fewer individuals are littering, the improving perception of the cleanliness of our roadways is a positive trend.

A final finding that shows promise involved a question asked for the first time in this survey. It involves an emerging key message for the campaign, and that is the issue of dangerous road debris. The Maricopa Association of Governments has been working over the past few months to encourage broadcast stations to use the term "dangerous debris" when referring to items that fall from vehicles into the roadway, creating a safety hazard. One half (50%) of Valley residents indicated they were familiar with the term "dangerous debris," and recognized that this usually involved objects on roadways that can cause damage to vehicles. Residents who were also aware of anti-litter advertising were significantly more likely to be aware of the term (61% vs 46%).

The above findings and observations indicate several approaches for continuing litter prevention and education efforts. The research confirms that males aged 18 to 34 continue to be among the most common litter offenders. The survey also indicates that the current campaign focusing on this demographic is having a positive impact in reducing littering behavior. The significant recall of the ads appears to confirm that the current advertising messages are resonating with this audience, and may want to be pursued. The messaging surrounding dangerous debris appears early on to be working. Since this is the first time the question regarding the term "dangerous debris" has been asked, this is a trend that will continue to be monitored in future surveys for comparison. An opportunity exists to continue educational efforts that roadway debris can pose serious safety hazards and to use this awareness to encourage motorists to secure items with tarps or tie-downs when hauling vehicle loads.

In conclusion, there seems to be momentum in terms of increasing awareness of litter issues and perhaps the beginning indicators of changing attitudes. There were even a number of positive results in changing litter behavior among the targeted portion of the

population who are historically the worst offenders. These results would seem to indicate that the current strategy of combining paid advertising efforts with public relations efforts and other targeted messaging is appropriate.

I. INTRODUCTION

A. Background and Methodology

RIESTER, on behalf of its client Maricopa Association of Governments (MAG), commissioned WestGroup Research of Phoenix to conduct a telephone study with residents age 18 and older living in Maricopa County. The purpose of the study was to evaluate overall awareness of and attitudes toward litter issues and explore littering behavior, and compare responses to the benchmark study, which was conducted in December 2006 and July/August 2008.

Results are based on 637 fifteen-minute telephone interviews conducted with 322 male and 315 female residents. Respondents were randomly selected from a Random Digit Dial (RDD) database comprised of phone numbers from targeted zip codes. The margin of error for the survey is approximately ±4.0% at a 95% confidence level. Twenty-seven interviews (4%) were conducted in Spanish.

It is important to note that the previous two telephone studies were conducted with Arizona residents: those living in Maricopa County, Pima County, and outlying areas. The 2009 study was only conducted with Maricopa County residents. To accurately compare the data from previous studies to the current year, the 2006 and 2008 data shown in this report only includes responses from Maricopa County residents.

B. Demographics

Per established quotas, 50% of Maricopa County residents interviewed were males and 50% were females. The average age of the residents was 46 and 59% were married. The majority had at least some college experience (75%), 59% were employed either full or part-time, and one-third (32%) report a household income of more than $75,000. Approximately three in four residents are Caucasian (76%), while 74% report that "only English" is spoken in their home.

Additional detail on the demographic profile of the respondents is provided in Tables 1a and 1b while Table 2 provides a breakdown of the city of residence represented in the sample.

Table 1a: Respondent Demographics

Characteristic	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006 Maricopa (n=748)
Male	50%	50%	50%
Female	50	50	50
Age			
18-24	10%	10%	9%
25-34	16	16	23
35-44	20	20	24
45-54	23	25	16
55-65	14	12	12
66+	17	16	16
Average	**46.3 yrs**	**46.1 yrs**	**44.3 yrs**
Marital Status			
Married	59%	56%	61%
Single	25	27	26
Widowed	7	7	6
Divorced	6	8	5
Separated	1	-	1
Refused	2		2
Education			
Less than high school	4%	8%	7%
High school graduate	19	19	16
Some college	33	31	35
College graduate	29	24	27
Graduate degree	13	17	13
Ethnicity			
White	76%	72%	79%
Hispanic	13	15	9
Native American	1	2	--
African American	2	4	3
Asian	2	2	2
Other/Refused	6	5	4

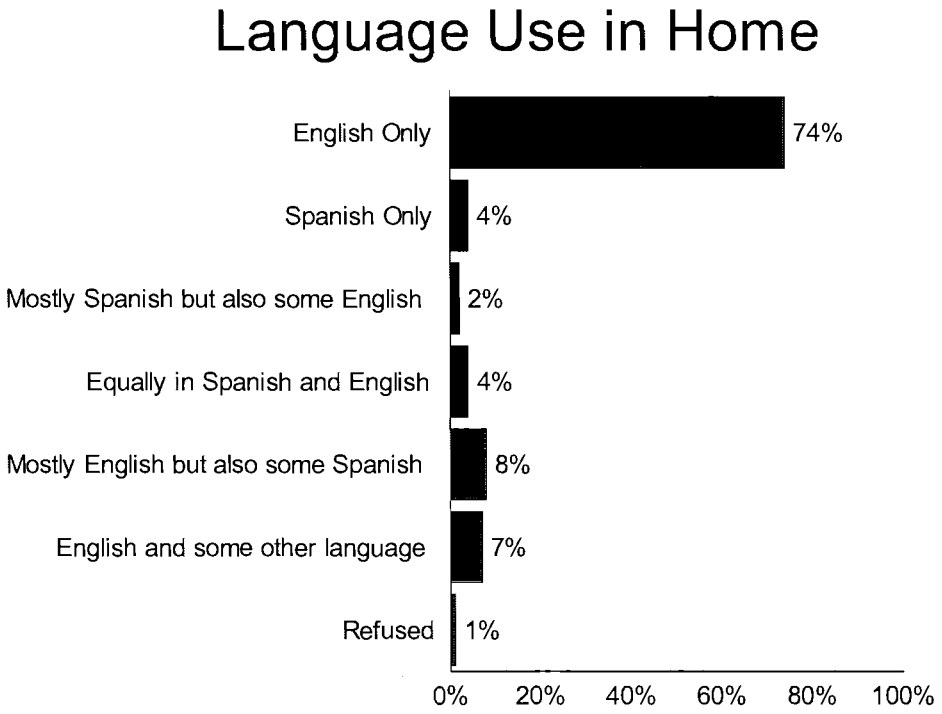
Table 1b: Respondent Demographics

Characteristic	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006 Maricopa (n=748)
Household Income			
<$10,000	7%	5%	3%
$10-$20,000	7	5	6
$20-$30,000	6	7	8
$30-$40,000	6	7	7
$40-$50,000	7	8	8
$50-$60,000	6	8	7
$60-$75,000	8	10	9
$75-$100,000	12	12	12
$100,000+	20	18	18
Refused	21	21	22
Average	**$66,530**	**$66,420**	**$66,620**
Employment Status			
Full-time	50%	55%	51%
Retired	21	20	21
Part-time	9	8	10
Unemployed	8	7	4
Homemaker	7	6	8
Student	3	3	4
Profession			
White collar/mgmt	32%	24%	16%
Professional (medical/legal)	20	22	10
Blue collar	15	14	9
Self-employed	8	12	5
Clerical/admin	8	10	5
Education	7	8	6
Trade	6	6	7

Table 2: Sample Breakdown by City

City	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006 Maricopa (n=748)
Phoenix	29%	32%	28%
Mesa	15	12	14
Glendale	9	8	8
Chandler	8	6	7
Peoria	7	4	6
Gilbert	6	4	5
Scottsdale	6	6	7
Surprise	3	3	4
Tempe	3	3	3
Sun City	2	2	3
Buckeye	1	1	-
Apache Junction	-	1	-
Avondale	-	1	-
Goodyear	-	-	2
Laveen	-	1	-
Queen Creek	-	3	-
Other (includes 1% or less of consensus)	8%	11%	13%
Refused	2	2	2

One in seven Maricopa County residents interviewed (14%) reported that at least some Spanish was spoken in their home.



II. DRIVER CHARACTERISTICS

A. Driving Habits

In 2009, approximately two in five Valley residents (39%) reported driving or riding in a 4-door sedan, a slight decrease from 2008 when 44% of residents reported riding/driving in this type of vehicle. As in the past, sports utility vehicles (SUV) and pick-up trucks were the next most frequently mentioned vehicles driven by residents (20% and 16%).

Table 3: Type of Vehicle

Items	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006 Maricopa (n=748)
Sedan (4-door)	39%	44%	38%
Sports utility	20	18	21
Pick-up truck	16	15	15
Van/mini-van	11	8	12
Coupe (2-door)	7	8	8
Motorcycle	1	1	--
Other	1	1	1
Don't drive	5	4	4
Don't know/ refused	--	1	1

Q8: Which of the following best describes the type of vehicle you drive or ride in…

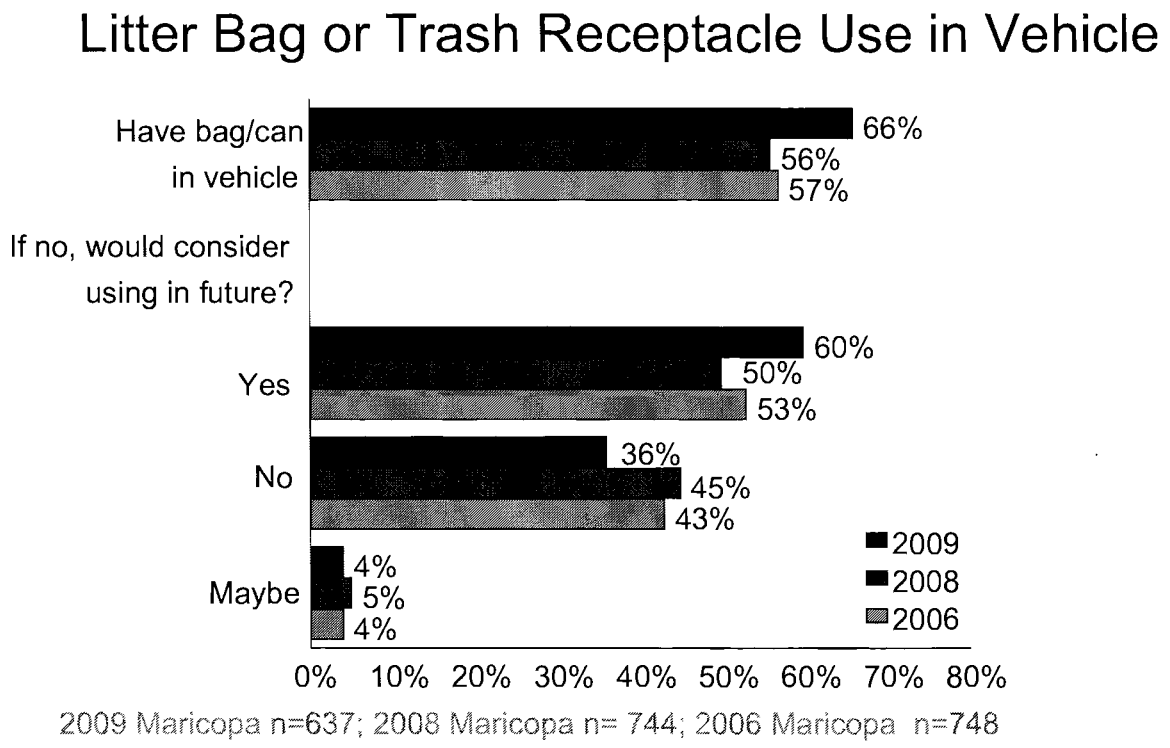
B. Litterbag Use

This year, Maricopa County residents were significantly more likely to report having a litterbag or trash receptacle in their vehicle (66%; up from 56% in 2008 and 57% in 2006). Those most likely to report having a litterbag were women (72% vs. 61% for men) and residents over the age of 35 (70% vs. 57% for those <35).

Three in five residents (60%) who do not currently have a litterbag or trash receptacle in their car indicated they would consider keeping one in their vehicle in the future. This represents a significant increase from last year when 50% of Maricopa residents were likely to consider it.

Those most agreeable to putting a litter bag or trash receptacle in their vehicle are:

- Females (71% vs. 52% for males).
- Younger residents (79% for those <35 vs. 50% for those older).
- Non-Caucasians (74% vs. 56% of Caucasians).
- Those without college experience (71% vs. 56% for those with college experience).
- Lower income residents (75% for those with household income <$50,000 vs. 53%).



C. Smokers

Similar to previous years, one in six Valley residents indicated they were smokers (15%). Residents with household incomes of less than $50,000 (21%) and those without any college experience (18%) were more likely than those in comparative groups to admit they were smokers.

The majority of smokers reported that they use the ashtray in their vehicle (49%), use something else in their car (19%) or do not smoke in their vehicle (13%). Residents under the age of 35 were significantly less likely than older residents to report using an ashtray in their car (33% vs. 55%) and were more likely than older residents to indicate that the way they dispose of cigarette butts varies (22% vs. 4%).

Table 4: Smoking Habits and Disposing of Cigarette Butts
Among those indicating they smoke

Response	2009 Maricopa (n=97)	2008 Maricopa (n=109)	2006 Maricopa (n=121)
Smoker	15%	15%	16%
	(n=97)	*(n=109)*	*(n=121)*
Ashtray in vehicle	49%	55%	46%
Something else in vehicle	19	11	13
Don't smoke in the car	13	12	16
It varies	9	6	12
Throwing out window	7	6	5
Other *(<1% consensus)*	-	2	2
Don't know/refused	3	8	5

Q11: When you are in a vehicle, do you USUALLY dispose of cigarette butts…?

D. Truck Drivers

One in six Maricopa County residents indicated they drive a pickup truck (16%); this is essentially the same percentage reported in 2008 and 2006 (15% for each year). Truck drivers are most likely to be male (24%) and between the ages of 35-44 (20%).

Table 5: Pick-Up Truck Drivers

Response	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006 Maricopa (n=748)
Drive a pick-up truck	16%	15%	15%

Q8: Drive a pick-up truck.

Truck drivers reported that lawn debris and soda cans/bottles were the most common types of litter that would be found in the back of their truck (mentioned by 11% and 10%). Trash in general rounds out the top three most common types of litter found in the back of pick-up trucks (7%). In addition, plastic bags, cups, and food were also mentioned (all types mentioned by 5%).

More than two in five truck drivers (44%) indicated they do not believe they put any type of litter in their truck bed; an additional 5% reported they were unsure if the items they put in the back of their truck were considered litter. The combined 49% is only slightly higher than the percentages from previous years (40% in 2008 and 39% in 2006). The difference this year is that truck drivers were more likely to report putting "nothing" in their truck bed (44%; compared to 17% in 2008 and 14% in 2006) and less likely to say they did not know if the items were considered litter (5%; compared to 23% in 2008 and 25% in 2006).

Table 6: Litter Via Truck Bed – Total Responses
Among those who indicate they drive a truck

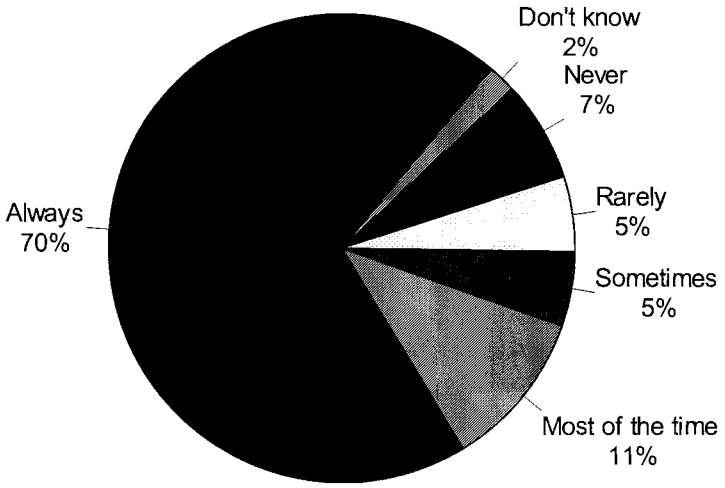
Items	2009 Maricopa (n=97)	2008 Maricopa (n=107)	2006 Maricopa (n=97)
Nothing	44%	17%	14%
Lawn debris	11	9	9
Soda cans/bottles	10	11	16
Trash/non biodegradable (unspecified)	7	5	--
Plastic bags/other plastic	5	11	7
Cups (Styrofoam, plastic, paper)	5	--	--
Food/organic material	5	4	4
Construction debris	4	9	9
Beer cans/bottles	4	2	4
Construction debris	4	--	9
Water bottles	3	6	1
Cardboard	3	5	2
Fast food wrappers	1	6	8
Other food wrappers	1	2	3
Small pieces of paper	--	4	6
Wood	--	1	1
Paper/ newspaper/ napkins	--	2	4
Furniture	--	1	--
Litter that falls out accidentally	--	--	2
Tires	--	--	1
Car parts/ batteries	--	1	2
Other	5%	8%	8%
Don't know	5	23	25

Q18: What types of items do you ever put into your truck bed that you consider to be litter or trash? What else?

Seven in ten truck drivers (70%) indicated that on average they "always" secure items in the back of their pick-up truck and an additional 11% report that they secure their load most of the time. Conversely, **one in six truck drivers (17%) do not frequently secure items in their truck bed, reporting that they "sometimes," "rarely," or "never" secure items.** Older residents (55+) were most likely to indicate that they always secure their load (86% vs. 65% for those younger).

How Often Truck Drivers Secure Load

When putting items into the bed of your truck, how often, on average, do you secure your load (either with ties, bungees, a tarp, etc.)?



Truck drivers: n=97

III. LITTER AWARENESS AND BEHAVIOR

A. Perception of Litter as Problem along Freeways

In 2009, the perception of littering along Maricopa County freeways was reported by more people overall as a problem than in 2008 (67% rate it as a "big" or "moderate" problem; up from 64%). However, residents were less likely to see it as a "big" problem this year (20%; down from 23% in 2008 and 37% in 2006). Approximately one in three Maricopa residents felt that litter along "their county" freeways is either a "small" problem or not a problem at all (31%).

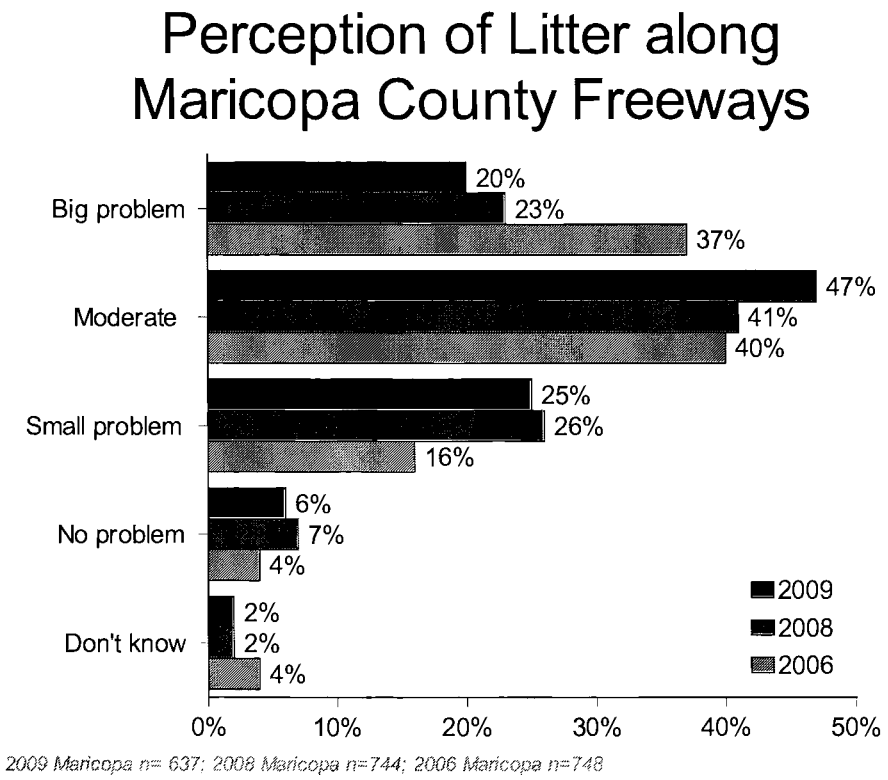


Table 7: Freeway Litter as a Problem in Maricopa County

Rating	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006 Maricopa (n=748)
Big problem	20%	23%	37%
Moderate problem	47	41	40
Small problem	25	26	16
Not a problem at all	6	7	4
Don't know	2	2	4

Q9: In your opinion, how big of a problem is litter along freeways in Maricopa County? Would you say it is a…
***In 2009 question was changed to "Maricopa County" where previously it was "in your county."*

B. Personal Littering

When asked to itemize what items they thought they had littered in the past year, a majority of Valley residents insisted that they had not littered at all during the past year (69%); this was similar to the findings from the 2008 and 2006 study when 67% and 69%, respectively, had reported not littering. An additional 3% said they "did not know" if they had littered or not.

The number of males aged 18 to 34 who indicated they "had not littered in the past year" increased from 40% in 2006 to 44% in 2008 and to 45% in 2009 – an increase of 12% of the target population.

Those most likely to claim they have not littered included:

- Females (71% vs. 66% for males).
- Older residents (71% for those 35-54 and 81% for 55+ vs. 50% < 35).
- Caucasian residents (70% vs. 60% for other ethnicities).

Among those who indicated they had littered in the past year, food or organic material (including gum) was the most common type of litter (mentioned by 48%). This was also the most common type of litter listed in the previous two studies (mentioned by 39% in 2008 and 41% in 2006). Small pieces of paper were the second most common items discarded (mentioned by 22%); this was also similar to 2008 and 2006 (mentioned by 26% and 21%).

Those most likely to list food and organic materials as items they have personally discarded were:

- Females (59% vs. 39% for males).
- Residents 35 –54 years old (55% vs. 33% of those 55+).
- Caucasian residents (56% vs. 31% for other ethnicities).
- College-degreed residents (56% vs. 37% of those with high school diploma or less).

Table 8: Items Personally Discarded as Litter – Total Responses

Items	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006 Maricopa (n=748)
Have not littered in past yr.	**69%**	**67%**	**69%**
	(n=180)	*(n=209)*	*(n=206)*
Food/organic material	48%	39%	41%
Small pieces of paper	22	26	21
Cigarette butts	8	10	15
Other food wrappers	8	8	8
Paper/newspaper/napkins	3	6	4
Soda cans/bottles	4	5	7
Plastic bags/other plastic	4	5	1
Fast food wrappers/paper bags	1	4	2
Beer cans and beer bottles	1	2	1
Cups (Styrofoam, plastic, paper)	2	2	-
Hair/dog hair	3	-	-
Thread, string	2	-	-
Cardboard, boxes	1	1	-
Wood	2	-	2
Rocks/dirt	1	-	-
Clothes/shoes	2	-	-
Lawn debris	1	1	-
Bottles (unspecified)	1	1	-
Water bottles	3	2	2
Other *(<1% consensus)*	4	7	12
Don't know	3%	-	13%

Q13: Can you think of items that you yourself might have discarded as litter (by litter we mean items you did not put in a trash receptacle) in the past year?

C. Littering Circumstances

As in prior years, residents who indicated they had littered in the past year were most likely to report that the littering happened while they were driving and/or riding in a vehicle (53%). This year, however, there is a significant increase in the percentage of residents reporting they littered while traveling in a vehicle (up 19 percentage points from 34% in 2008). Other admitted litterers reported they littered while walking outside or because there was no trashcan around (8% and 5%).

Two-thirds (68%) of male litterers between the ages of 18 and 34 reported that they discarded items while in a car, significantly higher than the total percentage of 53%.

Table 9: Littering Situation – Total Responses
Among those who indicated they have littered in the past year

Items	2009 Maricopa (n=195)	2008 Maricopa (n=247)	2006 Maricopa (n=231)
Driving/riding/traveling in vehicle	53%	34%	47%
Walking outside	8	12	16
No trashcan around	5	15	8
Opened door/window – flew out	4	5	3
Don't consider it litter/biodegradable stuff	2	--	--
I didn't litter	3	3	1
In the desert/ middle of nowhere	2	1	1
Flew out of truck bed	--	2	2
Just threw it/anywhere I could	3	2	--
In the park	1	2	--
At home	1	1	1
Camping/hiking	--	2	--
In a parking lot	4	2	--
Cleaning out car	2	--	1
Leaving it for animals	2	--	--
Eating food/chewing gum	--	1	2
Partying/drinking	--	--	--
Other *(<1% consensus)*	9%	8%	7%
Don't know/can't remember	11%	19%	15%

Q14: To the best of your knowledge, what were the general circumstances in terms of where and what you were doing when you discarded litter?

D. Reasons for Littering when Driving

Lack of convenient trash receptacles was the most common reason cited for littering when driving (mentioned by 16% of residents who have littered in the past year). One in 10 claimed they littered while driving because they simply did not want it in their car (11%, respectively). Others littered because they felt it was easy to do (8%), they do not consider small wrappers or cigarette butts litter (5%), or they were lazy (3%). **More than one third of those who litter claim they do not litter when driving (36%).**

Residents under the age of 35 were most likely to claim that they littered because there were no convenient trash receptacles (25%), they did not want to keep it in their car (13%), and because littering is easy to do (12%).

Table 10: Reasons for Littering when Driving – Total Responses
Among those who indicated they have littered in the past year

Items	2009 Total (n=195)
I don't litter when driving	36%
No trash receptacles are convenient	16
I don't want to keep it in my car	11
It's easy	8
I don't consider throwing out gum, small wrappers, cigarette butts litter	5
It was an accident/unintentional	5
I'm lazy	3
Cigarettes stink up car, easier to throw out window	1
I litter when I'm in a hurry/a rush	1
Other	3%
Don't know	10%

Q15: Why do you litter WHEN DRIVING?

E. Personal Experience with Specific Littering Situations

Residents were read a list of eight specific littering situations and were asked to indicate if they personally had experienced that littering situation in the past three months, more than three months ago, or had never experienced that specific situation.

Similar to 2008 and 2006, residents were most likely to report that at some point in time they "noticed trash falling out of the vehicle" they were driving or riding in (26% within the past 3 months; 23% in 3+ months). Younger residents were significantly more likely than older residents to have experienced this situation within the past three months (30% for those under 55 vs. 16% for those 55+).

The next most commonly experienced litter situation was throwing a small item (i.e. candy wrapper, scrap paper) out of a vehicle (8% within the past 3 months, 16% in more than 3 months). Residents most likely to have experienced this situation in the past three months were:

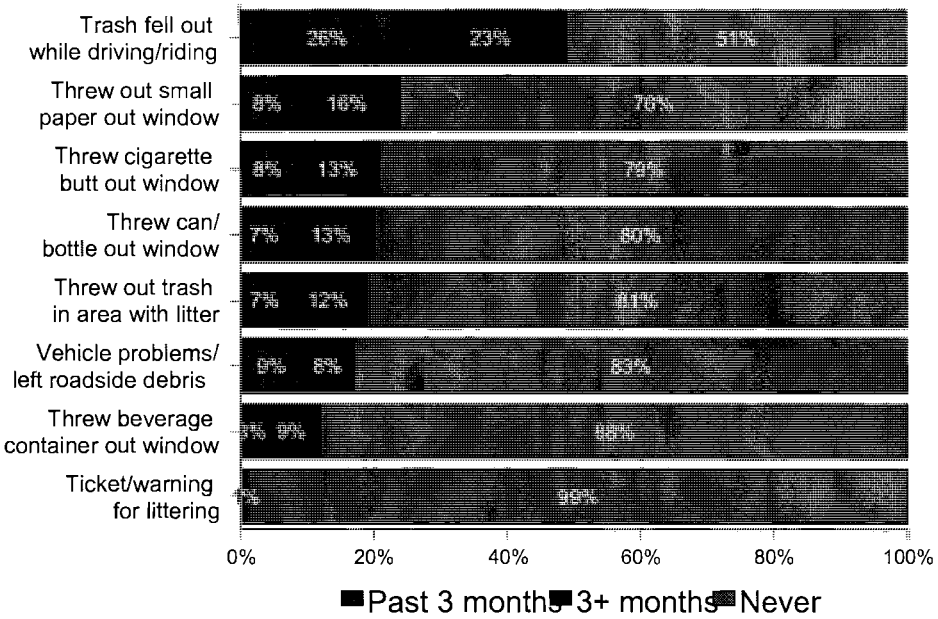
- Males (10%).
- Residents under 35 (17%).
- Non-Caucasians (19%).
- Those without college experience (13%).
- Residents with household income below $50,000 (12%).

Throwing or having a cigarette butt thrown out of the window rounds out the top three littering situations residents have most often experienced (8% within the past 3 months, 13% in more than 3 months). Male residents and those under 35 were the most likely to report that this situation has happened in the past three months (11% and 17%).

Residents were least likely to have been in a vehicle where a beverage container was thrown out (11% reported having ever experienced) or to have received a warning or ticket for littering (only 2% reported having ever experienced).

In general, residents under age 35 and those with a household income below $55,000 were more likely than those in comparative groups to report having experiences with the specific littering situations that were queried.

2009 Experience with Littering Situations



2009 n=637

Table 11: Personal Experience with Littering Circumstances Past 3 Months

Circumstance	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006 Maricopa (748)
You noticed that some trash fell out of a pick-up or other vehicle you were driving in.	26%	23%	19%
You had problems with a vehicle and left debris like tire, part of a tire, or other stuff on the roadside.	9%	9%	7%
Rather than keep a cigarette butt in the car, you or someone in the vehicle you were in threw the cigarette butt out the window.	8%	10%	11%
You threw out a small item from your vehicle like a candy wrapper, scrap paper, etc.	8%	8%	7%
Someone in a vehicle you were in threw out a can, bottle or litter out onto the side of the road.	7%	9%	6%
Someone in a vehicle you were in threw trash out in an area that already had lots of litter.	7%	6%	6%
Rather than keep a beverage container in the car, you, or someone in a vehicle you were in, threw out a can or bottle.	3%	5%	4%
You or someone you were with got a ticket or warning for littering.	-	1%	-

Q12: I am going to read you a few statements pertaining to your litter awareness. For each of the following statements, please respond by telling me if this is something you –"Have experienced in the past 3 months," "Have experienced over 3 months ago," or "have never experienced."

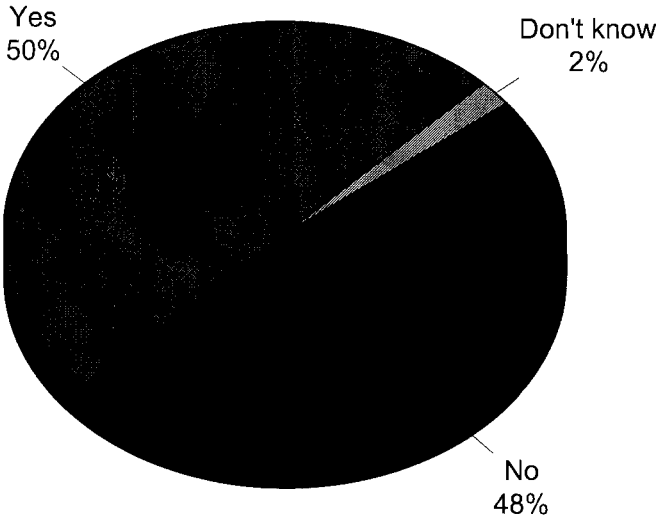
F. Awareness of Dangerous Debris

One-half (50%) of Valley residents indicated they were familiar with the term "dangerous debris." Residents aware of anti-litter advertising were significantly more likely to be aware of the term (61% vs. 46%).

Overall, most residents thought the term "dangerous debris" referred to objects on roadways that can cause damage to vehicles. Most residents believed these objects were large in scale like tires, mattresses, or furniture (44%). One in five residents (22%) thought dangerous debris could also be small items that can harm a car like glass, nails, or metal. An additional 20% felt the term means anything in general that is hazardous or could cause an accident.

Awareness of Dangerous Debris

Are you familiar with the term "dangerous debris?"



2009 n=637

Table 12: Meaning of Dangerous Debris

Response	2009 Total (n=637)
Large objects/something that can damage a vehicle (tire, brick, mattress, auto parts, furniture)	44%
Small objects (glass, nails, rocks, metal)	22
Something that could cause an accident/be a hazard/dangerous (unspecified)	20
Bad for the environment (toxic material, antifreeze, oil)	12
Things falling out of cars/trucks (unspecified)	9
Something explosive/could start a fire (match, lighter, cigarette)	9
Something that can harm a person (unspecified)	6
Can/bottle	4
Tumbleweeds/landscaping debris	4
Something flying through the air that obstructs vision (plastic bag, paper)	2
Construction debris	2
Box/cardboard	2
Other	1%
Don't know	7%

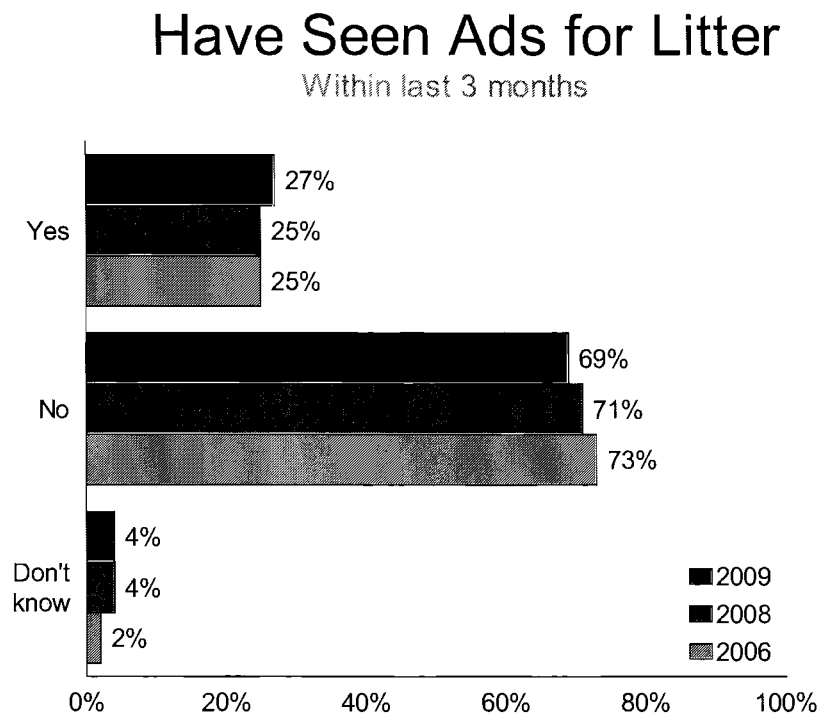
Q17: What does the term "dangerous debris" mean to you?

IV. CAMPAIGN AWARENESS

A. Awareness of Campaign

1. General Awareness

One in four residents (27%) indicated they had seen advertising related to litter or littering in the past three months, slightly higher than reported in 2008 and 2006 when 25% of residents had recalled seeing advertising about litter. Thirty percent (30%) of males between the ages of 18 and 34 indicated they have seen or heard litter advertising in the past three months (up from 25% in 2006).



2. *Recalled Messages and Slogans*

When those aware of litter-related advertising were specifically asked what they remembered about the ads, most recalled information about the fines (mentioned by 27%). "Don't litter" or "Keep Arizona clean" was the second most common message recalled (mentioned by 16%). This reverses a trend seen in the previous two telephone studies when "Don't litter" or "Keep Arizona clean" had been the main message recalled; the number of mentions this year was significantly lower compared to last year (down 12 percentage points).

Other messages recalled included information about littering being unlawful (4%), hamburger wrappers being a $500 fine (4%), and to use ashtrays because cigarettes can cause fires (4%). Other residents could only report the type of advertising they recalled such as billboards or signs along the road (15%), television (8%), or heard it on the radio (4%).

Residents under the age of 35 were most likely to report seeing the messages on billboards (30%).

Table 13: Recalled Messages of Litter-Related Advertising
Among those who indicated they remember seeing ads related to litter or littering in the past 3 months

Responses	2009 Maricopa (n=170)	2008 Maricopa (n=186)	2006 Maricopa (n=188)
The fines	27%	24%	17%
Don't litter/keep Arizona clean	16	28	29
It was a sign along the road/billboard	15	15	11
Saw on TV/commercial/public service announcement	8	4	5
Littering is unlawful/can get a ticket	4	7	9
Heard on radio	4	-	4
A hamburger wrapper being a 500 dollar fine/ a five hundred dollar burger	4	-	-
Use ashtray/cigarettes cause fires	4	2	-
Keep highways clean	4	1	-
Litter is bad for the environment/bad for wildlife	3	4	2
Clean up efforts/Adopt a highway	3	4	4
A funny commercial where the guy is addicted to littering	3	-	-
Prisoners picking up trash	2	-	8
Recycling	2	4	
Litter causes car accidents	2	-	-
Littering is unsightly/litter is ugly	2	-	-
People littering out of their vehicle	2	-	-
Litter causes car accidents	2	-	-
Call a number to report littering	1	-	2
Read article in newspaper	1	1	2
Man following man/shows litter, makes pyramid/tree/robot	1	2	-
Littering/dumping things in desert by illegal immigrants	1	-	3
Landfills are filling up	1	-	-
Washes/Trash ends up in washes	1	-	-
It's a big problem/becoming an issue	1	-	2
Grocers getting rid of plastic bags	-	1	-
Indian crying	-	2	2
Cost of cleaning up/tax dollars	-	2	4
Date commercial	-	2	-
Other *(1% or less of consensus)*	14%	13%	13%
Don't know	10	19	10

Q23? What specifically do you remember about the ads related to litter or littering?

One in three residents who remembered seeing litter-related advertising in the past three months were able to recall some type of slogan/message (35%). Two of the most commonly recalled "slogans" were actually messages – "do not litter" (mentioned by 9%) and "you will be fined" (mentioned by 6%). "Littering is unlawful" was the third most commonly recalled message (mentioned by 4%). Actual slogans that were recalled were "Don't Trash Arizona" (2%), "Arizona Clean and Beautiful" (3%) and "Keep Arizona Beautiful" (1%). The messages "Don't be a litterbug" and "Go Green" were mentioned for the first time this year (3% and 2%).

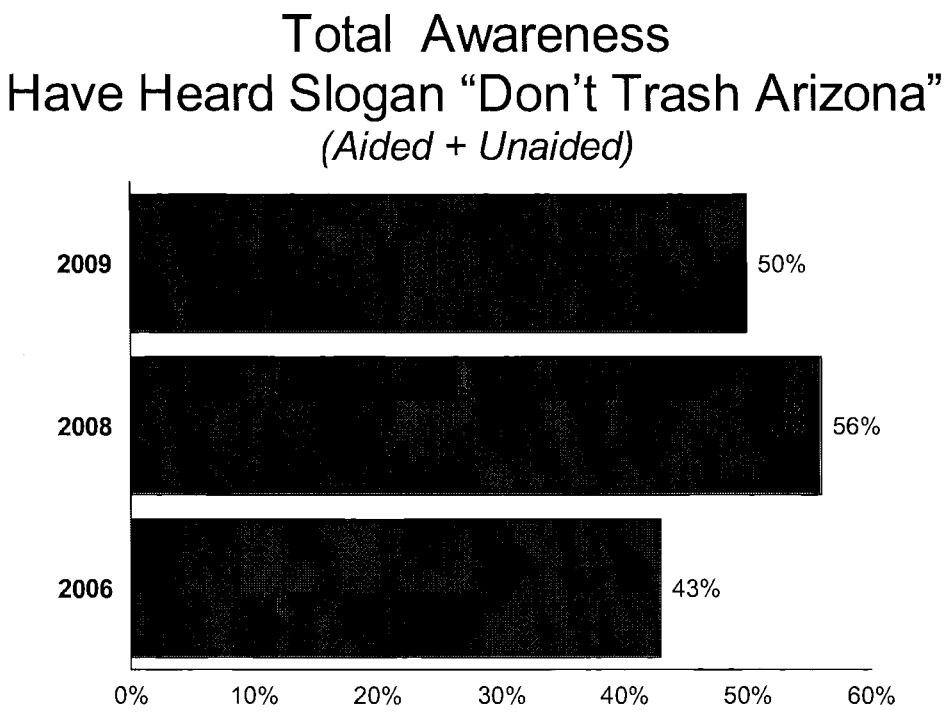
Table 14: Main Slogan of Recalled Advertising
Among those who indicated they remember seeing ads related to litter or littering in the past 3 months

Responses	2009 Maricopa (n=170)	2008 Maricopa (n=186)	2006 Maricopa (n=188)
Do not litter	9%	12%	13%
You will be fined	6	3	6
Littering is unlawful	4	3	3
Don't be a litterbug	3	-	-
Don't Trash Arizona	2	6	5
Go Green	2	-	-
Adopt a highway	2	-	1
Arizona Clean and Beautiful	1	3	2
Keep Arizona Beautiful	1	2	3
There was no slogan/ it was a sign/ gave information	1	3	2
$500 fine for throwing out hamburger wrapper	1	-	-
Litter hurts everyone	1	-	2
Keep our freeways clean	1	1	1
Litter costs everyone	-	-	3
Recycle, reduce, reuse	-	2	-
Don't mess with Texas	-	1	1
Give a hoot, don't pollute	-	-	1
Other	5%	6%	3%
Don't know	65	62	70

Q24? What was the main slogan used in the ads?

B. Don't Trash Arizona Awareness

One-half of Valley residents indicated they have heard the slogan "Don't Trash Arizona." This represents a decline between 2008 and 2009, decreasing from 56% in the prior year. However, awareness still remains higher than the 43% reported in 2006. Overall awareness of the slogan was highest among males (57% vs. 43% of females), residents under 55 (53% vs. 42%) and those who have seen advertising related to littering in the past three months (58% vs. 47%). **In fact, more than three-fifths (62%) of males between the ages of 18 and 34 were aware of the "Don't Trash Arizona" slogan (up from 44% in 2006).**



2009 Maricopa n=637; 2008 Maricopa n=744; 2006 Maricopa n=748

Residents who were familiar with the "Don't Trash Arizona" slogan reported seeing and/or hearing the slogan from a variety of sources – television (34%), radio (22%), billboards (18%), and street/highway signs (14%).

Younger residents were more likely than those over age 55 to remember hearing the slogan on radio (20% for those <35 and 30% for 35-54 vs. 9% for 55+). Those most likely to have seen the slogan on billboards were under the age of 35 (27%).

Table 15: Where Saw "Don't Trash Arizona" Slogan
Total responses among those indicating they had heard the slogan

Media	2009 Maricopa (n=319)	2008 Maricopa (n=417)	2006 Maricopa (n=322)
Television	34%	30%	26%
Radio	22	21	14
Billboards	18	24	20
Street/highway signs	14	16	12
Newspaper	6	6	5
Magazines	2	2	-
Internet	2	-	-
Other *(1% or less of consensus)*	5	5%	6%
Don't know	20	25	25

Q26: Where have you seen, heard or read the slogan "Don't Trash Arizona?"

Seven in ten residents were unable to name a sponsor for the "Don't Trash Arizona" slogan (70%). Approximately one in 10 correctly identified the Arizona Department of Transportation (9%) and 14% generically cited the "state" or "local" government. Residents under the age of 55 were most likely to mention ADOT (12%); as were those with a college degree (13%).

Table 16: Who Sponsors "Don't Trash Arizona" Slogan
Among those indicating they had heard the slogan

Sponsor	2009 Maricopa (n=319)	2008 Maricopa (n=417)	2006 Maricopa (n=322)
State/local government	14%	17%	14%
ADOT	9%	9%	12%
Other *(<1% consensus)*	6%	6%	5%
Don't know	70%	65%	70%

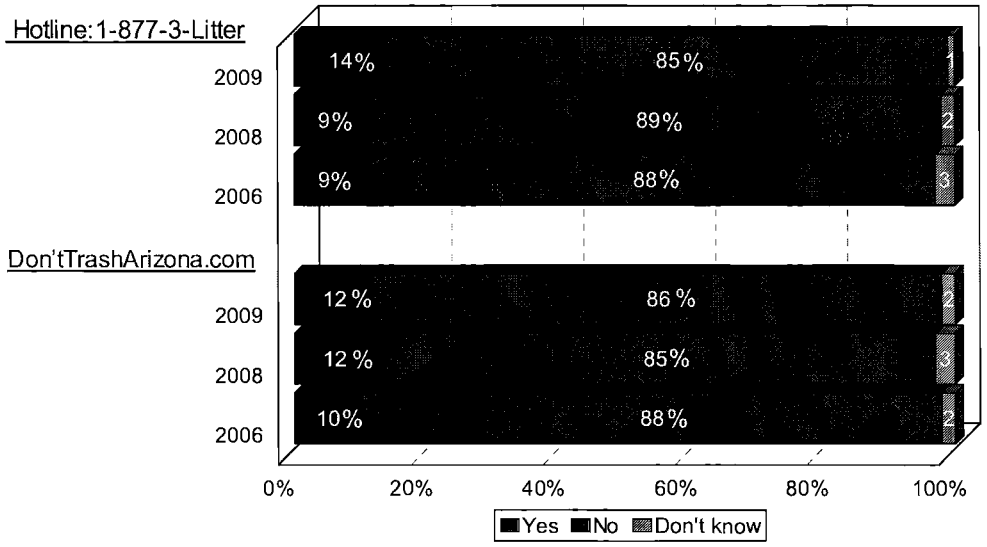
Q27: Who sponsors the "Don't Trash Arizona" advertisements?

C. Awareness of Litter Resources

When Valley residents were specifically asked their awareness of the Litter Hotline and the "Don't Trash Arizona Web Site," the majority of residents had not heard of either of them. **This year, however, awareness of the Litter Hotline was significantly higher compared to last year; 14% of residents indicated they had heard of this source, up from 9% in 2008.** Awareness of the hotline was highest among males (17%), residents who are 55 years or older (18%), and those who have seen litter advertising in the past three months (20%). Among the target group of males, aged 18 to 34, awareness increased 66% since 2006 (9% to 15%).

Twelve-percent (12%) of residents had heard of the "Don't Trash Arizona" Web site; this was the same percentage as reported in 2008. Awareness of the Web site is highest among younger residents (18% of those <35 and 12% for those 35-54) and those aware of litter advertising (21%). **More than one-fifth (23%) of males between 18 and 34 have heard of www.DontTrashArizona.com, up from 7% in 2006.**

Aided Awareness - Litter Resources

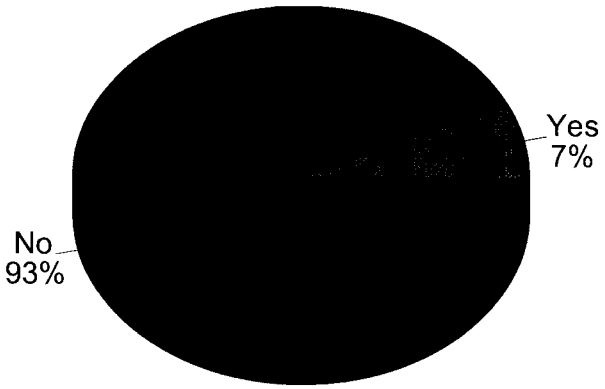


2009 Maricopa n= 637; 2008 Maricopa n=744; 2006 Maricopa n=748

Seven-percent (7%) of Valley residents aware of the "Don't Trash Arizona" Web site reported that they have visited the site; this was up slightly from 4% in 2008.

Don't Trash Arizona Web Site Visitation

Have you ever visited the "Don't Trash Arizona" Web site?



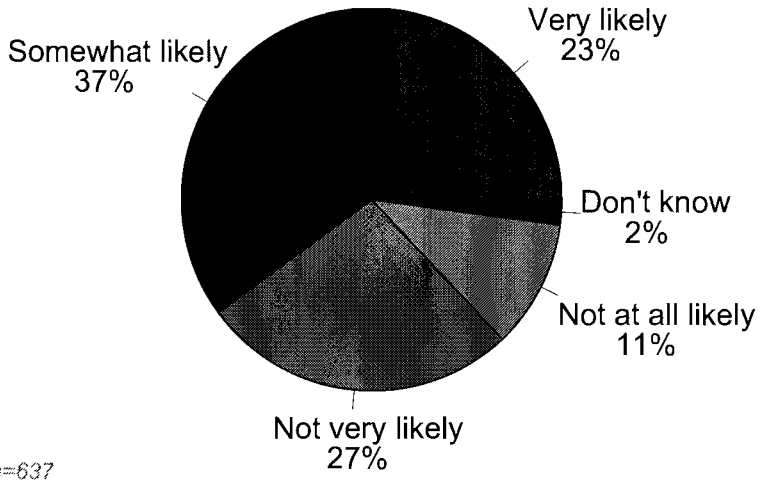
Among those aware of Web site: n=73

D. Likelihood to Report Littering

When Valley residents were asked if they saw someone littering how likely they would be to report this behavior, three-fifths (60%) of residents indicated they would be at least "somewhat" likely to call (23% "very likely" and 37% "somewhat likely"). This is a significant increase compared to 2008 when 53% indicated they would be at least "somewhat" likely to report it. Female residents and those between the ages of 35 and 54 were most likely to report they were "very likely" or "somewhat likely" to report a violation (64% and 65%).

Likelihood to Report Littering

If you were to see someone litter, how likely would you be to report this behavior to the Litter Hotline or the Web site in the future?



2009 n=637

Table 17: Likelihood to Report Littering

Likelihood	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006* Maricopa (n=748)
NET likely (Very + somewhat)	60%	53%	62%
Very likely	23%	24%	27%
Somewhat likely	37	29	35
Not very likely	27	26	22
Not at all likely	11	16	13
Don't know	2	5	3

Q31: If you were to see someone litter, how likely are you to report this behavior to the Litter Hotline or the Web site in the future?
**In 2006 and 2008, the question asked how likely they would be to report littering by calling the litter hotline.*

E. Additional Litter Resources

Valley residents indicated they would primarily go to the Internet if they wanted more information about litter or littering (mentioned by 49%). This was a significant increase from 2008, when 26% reported they would use the Internet as a resource. Approximately one in six residents specifically mentioned the "Don't Trash Arizona" Web site as a resource to go to if they wanted more information about littering (18%); this is significantly lower than the 35% measure in 2008. However, it is important to note that in 2009 the format of the question from the interviewer perspective was different – a pre-coded list was provided (specifically listing "Internet" and the "Don't Trash Arizona" Web site – whereas in previous years no pre-coded categories were provided and in all likelihood the response "Internet" was probed for the specific name of the Web site visited.

Three-fifths (61%) of males between the ages of 18 to 34 indicated they would go to the Internet for litter information and 28% specifically mentioned that they would go to www.DontTrashArizona.com. Residents under the age of 55 were more likely than older residents to go to the Internet to find information about littering (57% vs. 29%).

Table 18: Source for Litter/Littering Information

Source	2009 Maricopa (n=637)	2008 Maricopa (n=744)	2006 Maricopa (n=748)
Internet	49%	26%	59%
Don't Trash AZ Web site	18	35	-
Litter hotline	5	6	4
The "city"	5	5	5
Police/ highway patrol/DPS	3	1	4
ADOT/highway dept.	2	4	2
Phonebook/ yellow pages	2	2	4
The state/governor	2	3	3
Friend/ neighbor/ family member/ teacher	2	2	1
Waste Management/ garbage company	1	1	2
I wouldn't need that information/ wouldn't contact anyone	2	3	3
City council/councilmen	-	-	1
Newspaper	-	-	1
Other *(<1% consensus)*	5%	7%	8%
Don't know	16	12	13

*Q32: If you wanted to find out more information about litter or littering, where would you go or who would you contact to find that information? *all mentions less than 1%*

V. PROFILES OF LITTERERS

Residents were segmented into three categories based on their reported littering behavior. ***"Admitted Litterers"*** are defined as those who specifically mentioned items that they recall littering (28% of the total population). ***"Accidental Litterers"*** are defined as residents who indicated that they had never littered themselves, but reported being in a vehicle when littering occurred (44% of the total population). ***"Non-Litterers"*** are those who indicated they had never littered themselves and also indicated they had never experienced other littering situations (28% of the total population).

Overall, 28% of Maricopa County residents are categorized as "Admitted Litterers"; the same as reported in 2008.

More than half over of the males aged 18 to 34 are admitted litters (51%); however, this number has declined from 56% in 2006).

In addition, in 2009, Admitted Litterers were most likely to be:

- Younger residents (average age 39 yrs. old vs. 46 and 53 for the other two groups).
- Non-Caucasian (29% vs. 19% of the other two groups).
- Those that spoke another language in the household (31% vs. 25% and 19% of the other two groups).

Tables 19a and 19b show the demographic characteristics of each of these groups.

Table 19a: Demographic Comparison based on Littering Behavior

Characteristic	2009 Admitted Litterers (n=180)	2009 Accidental Litterers (n=280)	2009 Non-Litterers (n=177)	2008 Admitted Litterers (n=215)	2008 Accidental Litterers (n=307)	2008 Non-Litterers (n=222)
Gender						
Male	52%	50%	50%	51%	53%	43%
Female	48	50	50	49	47	57
Age						
18-24	22%	8%	1%	22%	6%	4%
25-34	21	15	14	22	19	7
35-44	22	23	15	24	16	23
45-54	20	25	23	21	30	22
55-65	8	15	17	7	12	17
66+	7	14	30	4	17	27
Average	39.3 yrs	46.5 yrs	53.2 yrs	37.3 yrs	47.8 yrs	52.4 yrs
Marital Status						
Married	58%	56%	66%	56%	56%	56%
Single	31	29	10	35	25	20
Widowed	3	6	12	1	8	11
Divorced	5	6	7	6	9	10
Separated	2	-	1	-	1	1
Don't know or Refused	1	3	4	2	1	2
Education						
Less than high school	5%	3%	5%	12%	4%	7%
High school graduate	19	19	18	21	17	20
Some college	33	34	32	29	31	33
College graduate	31	29	26	21	27	22
Graduate degree	12	12	16	15	19	15

Table 19b: Demographic Comparison based on Littering Behavior

Characteristic	2009 Admitted Litterers (n=180)	2009 Accidental Litterers (n=280)	2009 Non-Litterers (n=177)	2008 Admitted Litterers (n=215)	2008 Accidental Litterers (n=307)	2008 Non-Litterers (n=222)
Ethnicity						
White	70%	75%	77%	66%	76%	74%
Hispanic	18	11	11	20	14	12
African-American	3	1	2	7	3	4
Asian	2	2	3	2	1	2
Native American	-	2	-	4	1	2
Other	6	3	3	-	1	-
Refused	1	6	4	-	1	-
Household Income						
<$10,000	7%	7%	7%	7%	2%	6%
$10-$20,000	6	7	6	6	5	4
$20-$30,000	5	6	8	7	7	4
$30-$40,000	9	5	6	6	7	7
$40-$50,000	9	8	5	7	8	8
$50-$60,000	6	6	6	7	9	7
$60-$75,000	8	8	8	9	11	10
$75-$100,000	12	14	8	11	15	10
$100,000+	23	18	22	20	17	17
Refused	14	22	25	19	19	27
Employment						
Full-time	52%	53%	44%	54%	62%	46%
Part-time	15	8	6	11	6	7
Retired	8	20	35	6	20	35
Homemaker	9	6	6	10	3	6
Student	6	2	1	6	3	1
Unemployed	9	10	6	11	6	4
Household Language*						
English only	69%	74%	80%	n/a	n/a	n/a
Spanish only	3	5	3	n/a	n/a	n/a
Mostly Spanish + some English	3	2	2	n/a	n/a	n/a
Equally in Spanish and English	7	3	3	n/a	n/a	n/a
Mostly English + some Spanish	9	8	5	n/a	n/a	n/a
English + Other	9	7	6	n/a	n/a	n/a
Refused	-	1	1	n/a	n/a	n/a

**Question worded differently in 2009*

APPENDIX A

QUESTIONNAIRE

RIESTER

Benchmark Study

Client: Maricopa Association of Governments
Subject: Telephone Survey
Date: July 2009
Version: FINAL

Introduction

Hello, my name is _____, and I am calling from WestGroup Research an independent research company. We are conducting a brief survey on the topic of litter and would appreciate your input. All information given will remain confidential. No sales calls will result from this interview.

1. First, are you or is any member of your family currently employed in any of the following...? READ LIST; IF YES TO ANY: THANK AND TERMINATE
   a. Advertising or marketing research
   b. Arizona Department of Transportation
   c. Maricopa Association of Governments
   d. A professional waste collection or recycling company
   e. The waste management industry

2. Please tell me which of the following age categories includes your age? Please stop me when I read the correct category. READ LIST; ALLOW ONLY ONE RESPONSE
   a. Under 18
   b. 18 to 24
   c. 25 to 34
   d. 35 to 44
   e. 45 to 54
   f. 55 to 65
   g. 66 or older
   h. Refused (DO NOT READ)

3. *If "Under 18" or "Refused," continue with:* May I please speak to someone in the household who is between the ages of 18 and 65?

4. Do you live in Arizona...? READ LIST; ALLOW ONLY ONE RESPONSE
   a. Full time, 12 months a year CONTINUE WITH Q6
   b. Part time or seasonally, less than 12 months a year - ASK Q5
   c. Do not live in Arizona (DO NOT READ) - ASK Q5
   d. Refused (DO NOT READ) THANK AND TERMINATE

5. IF b or c in Q4: May I please speak to someone in the household who lives in Arizona full-time, 12 months a year?

6. RECORD GENDER (DO NOT ASK; RECORD BY OBSERVATION)
   a. Male
   b. Female

7. For classification purposes, may I have the Zip Code in which you live?

   _____

8. Which of the following best describes the type of vehicle you drive or ride in…?
   a. Sedan
   b. Pick-up truck
   c. Sports utility vehicle
   d. Coupe
   e. Van / Minivan
   f. Motorcycle
   g. Other _____
   h. Don't drive
   i. Don't know / Refused (DO NOT READ)

Litter Awareness

Today, I would like to talk to you specifically about the topic of litter. When answering the following questions, please be open and accurate about your opinions and actions. We are trying to understand what people really think about litter. All of your responses will remain confidential.

9. In your opinion, how big of a problem is litter along freeways in Maricopa County? Would you say it is a….
   a. Big problem
   b. Moderate problem
   c. Small problem
   d. Not a problem at all
   e. Don't know / Refused (DO NOT READ)

10. Do you smoke?
    a. Yes
    b. No
    c. Don't know / Refused

11. IF YES in Q10: When you are in a vehicle, do you USUALLY dispose of cigarette butts…? READ LIST – ONE RESPONSE ONLY
    a. By using an ashtray inside the vehicle
    b. By using something else you have inside the vehicle
    c. By throwing it out the window
    d. Or does it vary
    e. DO NOT READ: Other means of disposal _____
    f. Don't know / Refused (DO NOT READ

12. I am going to read you a few statements pertaining to your litter awareness. For each of the following statements, please respond by telling me if this is something you "Have experienced within the past 3 months," Have experienced over 3 months ago," or "Have never experienced."
    a. You noticed that some trash fell out of a pick-up or other vehicle you were driving or riding in.
    b. Someone in a vehicle you were in threw out trash in an area that already had lots of litter
    c. Someone in a vehicle you were in threw out a can, bottle, or other litter out onto the side of the road.
    d. You had problems with a vehicle and left debris like a tire, part of a tire, or other stuff on the roadside
    e. Rather than keep a beverage container in the car, you, or someone in a vehicle you were in, threw out a can or bottle.
    f. You threw out a small item from your vehicle, like a candy wrapper, scrap paper or something like that.
    g. You or someone you were with got a ticket or warning for littering.
    h. Rather than keep a cigarette butt in the car, you or someone in the vehicle you were in threw the cigarette butt out the window.

Littering Behavior

13. Can you think of items that you yourself might have discarded as litter (by litter we mean items that you did not put in a trash receptacle) in the past year? MULTIPLE RESPONSES ALLOW UP TO THREE. DO NOT READ LIST.
    a. Beer cans and beer bottles
    b. Soda cans and soda bottles
    c. Water cans and water bottles
    d. Small pieces of paper (receipts, lottery tickets, gum wrappers)
    e. Plastic bags / other plastic
    f. Cigarette butts
    g. Construction debris
    h. Fast food wrappers
    i. Other food wrappers (chip bags/candy)
    j. Cardboard
    k. Food / organic material, raw food
    l. Litter that falls out of pickup trucks accidentally
    m. Other _____
    n. Have not littered in past year – SKIP TO: Q20
    o. Don't know

14. To the best of your knowledge, what were the general circumstances in terms of where and what you were doing when you discard litter? PROBE: Any other circumstances? DO NOT READ. MULTIPLE RESPONSES ALLOWED UP TO THREE.

    a. Driving / riding in / traveling in vehicle
    b. Walking outside
    c. Opened door and it flew out / flew out of window / flew out of cab
    d. No trash can around (not while in car)
    e. Flew out of truck bed
    f. Partying / drinking
    g. Other _____
    h. Don't know/Can't remember / don't recall

15. Why do you litter WHEN DRIVING? *(Do **not** read list, mark all that apply)*
    a. I'm lazy
    b. It's easy
    c. No trash receptacles are convenient
    d. Cigarettes stink up car, easier to throw out window
    e. Only litter food scraps – they are biodegradable
    f. Someone else can pick it up
    g. I don't care
    h. Gives someone else something to do
    i. I won't get into trouble for littering so I do it
    j. I litter only in areas where there already is a lot of litter, so it does not matter
    k. I don't consider throwing out gum, small wrappers, cig butts litter
    l. It was an accident/unintentional
    m. I only litter when I'm alone
    n. I don't litter when driving

16. Are you familiar with the term "dangerous debris"?
    a. Yes
    b. No

17. What does the term "dangerous debris" mean to you? _____
    (Record Response)

18. TRUCK DRIVERS ONLY: What types of items do you ever put into your truck bed that you consider to be litter or trash? PROBE: What else? MULTIPLE RESPONSES ALLOW UP TO THREE. DO NOT READ LIST.
    a. Beer cans and beer bottles
    b. Soda cans and soda bottles
    c. Water cans and water bottles
    d. Small pieces of paper (receipts, lottery tickets, gum wrappers)
    e. Plastic bags / other plastic
    f. Cigarette butts
    g. Construction debris
    h. Fast food wrappers
    i. Other food wrappers (chip bags/candy)

j. Cardboard
k. Food / organic material, raw food
l. Litter that falls out of pickup trucks accidentally
m. Other _____
n. Don't know

19. TRUCK DRIVERS ONLY: When putting items into the bed of your truck, how often, on average, do you secure your load (either with ties, bungees, a tarp, etc)?
    a. Always
    b. Most of the time
    c. Only sometimes
    d. Rarely
    e. Never
    f. If never – WHY NOT? _____

ASK ALL:

20. Do you have a litter bag or trash can in your vehicle?
    a. Yes
    b. No
    c. Don't know / Refused
21. IF NO IN Q20: Would you consider keeping a litter bag or trash can in your vehicle?
    a. Yes
    b. No
    c. Don't know / Refused

Litter Campaign Awareness

22. In the past three months, have you seen, heard or read any advertisements related to litter or littering?
    a. Yes
    b. No
    c. Don't know / Refused

23. IF YES in Q22: What specifically do you remember about the ads related to litter or littering? PROBE THOROUGHLY AND RECORD VERBATIM

24. IF YES IN Q22: What was the main slogan used in the ads? DO NOT READ LIST. MULTIPLE RESPONSES ALLOWED.
    a. Don't Trash Arizona
    b. Keep Arizona Beautiful
    c. Arizona Clean and Beautiful
    d. Other _____
    e. Don't know / Refused

25. IF NOT MENTIONED IN Q24 "a"": Have you seen or heard the slogan, "Don't Trash Arizona?"
    a. Yes

b. No
c. Don't know / Refused

26. IF mentioned in Q24a or YES IN Q25: Where have you seen, heard or read the slogan, "Don't Trash Arizona?" PROBE: Where else? DO NOT READ LIST. MULTIPLE RESPONSES ALLOWED.
    a. Television
    b. Radio
    c. Billboards
    d. Street or highway signs
    e. Newspaper
    f. Bus signs
    g. Trash cans
    h. Litter bags
    i. Other _____
    j. Don't know / Refused

27. IF mentioned in Q24a or YES IN Q25: Who sponsors the "Don't Trash Arizona" advertisements? DO NOT READ LIST. ONE RESPONSE ONLY.
    a. State / Local Government
    b. Arizona Department of Transportation
    c. Maricopa Association of Governments (MAG)
    d. Other _____
    e. Don't know / Refused

28. Have you heard about the Litter Hotline, 1-877-3-Litter, where you can report someone who litters?

    a. Yes
    b. No
    c. Don't know / Refused

29. Have you heard of www.donttrasharizona.com?

    a. Yes
    b. No
    c. Not sure/DK

30. If YES IN Q29 "a": Have you ever visited the "Don't Trash Arizona Website?
    a. Yes
    b. No
    c. Don't know

31. If you were to see someone litter, how likely are you to report this behavior to the Litter Hotline or the Web site in the future?
    a. Very likely
    b. Somewhat likely
    c. Not very likely
    d. Not at all likely

e. Don't know / Refused (DO NOT READ)

32. If you wanted to find out more information about litter or littering, where would you go or who would you contact to find that information? DO NOT READ LIST, SELECT ALL THAT APPLY.
    a. Don't Trash AZ website
    b. Internet
    c. Litter hotline
    d. The "city"
    e. I wouldn't need that information/ wouldn't contact anyone
    f. ADOT/highway dept.
    g. Police/ highway patrol/DPS
    h. Phonebook/ yellow pages
    i. The state/governor
    j. Waste Management/ garbage company
    k. Friend/ neighbor/ family member/ teacher

Demographics

Now I have a few final questions that are for classification purposes only.

D1. What is your present marital status? (ASK AS OPEN END; ACCEPT ONE MENTION)
a. Single
b. Married
c. Divorced
d. Separated
e. Widowed
f. Don't know
g. Refused/NA

D2. What was the last year of education you have completed?
- a. Grammar school (8 years or less)
- b. Some high school (9-11 years)
- c. Graduated high school (12 years)
- d. Some post-high school training/some college
- e. Graduated from four-year college (B.A./B.S.)
- f. Graduate Degree
- g. Don't Know
- h. Refused

D3. Are you employed full-time, employed part-time, retired, a housewife, a student or unemployed?

- a. Full-time
- b. Part-time
- c. Retired
- d. Housewife
- e. Student
- f. Unemployed
- g. Refused/NA

D4. Which of the following best classifies your profession?
- a. White collar/management
- b. Blue collar
- c. Trade profession
- d. Professional (medical/legal)
- e. Educational
- f. Clerical/administrative
- g. Homemaker
- h. Self-employed
- i. Retired
- j. Student
- k. Unemployed
- l. Other (SPECIFY) _____
- m. Don't know
- n. Refused

D5. How would you describe your ethnic heritage? Would you say you are... (READ CODES 1-5; ACCEPT ONE MENTION)
- a. White
- b. African-American
- c. Hispanic
- d. Asian, or
- e. Something Else [SPECIFY]: _____
- f. Refused

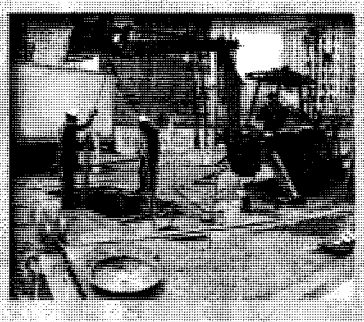
D6. Thinking about your personal language use including in home and away from home, would you say you speak...? READ LIST; ALLOW ONLY ONE RESPONSE)

a. English Only
b. Only Spanish
c. Mostly Spanish, but also some English
d. Equally in Spanish and English
e. Mostly English, but also some Spanish
f. Don't know/refused

D7. Was your annual household income before taxes last year:
a. Less than $10,000
b. $10,000 to less than $20,000
c. $20,000 to less than $30,000
d. $30,000 to less than $40,000
e. $40,000 to less than $50,000
f. $50,000 to less than $60,000
g. $60,000 to less than $75,000
h. $75,000 to less than $100,000
i. More than $100,000
j. No answer

Thank you very much – those are all my questions.

Agenda Item #5H



ON THE MOVE

PARTNERS IN PROGRESS

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

ARTERIAL LIFE CYCLE PROGRAM

Status Report

April 2009 – September 2009

CONTENTS

ALCP Revenue and Finance 1

The Economy and Program Revenues 1

ALCP Policies and Procedures 2

Fiscal Year 2009 ALCP 3

Fiscal Year 2010 ALCP 3

TIP Schedule 4

ALCP Project Status 4

Program Announcements and Updates 5

Fiscal Year 2010 ALCP Schedule 6

ALCP Project Status Tables for FY 2009 and FY 2010 7

ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½ cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The extension became effective on January 1, 2006. The ALCP receives dedicated sales tax revenues from Proposition 400 for transportation improvements to the arterial road network in Maricopa County. The dedicated sales tax revenues are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis.

Table 1. FY09 RARF Collections (July 2008 - June 2009)

	Freeways	Arterial Streets	Transit	Prop. 400 (total)
July	$ 16,774,257	$ 3,133,980	$ 9,939,195	$ 29,847,433
August	$ 15,855,734	$ 2,962,370	$ 9,394,946	$ 28,213,050
September	$ 16,005,162	$ 2,990,288	$ 9,483,485	$ 28,478,935
October	$ 16,297,052	$ 3,044,823	$ 9,656,438	$ 28,998,313
November	$ 15,113,533	$ 2,823,703	$ 8,955,171	$ 26,892,407
December	$ 14,933,603	$ 2,790,086	$ 8,848,559	$ 26,572,248
January	$ 17,647,176	$ 3,297,070	$ 10,456,456	$ 31,400,702
February	$ 13,813,813	$ 2,580,873	$ 8,185,053	$ 24,579,739
March	$ 14,163,239	$ 2,646,157	$ 8,392,096	$ 25,201,491
April	$ 14,991,290	$ 2,800,864	$ 8,882,740	$ 26,674,894
May	$ 13,847,754	$ 2,586,093	$ 8,201,609	$ 24,635,455
June	$ 14,555,781	$ 2,719,496	$ 8,624,689	$ 25,899,966
Total	$ 183,998,394	$ 34,375,803	$ 109,020,437	$ 327,394,634

Note: Does not include Proposition 300 loan repayments

Since the inception of the tax, more than $1.25 billion has been allocated to improvements listed in the MAG Regional Transportation Plan (RTP). To date, more than $131 million in funding has been dedicated to arterial street capacity and intersection improvements in the MAG Region.

Table 1 details the revenues collected by mode throughout FY 2009. (Proposition 300 loan interest repayments have been omitted.)

Table 2 compares actual RARF revenues to estimated revenues for FY 2009. (Funds allocated to Proposition 300 loan repayments are included in the actual figures.)

Table 2. RARF Collections
Estimate v. Actual FY2009 (July 2008 - June 2009)

	Estimated Total RARF	Actual Total RARF	Percent Difference
July	$ 31,989,000	$ 29,909,009	-6.5%
August	$ 29,649,000	$ 28,259,677	-1.0%
September	$ 30,390,000	$ 28,616,599	-5.1%
October	$ 31,159,000	$ 28,998,313	-2.6%
November	$ 30,676,000	$ 26,976,042	-4.5%
December	$ 30,563,000	$ 26,598,101	-5.1%
January	$ 37,669,000	$ 31,464,009	-10.8%
February	$ 29,932,000	$ 24,616,298	-11.4%
March	$ 30,654,000	$ 25,211,584	-8.2%
April	$ 33,960,000	$ 26,729,878	-21.3%
May	$ 31,612,000	$ 24,765,458	-21.7%
June	$ 32,247,000	$ 26,197,038	-18.8%
Total	$ 380,500,000	$ 328,342,005	-13.7%

Note: Includes Proposition 300 Loan Repayments

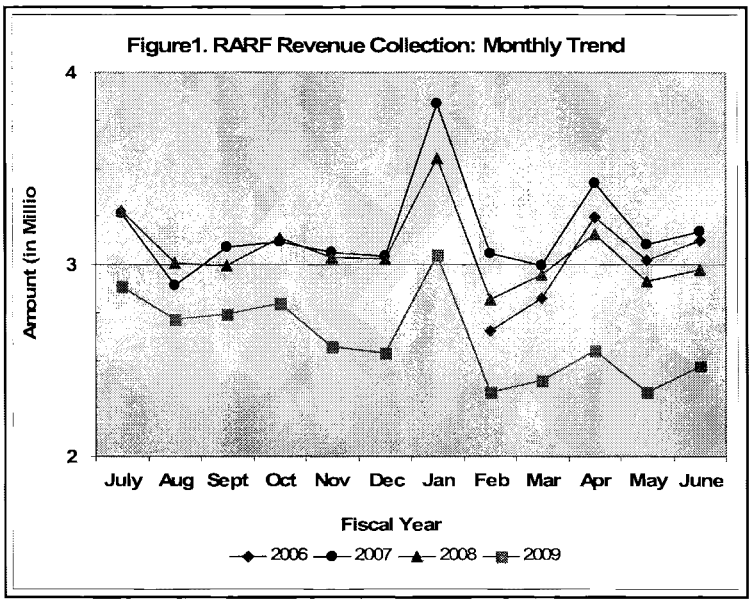
THE ECONOMY AND PROGRAM REVENUES

During FY 2009, the sales tax raised about $328 million compared to $380 million for FY 2008, a decline of nearly 14 percent. Revenues from the half-cent sales tax also declined between FY 2007 and FY 2008, by approximately three percent. The poor performance of the transportation sales tax is consistent with other sales tax collections at the state level and among many of the MAG member agencies. (Figure 1 charts RARF revenue collection by fiscal year.)

The significant downturn in the economy was initiated by the substantial financial crisis in the housing industry that has resulted in significant financial distress among both homeowners and the financial industry, and has spread to other sectors of the economy. New housing construction has fallen to levels similar to those experienced in the early 1990's in metropolitan Phoenix.

MARICOPA ASSOCIATION of GOVERNMENTS
Transportation Division

ON THE MOVE
PARTNERS IN PROGRESS



Falling values combined with adjustable rate mortgages being reset to higher rates, has resulted in substantial loss of homeowner equity, and in many cases, houses with more debt than current values. The loss of home equity, the freezing of many home equity loans, and foreclosures has had a significant impact on sales tax collections. Housing foreclosures continue to dominate the housing market. Although housing prices have apparently stabilized, the number of pending housing foreclosures is still high and will continue to depress housing prices in the Phoenix metropolitan market.

In addition to the turmoil in the housing market, rising unemployment levels have had a negative impact on sales tax collections. As family incomes have been reduced due to job losses, and workers with jobs have become concerned about potential layoffs, consumers have made significant changes in personal spending. The amount of discretionary spending has declined, and the savings rate has increased. This lower level of spending has reduced sales that are subject to sales taxes and resulted in the decline in revenues identified above. The reduction of retail sales and the overall economic downturn has also increased the risk for commercial property foreclosures. A significant retrenchment of commercial property values is expected as a result.

ALCP POLICIES AND PROCEDURES

The *ALCP Policies and Procedures* (*Policies*) guide the implementation of the Arterial Life Cycle Program. Starting in the Fall of 2008, MAG Staff began the process of revising the *Policies* in cooperation with ALCP Working Group and Lead Agency Staff. The ALCP Working Group met on November 17, 2008 and January 9, 2009 to discuss the revisions and continued the discussion and refinement process via e-mail and informal discussions.

Based on MAG Staff and the ALCP Working Group input, a series of refinements to existing policies were added to the Policies that included:

- Capital Improvement Program Disclosure (Sections 220.B and 400.E)
- Requirements for Proposed Scope Changes/Substitute Projects (Section 220.E – 220.F)
- Regional Area Road Fund (RARF) Closeout Process (Section 260)
- High Priority Projects (Section 310.D and 320.D)
- Ineligible Project Expenditures (Section 320.E)
- Project Agreement Amendment and Termination Language (Section 410.B)

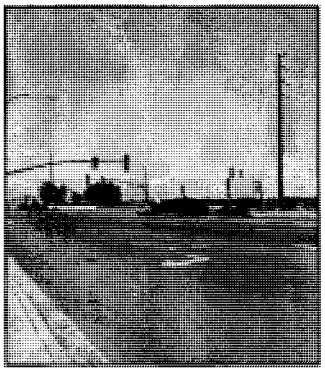
On April 22, 2009, the MAG Regional Council approved an update to the *Policies* previously approved on December 19, 2007. The revised *Policies* is available for download from the MAG – ALCP website at http://www.mag.maricopa.gov/project.cms?item=5034. Printed copies are also available.

FY 2009 ARTERIAL LIFE CYCLE PROGRAM

The conclusion of FY 2009 ended the third full fiscal year of the implementation of the ALCP. Throughout FY 2009, seven jurisdictions received over $72 million in reimbursements for ITS, arterial capacity and intersection improvements, and to date, over $122 million has been reimbursed. By the end of FY 2009, twelve ALCP projects were completed and open to traffic. Completed projects included arterial capacity and intersection improvement projects, such as:

- El Mirage Road: Deer Valley Drive to Loop 303
- Lake Pleasant Parkway: Union Hills Drive to Dynamite Road
- Pima Road: Loop 101 to Thompson Peak Parkway
- Power Road: Baseline Road to East Maricopa Floodway
- Queen Creek Road: Arizona Avenue to McQueen Road
- Shea Boulevard and Via Linda

POWER ROAD: BASELINE RD TO EMF IMPROVEMENTS



Before

After

Although progress was made on some ALCP Projects, many were delayed due to the economic downturn and decreased sales tax revenue. To reduce the amount of reimbursements deferred from FY 2009, $22.9 million in STP funds were programmed for the Beardsley Connector in FY 2009, and the reimbursement for Northern Parkway was deferred to a later fiscal year per Section 200 of *Policies*.. The RARF Closeout Process also reduced the amount of funds deferred by advancing $10.869 million in reimbursements for two projects from later years to FY2009. ALCP Projects selected to receive RARF Closeout Funds included:

- Lake Pleasant Parkway: Union Hills to Dynamite ($4.793 m)
- Queen Creek Rd: Arizona Ave. to McQueen Rd. ($6.076 m)

FY 2010 ARTERIAL LIFE CYCLE PROGRAM

Fiscal Year (FY) 2010 is the fourth full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). During FY 2009, ADOT forecasted a significant decrease in projected revenues from the Proposition 400 half-cent sales tax extension over the life of the program. The decrease in forecasted revenues required the adjustment of programmed reimbursements in the ALCP to maintain the fiscal balance of the program. Section 270 of the *Policies*, which addresses a deficit in program funding, was implemented to maintain the fiscal balance of the program.

According to Section 270, "ALCP projects will be delayed in priority order of the ALCP" if there is a deficit of program funds. After extensive coordination with MAG Member Agencies, a revised, fiscally balanced Arterial Life Cycle Program was presented to MAG policy and technical

committees for review and approval. The MAG Regional Council approved the revised ALCP on June 24, 2009.

To maintain the fiscal balance of the program, over $22 million in programmed reimbursements were deferred to FY 2027, an unfunded year of the program. In accordance with Section 270 of the *Policies*, the $22 million in unfunded programmed reimbursements will be funded in priority order of the ALCP if forecasted revenues increase. The FY 2010 ALCP also reflects projects changes and adjustments requested by MAG Member Agencies. Significant project changes reflected in the FY 2010 ALCP are summarized below.

- The Scottsdale Airpark Tunnel Project was deleted from the ALCP after Scottsdale's City Council voted not to pursue the tunnel in the City's approved Transportation Master Plan. Substitute projects in the vicinity of the airpark were added to the program to address capacity needs in the area.
- At the request of the City of Phoenix, the Sonoran Parkway Project was rescoped and resegmented to correspond with current design efforts. The changes reduced the number of lanes of the parkway and extended the segment limits from 15th Avenue to Cave Creek Road.

For additional information about the programming of the FY 2010 ALCP, please contact MAG Staff at 602.254.6300. Copies of the FY10 ALCP may be download from the MAG-ALCP website at http://www.mag.maricopa.gov/project.cms?item=5034. Printed copies are also available.

TRANSPORTION IMPROVEMENT PROGRAM SCHEDULE

The freeway and transit life cycle programs are encountering a financial deficit due to the economic recession and declining sales tax revenues. Under state law, each program must be fiscally balanced. Toward that end, MAG and RPTA are conducting extensive policy discussions and carefully considering options to address the deficit.

Due to these unique circumstances, MAG Staff has revised the schedule for the development of the next five-year Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) Update. MAG will forego the development of a FY 2010-2014 TIP and RTP 2009 Update. Instead, MAG Staff will begin development of the FY 2011–2015 TIP and the RTP 2010 Update in place of the FY2010-2014 TIP.

The development of the FY2011-2015 TIP and the RTP 2010 Update will follow the established transportation programming cycle. Between November 2009 and February 2010, MAG Staff will coordinate with member agencies to update project information reported on in the TIP and RTP, including ALCP Projects. Final adoption of the FY2011-2015 TIP and RTP 2010 Update is anticipated in July 2010. As the development of the new TIP and RTP Update proceeds, amendments to the current FY 2008-2012 TIP will be needed to ensure that FY 2010 projects can move forward.

Lead Agencies should refer to approved amendments and administrative modifications to the FY 2008-2012 TIP, when completing ALCP Project Requirements. A complete listing of the amendments and administrative modifications are available on the MAG-TIP website at http://www.mag.maricopa.gov/project.cms?item=413.

ALCP PROJECT STATUS

Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also

provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. During FY 2009, project overview reports were prepared by the lead agencies for five projects in the ALCP.

Per the *Policies,* a revised Project Overview may be required when significant changes are made to the project scope, schedule, and/or estimated costs. In the first three months of FY 2010, three revised Project Overviews were submitted, which captured these types of changes. Since the inception of the program, 45 project overviews have been submitted to MAG. A total of eight project agreements were executed in FY 2009. In all, 34 project agreements have been executed to date.

Table 5 provides an end of year summary for projects programmed for work and/or reimbursement in FY 2009. Information provided in the table includes the amount expended through FY 2009 as well as a comparison of the programmed and actual reimbursements made during the fiscal year. To keep data consistent, the figures listed in Table 5 are in 2008$.

Table 6 provides detailed information on the status of projects programmed for work and/or reimbursement in FY 2010. Information listed in the table includes the amount expended to date and estimated expenditures for FY 2010. Projects programmed for work and/or reimbursement in FY 2009 and FY 2010 are reflected in Table 6 to minimize duplication.

PROGRAM ANNOUNCEMENTS AND UPDATES

- Specific deadlines pertaining to RARF Closeout and the ALCP annual update process were removed from the *ALCP Policies and Procedures*. Instead, deadlines are published annually in the Arterial Life Cycle Program Schedule. The schedule is available for download from the MAG-ALCP website.
- Due to dour economic conditions, the inflation rate decreased from March 2008 to March 2009 by 0.538%. Per the procedures in the approved Policies, programmed reimbursements were deflated in the FY 2010 ALCP. This conversion to 2009$ marked the first time in the program's history that project budgets were deflated. For more information on the ALCP inflation rates, please visit http://www.mag.maricopa.gov/detail.cms?item=8839
- Two new versions of the ALCP Project Overview forms are available on the MAG website for download. The first version applies to projects programmed to receive reimbursements from the Regional Area Road Fund (RARF). The second version should be used for projects programmed to be reimbursed with federal funds (ie. STP or CMAQ funds). For assistance selected or completing the appropriate form, please contact MAG Staff.
- At the start of each fiscal year, Lead Agencies must submit an official signature card to MAG. The signature card lists the duly authorized representatives (designated signers) who are responsible for signing MAG funding request documents on behalf of the jurisdiction. Per the ALCP Policies and Procedures, authorized representatives must sign all Project Reimbursement Request forms certifying that the request is true and correct per the terms of the Project Overview and Project Agreement.

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

FY 2010 ARTERIAL LIFE CYCLE PROGRAM SCHEDULE

SEPTEMBER 2009	
	Management Committee (MC), Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP
OCTOBER 2009	
30th	TRC project changes to amend/administratively modify the current TIP/RTP/ALCP*
NOVEMBER 2009	
18th	MC to review/recommend project changes to amend/administratively modify the current TIP/RTP/ALCP*
30th	FY 2011 ALCP Update System available to Lead Agencies
DECEMBER 2009	
	TPC and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
14th	TRC project changes to amend/administratively modify the current TIP/RTP/ALCP*
JANUARY 2010	
11th	**DUE DATE:** Lead Agencies to submit FY 2011 ALCP Project Update Data
12th	1st opportunity for Lead Agencies to present to the MAG Street Committee on proposed scope changes and substitute projects for inclusion in the FY 2011 ALCP
	MC, TPC, and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
31st	MAG Staff will provide Member Agencies with the first draft of the FY 2011 ALCP
FEBRUARY 2010	
	TRC project changes to amend/administratively modify the current TIP/RTP/ALCP*
15th	**DUE DATE:** Lead Agencies comments/revisions on the Draft FY 2011 ALCP due to MAG Staff
MARCH 2010	
9th	**DUE DATE:** Lead Agencies to present to the MAG Street Committee on proposed scope changes and substitute projects for inclusion in the FY 2011 ALCP
	MC, TPC, and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
22nd	**DUE DATE:** Final date to make schedule changes to projects programmed in the Draft FY 2011 ALCP
29th	MAG Staff will provide Member Agencies with a revised draft of the FY 2011 ALCP*
APRIL 2010	
1st	**DUE DATE:** Lead Agencies to notify MAG Staff of project eligibility for FY 2010 RARF Closeout
15th	MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects
19th	**DUE DATE:** All project requirements to be submitted to MAG Staff for projects recommended for FY 2010 RARF Closeout Funds
	TRC review/recommend ALCP Projects for FY10 RARF Closeout Funds
MAY 2010	
	MC, TPC, and RC review/recommend/approve ALCP Projects for FY10 RARF Closeout Funds
	TRC review/recommend/approve Draft FY 2011 ALCP
31st	**DUE DATE:** Lead Agencies recommended to receive FY 2010 RARF Closeout Funds submit <u>final</u> versions of all ALCP Project Requirements
JUNE 2010	
1st	**DUE DATE:** Lead Agencies submit final Project Reimbursement Requests for FY 2010. ***<u>MAG Staff will not accept any NEW PRRs for FY 2010 after this date. (No exceptions will be made.)</u>***
14th	**DUE DATE:** Lead Agencies to submit <u>final</u> Project Reimbursement Requests for FY 2010 to be accepted as complete by MAG Staff. ***<u>INCOMPLETE PRRs will not be accepted after this date. Reimbursements remaining in FY 2010 will be deferred to a later fiscal year (No exceptions will be made.)</u>***
	MC, TPC, and RC review/recommend/approve ALCP Projects for FY 2011 Arterial Life Cycle Program

* As necessary

** Incomplete, as determined by MAG Staff

MARICOPA ASSOCIATION of GOVERNMENTS

Transportation Division

ON THE MOVE

PARTNERS IN PROGRESS

Arterial Life Cycle Program Status Report

TABLE 5
April 2009 - June 2009, Project Status of Projects Underway*
(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY10 - June 24, 2009 ALCP)**

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		Other Project Information
			Programmed Reimb. FY09 (2008$)	Reimb. In FY09 (2008$)	Estimated Future Reimb. FY 2010 - 2026 (2008$)	Exp. through FY 2009 (YOE$)	Estimated Future Exp. FY 2010 - 2026 (2008$)	
CHANDLER								
Gilbert Rd: Chandler Heights Rd to Hunt Hwy		D	0.000	0.000	3.514	2.019	30.275	ROW deferred from FY 2010 to FY 2012; CONST deferred from FY 2011 to FY 2013
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd		D	0.000	0.000	7.940	2.092	19.799	ROW deferred from FY 2010 to FY 2011, CONST deferred from FY 2011 to FY 2012
Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	PO, PA	D, R, C	0.000	0.000	6.773	6.946	5.411	CONST deferred to FY 2010
Queen Creek Rd: Arizona Ave to McQueen	PO, PA	D, R, C	0.000	5.672	0.000	8.103	0.000	FY09 RARF Closeout Project
Queen Creek Rd: McQueen Rd to Lindsay		D	0.000	0.000	10.208	0.000	0.000	ROW deferred from FY 2010 to FY 2014; CONST deferred from FY 2011 to FY 2014
Ray Rd at Alma School Rd	PO, PA	D, R	2.080	2.080	1.492	3.519	6.741	CONST deferred from FY 2010 to FY 2011
Ray Rd at McClintock Dr	PO	D	0.000	0.000	3.714	0.000	15.439	Project deferred from Phase I/II to Phase II/III. Reprogrammed with CMAQ funds during the FY 2010 Annual Update
MARICOPA COUNTY								
El Mirage Rd: Bell Rd to South of Beardsley	---	---	---	---	---	---	---	Project segment combined with El Mirage Rd: S of Beardsley to Deer Valley Rd
Power Rd: Baseline Rd to East Maricopa Floodway	PO, PA	D, R, C	7.760	0.000	0.000	22.040	0.000	
MESA								
Country Club at University	PO, PA	D, R	0.000	0.000	2.756	0.095	8.700	Project deferred to Phase II
McKellips Rd at Lindsay Rd	PO, PA	D, R	1.956	0.000	6.234	0.060	10.294	Project deferred to Phase II
Southern Ave at Lindsay Rd	PO	D	0.315	0.000	4.730	0.000	8.173	ROW/CONST deferred to Phase II
Thomas Rd: Gilbert Rd to Val Vista Dr		D, R	1.746	0.000	5.511	0.000	7.952	Project deferred to Phase IV. Reprogrammed with STP funds in the FY 2010 Annual Update
PEORIA								
Beardsley Rd Connection: Loop 101 to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	PO, PA	D, R, C	---	---	---	---	---	Project segmented and reprogrammed with STP funds.
PHOENIX								
Happy Valley Rd: 43rd Ave to 55th Ave		D	0.000	0.000	4.138	0.000	9.375	Project deferred to Phase III
Sonoran Blvd: Central Ave to 32nd St	PO	D	---	---	---	---	---	Project segmented and segment limits extended.

*To avoid duplicate entries, projects programmed for work and/or reimbursements in FY 2009 and FY 2010 are listed in Table 6 only. Table 5 contains projects programmed for work and/or reimbursement in FY 2009 that are not programmed for work in FY 2010.
**Although the FY2010 ALCP approved June 25, 2009 is in 2009$, figures listed in the table above were inflated to 2008$ for consistency.

TABLE 5
April 2009 - June 2009, Project Status of Projects Underway*
(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY10 - June 24, 2009 ALCP)**

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		Other Project Information
			Programmed Reimb. FY09 (2008$)	Reimb. In FY09 (2008$)	Estimated Future Reimb. FY 2010 - 2026 (2008$)	Exp. through FY 2009 (YOE$)	Estimated Future Exp. FY 2010 - 2026 (2008$)	
SCOTTSDALE								
Pima Rd at Happy Valley Rd		C/O	0.000	0.000	0.000	1.608	0.000	
Pima Rd: SR101L to Thompson Peak Parkway	PO, PA	C/O	13.659	13.659	0.000	19.926	0.000	
Shea Auxiliary Lane from 90th St to Loop 101		D	0.000	0.000	6.287	0.000	8.981	Project deferred to Phase III. A portion of project savings for Shea Blvd was allocated to the project during the FY10 Annual Update

*To avoid duplicate entries, projects programmed for work and/or reimbursements in FY 2009 and FY 2010 are listed in Table 6 only. Table 5 contains projects programmed for work and/or reimbursement in FY 2009 that are not programmed for work in FY 2010.

**Although the FY2010 ALCP approved June 25, 2009 is in 2009$, figures listed in the table above were inflated to 2008$ for consistency.

TABLE 6
July 2009 - September 2009, Project Status of Projects Underway
(2009 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - June 24, 2009 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status Status P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)			FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Reimb. To Date	Programmed Reimb. FY10	Estimated Future Reimb. FY 2011 - 2026 (2009$)	Expended to Date (2009$, YOE$)	Estimated Expenditures for FY 2010 (2009$)	Estimated Future Exp. FY 2011 - 2026 (2009$)			
CHANDLER											
Chandler Blvd at Alma School Rd	PO, PA	D, R	0.251	1.047	2.398	1.854	0.000	9.692	2016	2015	Construction deferred from FY 2010 to FY 2015
Chandler Blvd at Dobson Rd	PO, PA	D, R, C	1.060	3.039	0.000	1.525	6.945	0.000	2010	2010	
FOUNTAIN HILLS											
Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	PO, PA	D	0.248	0.040	0.000	0.355	0.057	0.000	2010	2010	Project programmed in ALCP for Design only
Shea Blvd: Technology Dr to Cereus Wash	PO, PA	D, R, C	0.064	5.608	0.000	0.091	8.012	0.000	2010	2010	
GILBERT											
Guadalupe Road at Cooper Road		D, R, C	0.000	3.694	0.000	0.000	4.725	2.105	2010/2011	2011	
Power Rd at Pecos: Intersection Improvement	PO	D, R, C	0.000	5.298	4.640	14.453	0.000	0.000	2010/2011	2009	Approval of IGA pending
Power Rd: Santan Fwy to Pecos Rd		D, R, C	0.000	3.626	6.695	2.492	13.969	9.150	2010/2011	2011	
Warner Road at Cooper Road	PO, PA	D, R, C	1.305	2.396	0.000	1.864	3.715	0.000	2009/2010	2010	
MARICOPA COUNTY											
El Mirage Rd: Deer Valley Drive to L303	PO	C/O	0.000	0.000	9.670	13.814	0.000	0.000	2017/2018	2009	
El Mirage Rd: Thunderbird Rd to Bell Rd	PO, PA	P	1.105	0.342	19.532	3.388	2.298	41.361	2010, 2012-2016	2016	DCR developed in conjuction with El Mirage Rd: Thunderbird to Northern project
Northern Parkway: Corridorwide ROW Protection		R	0.000	1.800	3.321	2.572	2.062	2.681	2012	---	Project applies to acquistion of ROW only
Northern Parkway: Sarival to Dysart		P, D, R	0.000	19.593	34.871	0.000	43.226	34.581	2010-2012	2011	
MESA											
Broadway Rd: Dobson Rd to Country Club Dr	PO, PA	P	0.080	0.118	7.068	0.284	0.000	18.748	2008,2010-2013	2013	
Dobson Rd at Guadalupe Rd	PO, PA	P, D, R, C	0.196	2.542	0.000	0.280	5.423	0.000	2008-2010	2010	
Dobson Rd at University Dr		D, R	0.000	0.000	2.741	0.639	2.013	4.227	2020	2011	
Gilbert Rd at University Dr	PO, PA	C/O	0.000	0.000	2.741	11.765	0.000	0.000	2022	2009	
Greenfield Rd: Baseline Rd to Southern Ave	PO, PA	D, R	0.471	4.661	4.661	1.562	6.614	0.000	2008-2010	2010	
Hawes Rd: Santan Fwy to Ray Rd		D, R, C	0.000	0.000	2.316	2.904	1.538	0.000	2022	2010	
Lindsay Rd/Brown Rd		D	0.000	0.000	2.741	0.000	0.461	3.524	2015-2017	2012	
Mesa Dr at Broadway Rd	PO	D	0.099	0.000	0.748	0.142	0.000	24.876	2010, 2012-2014	2014	
Mesa Dr: US-60 (Superstition Fwy) to Southern	PO, PA	P, D, R	0.060	3.414	4.853	0.086	6.502	13.299	2008-2010, 2012	2012	Construction deferred from to FY 2012

TABLE 6
July 2009 - September 2009, Project Status of Projects Underway
(2009 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - June 24, 2009 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status Status P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)			FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Reimb. To Date	Programmed Reimb. FY10	Estimated Future Reimb. FY 2011 - 2026 (2009$)	Expended to Date (2009$, YOE$)	Estimated Expenditures for FY 2010 (2009$)	Estimated Future Exp. FY 2011 - 2026 (2009$)			
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202		P, D, R	0.000	0.000	10.038	2.396	1.198	12.470	2012-2014	2013	
Ray Rd: Sossaman Rd to Ellsworth Rd		D, R, C	0.000	0.000	3.739	1.194	8.147	0.000	2023	2010	
Southern Ave at Country Club Dr	PO	D	0.000	0.075	4.785	0.000	0.107	8.142	2010/2011, 2014	2013	
Southern Ave at Stapley Dr	PO, PA	P, D	0.168	0.049	12.363	0.243	0.071	21.263	2008-2014	2013	
PEORIA											
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	PO, PA	P, D, R, C	5.992	0.000	0.000	14.816	0.000	0.000	2009	2009	Reimbursement pending
Loop 101 at Beardsley Rd/Union Hills Dr	PO, PA	D, R, C	16.893	0.000	0.000	26.110	0.000	0.000	2009	2009	Reimbursement pending
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	PO	D, R, C	0.000	0.000	17.588	28.970	18.147	0.000	2022, 2024-2027	2010	$2.67m in reimbursements deferred to Phase V
Lake Pleasant Pkwy: Dynamite Blvd to L303	PO	D	0.000	0.000	26.265	1.431	5.363	33.311	2013-2015	2014	
PHOENIX											
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	PO	D	0.000	2.515	19.532	0.000	3.824	29.255	2010-2013	2013	
Sonoran Blvd: 15th Ave to 10th St		P, D	0.000	0.000	8.751	6.725	0.480	12.841	2011-2013	2013	
Sonoran Blvd: 10th St to 26th St		P,D	0.000	0.000	12.712	7.793	1.839	20.644	2011/2012, 2014/2015	2014	
Sonoran Blvd: 26th St to Cave Creek		P,D	0.000	0.000	10.476	8.012	0.613	16.717	2011/2012, 2015	2015	
SCOTTSDALE											
Pima Rd: McKellips Rd to Via Linda		P, D, R	0.000	15.508	14.523	3.200	22.155	20.748	2010/2011	2011	
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	PO, PA	D, R, C	0.449	14.100	8.925	2.690	18.156	12.751	2010/2011	2011	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd		P, R	0.000	0.000	11.347	0.267	4.267	11.723	2012	2012	
Shea Blvd at 90th/92nd/96th: Intersection Improvements	PO, PA	C/O	1.827	0.484	1.792	5.862	0.000	0.000	2010/2022	2006	Project Savings to be reallocated in FY2011 Annual Update
Shea Blvd at Frank Lloyd Wright Blvd		D, R, C	0.000	0.000	0.650	0.412	0.516	0.000	2023	2010	

Agenda Item #5I

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

DATE:
October 6, 2009

SUBJECT:
Conformity Consultation

SUMMARY:
The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including six new Arizona Department of Transportation projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by October 23, 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 amendment and 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 amendment and administrative modification may not be considered until the consultation process for the conformity assessment is completed.

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

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

ACTION NEEDED:
Consultation.

PRIOR COMMITTEE ACTIONS:
None.

CONTACT PERSON:
Dean Giles, Air Quality Planning Program Specialist III, (602) 254-6300.

MARICOPA ASSOCIATION of GOVERNMENTS

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

October 6, 2009

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, 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 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 AMENDMENT AND 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 amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including six new Arizona Department of Transportation projects. Comments on the conformity assessment are requested by October23, 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 amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on July 16, 2009 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

ATTACHMENT

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

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

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include funding changes, design, right-of-way, and utility projects. The proposed amendment and 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 July 16, 2009 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program													
TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT08-673	ADOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	2009	2	ARRA		$2,324,600			$2,324,600	Admin Mod: Change project costs from $3.9 million to $2,324,600.	A minor project revision is needed to decrease funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-807	ADOT	8: Big Horn to Freeman Rd	Pavement Preservation	2010	6.5	IM	$ 102,600		$ 1,697,400		$ 1,800,000	Amend: Create a new pavement preservation project in FY 2010.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-808	ADOT	8: Gila Bend - MP 121	Pavement preservation	2010	5.7	IM	$ 432,231		$ 7,150,769		$ 7,583,000	Amend: Create a new pavement preservation project in FY 2010.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-809	ADOT	17: MP 229 - MP 279.5	Sign replacement	2010	50.5	IM	$ 85,500		$ 1,414,500		$ 1,500,000	Amend: Create a new sign replacement project in FY 2010.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-810	ADOT	10: Hassayampa River Bridges #1645 & 1646	Bridge deck rehabilitation	2010	0.1	IM	$ 399,000		$ 6,601,000		$ 7,000,000	Amend: Create a new bridge deck rehabilitation project in FY 2010.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-811	ADOT	10: County Line - Harquahala Valley Rd	Pavement preservation	2010	9.2	IM	$ 128,250		$ 2,121,750		$ 2,250,000	Amend: Create a new pavement preservation project in FY 2010.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-812	ADOT	10: MP 133.60 - MP 133.90	Erosion and drainage repair	2010	0.3	IM	$ 14,820		$ 245,180		$ 260,000	Amend: Create a new erosion and drainage repair project in FY 2010.	The new project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	2009	2.2	ARRA, STP-MAG & Local	$ 656,096	$5,667,374	$10,854,352		$17,177,822	Admin Mod: Change dollar amounts in the all funding categories due to lower costs.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES12-815	Mesa	ITS Signal Conversions - Phase 5 (Brown Rd and Lindsay Rd.)	Establish fiber optic links to traffic signals	2012	6	CMAQ	$ 1,934,406		$ 659,994		$ 2,594,400	Admin Mod: Change location of ITS fiber optic work from University Dr, to Brown Rd and Lindsay Rd.	As a traffic signal synchronization project under 93.128, the project may be approved, funded, and implemented and is subject to subsequent regional emissions analysis . the conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT11-701	Scottsdale	McDowell Rd: Bridge over Indian Bend Wash	Enhance sidewalks and add bicycle lanes	2011	0.2	CMAQ	$ 3,106,743		$ 600,000		$ 3,706,743	Admin Mod: Modify location from Scottsdale to Granite Reef Rd to the bridge over Indian Bend Wash	The project is considered exempt under the category "Bicycle and pedestrian facilities." the conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Agenda Item #5J

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

DATE:
October 6, 2009

SUBJECT:
Additional Funding for a Sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

SUMMARY:
On January 28, 2009, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects in FY 2009 CMAQ funding and retained the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. On September 18, 2009, the Arizona Department of Transportation notified MAG that ADOT would not continue with their street sweeper project for FY 2008 CMAQ funding. With the deletion of the ADOT sweeper project and associated savings of $166,491, the remaining $52,281 for Buckeye sweeper #1 from the approved Prioritized List may now be funded. Recently, the Town of Buckeye informed MAG that the agency did not want to continue with sweeper #2 project on the Prioritized List. Therefore, this completes the funding of sweepers on the Prioritized List. Please refer to the attachment.

On July 22, 2009, the MAG Regional Council approved additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding that included the following sweepers: Phoenix (the remaining $62,696 for project #2); Paradise Valley; Tempe; Salt River Pima-Maricopa Indian Community; Chandler; Youngtown; and Buckeye ($157,590 for project #1).

In August 2008, MAG solicited PM-10 Certified Street Sweeper Projects in the Maricopa County PM-10 Nonattainment Area from member agencies. Projects were due by September 19, 2008. The FY 2008-2012 MAG Transportation Improvement Program contains an amount of $1,200,000 in FY 2009 CMAQ to fund the first seven sweepers on the Prioritized List. There is a minimum local cash match of 5.7 percent.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The purchase of PM-10 Certified Street Sweepers is supported by Measure #24 in the MAG Five Percent Plan for PM-10. This measure encourages the purchase and utilization of PM-10 certified street sweepers for reducing particulate emissions from paved roads in the Maricopa County PM-10 Nonattainment Area.
CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The MAG Five Percent Plan for PM-10 contains the committed measure "Sweep Streets with PM-10 Certified Street Sweepers".

POLICY: Using CMAQ funding for the member agency purchase of PM-10 Certified Street Sweepers will assist in the reduction of PM-10 emissions in the Maricopa County PM-10 Nonattainment Area.

ACTION NEEDED:
Recommend approval of additional funding for a sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

PRIOR COMMITTEE ACTIONS:
Regional Council: On July 22, 2009, the MAG Regional Council approved additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

MEMBERS ATTENDING
Councilwoman Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park, Vice Chair
Councilwoman Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
Councilman 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 Ron Henry, Gila Bend
Lt. Governor Joseph Manuel for Governor William Rhodes, Gila River Indian Community
Vice Mayor Linda Abbott for Mayor John Lewis, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Mayor Yolanda Solarez, Guadalupe
* Supervisor Max W. Wilson, Maricopa County
Vice Mayor Kyle Jones for Mayor Scott Smith, Mesa
Vice Mayor Jini Simpson for Mayor Vernon Parker, Paradise Valley
Mayor Bob Barrett, Peoria
Councilman Gail Barney for 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.

Management Committee: On July 8, 2009, the MAG Management Committee recommended approval of additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Rogene Hill for Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Horatio Skeete for Ed Beasley, Glendale
Romina Korkes for John Fischbach, Goodyear
RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
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
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Mark Hannah for Lloyce Robinson, Youngtown
Kwi Sung Kang for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
Carol Ketcherside for David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: On June 25, 2009, the MAG Transportation Review Committee recommended approval of $86,632 of funding for the two projects on the contingency list. In addition, the TRC also recommended that any remaining CMAQ Closeout funds be allocated towards funding the remaining street sweepers on the prioritized list for FFY 2009.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
*El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
Gila Bend: Rick Buss
*Gila River: Doug Torres
*Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
*Guadalupe: Gino Turrubiartes
*Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
*Mesa: Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
*Queen Creek: Mark Young
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Randy Overmyer
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash, City of Mesa
*Street Committee: Darryl Crossman, City of Litchfield Park
*ITS Committee: Mike Mah, City of Chandler
Pedestrian Working Group: Brandon Forrey, City of Peoria
* Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix

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

Regional Council: On January 28, 2009, the MAG Regional Council approved a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

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 County
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.

Management Committee: On January 14, 2009, the MAG Management Committee recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

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 Ghetti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Romina Korkes 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 County
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.

Air Quality Technical Advisory Committee: On December 11, 2008, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

MEMBERS PRESENT

John Kross, Town of Queen Creek, Chairman
Sue McDermott, Avondale
* Elizabeth Biggins-Ramer, Buckeye
# Jim Weiss, Chandler
# Jamie McCullough, El Mirage
Tami Ryall, Gilbert
Doug Kukino, Glendale
James Nichols, Goodyear
Scott Bouchie, Mesa
Gaye Knight, Phoenix
Larry Person, Scottsdale
Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
Mark Hannah, Youngtown
* Walter Bouchard, Citizen Representative
* Corey Woods, American Lung Association of Arizona
# Barbara Sprungl, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
Gina Grey, Western States Petroleum Association
Peggy Rubach for Randi Alcott, Valley Metro
Dave Berry, Arizona Motor Transport Association
* Jeannette Fish, Maricopa County Farm Bureau
Russell Bowers, Arizona Rock Products Association
Amanda McGennis, Associated General Contractors

Spencer Kamps, Homebuilders Association of Central Arizona
Mannie Carpenter, Valley Forward
* Kai Umeda, University of Arizona Cooperative Extension
Beverly Chenausky, Arizona Department of Transportation
* Diane Arnst, Arizona Department of Environmental Quality
Wienke Tax, Environmental Protection Agency
Jo Crumbaker, Maricopa County Air Quality Department
* Duane Yantorno, Arizona Department of Weights and Measures
Ed Stillings, Federal Highway Administration
* Judi Nelson, Arizona State University
Christopher Horan, Salt River Pima-Maricopa Indian Community
* David Rueckert, Citizen Representative

*Members neither present nor represented by proxy.
#Participated via telephone conference call. +Participated via video conference call.

Street Committee: On November 12, 2008, the MAG Street Committee completed a final review of all PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Tempe, Town of Youngtown, Town of Buckeye, City of Scottsdale, City of Chandler, City of Glendale, City of Phoenix, Salt River Pima-Maricopa Indian Community, and the Town of Paradise Valley (see Attachment Two). This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING
Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
Charles Andrews, Avondale
David Johnson proxy for Scott Lowe, Buckeye
Bob Bortfield for Dan Cook, Chandler
Lance Calvert, El Mirage
* Vacant, Gila Bend
Tony Rodriguez, Gila River Indian Community
Stephanie Prybyl for Jeff Herb, Gilbert
* Wade Ansell, Glendale
Brian Barnes for Ron Sievwright, Goodyear
* Jim Ricker, Guadalupe
Chris Plumb, Maricopa County
* Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Chris Kmetty, Peoria
Leticia Vargas for Briiana Leon, Phoenix
Dick Schaner, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
David Meinhart, Scottsdale
Robert Maki, Surprise
Shelly Seyler, Tempe
* Jason Earp, Tolleson
Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

Street Committee: On October 22, 2008, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for the City of Chandler, City of Glendale, City of Phoenix, Salt River Pima-Maricopa Indian Community, and the Town of Paradise Valley. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING
Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
Charles Andrews, Avondale
Jose Heredia proxy for Scott Lowe, Buckeye
Bob Bortfield for Dan Cook, Chandler
Lance Calvert, El Mirage

* Vacant, Gila Bend
* Tony Rodriguez, Gila River Indian Community
Stephanie Prybyl for Jeff Herb, Gilbert
Wade Ansell, Glendale
Luke Albert for Ron Sievwright, Goodyear
* Jim Ricker, Guadalupe
Chris Plumb, Maricopa County
Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Chris Kmetty, Peoria
Briiana Leon, Phoenix
* Dick Schaner, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
David Meinhart, Scottsdale
Robert Maki, Surprise
* Shelly Seyler, Tempe
* Jason Earp, Tolleson
Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

Street Committee: On October 16, 2008, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Tempe, Town of Youngtown, Town of Buckeye, and the City of Scottsdale. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
Charles Andrews, Avondale
David Johnson, Buckeye
Bob Bortfeld for Dan Cook, Chandler
Lance Calvert, El Mirage
* Vacant, Gila Bend
* Tony Rodriguez, Gila River Indian Community
Stephanie Prybyl for Jeff Herb, Gilbert
* Wade Ansell, Glendale
Ron Sievwright, Goodyear
* Jim Ricker, Guadalupe
Chris Plumb, Maricopa County
Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Burton Charon for Chris Kmetty, Peoria
Briiana Leon, Phoenix
* Dick Schaner, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
David Meinhart, Scottsdale
Robert Maki, Surprise
Robert Yabes for Shelly Seyler, Tempe
Jason Earp, Tolleson
Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

CONTACT PERSON:
Dean Giles, Air Quality Planning Program Specialist III, (602) 254-6300.

Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding Approved by MAG Regional Council on January 28, 2009

$52,281 in CMAQ Funding Available for Sweeper Project (shaded)

									Supplemental Information				
						The requested certified street sweeper will:			If project is to expand or increase sweeping frequency, have additional local resources been committed for staff or equipment to support the project?				
Agency	Federal Cost	Local Cost	Total Cost #	Daily Emission Reduction (Kilograms/day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	Replace	Expand	Increase Frequency	Yes	No	Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers your agency has already purchased.	Does the requested sweeper satisfy a commitment by your agency in the SIP?
Glendale (#1) *+	$190,910	$11,540	$202,450	334	$223	✔				✔	Within city limits.	9	Yes
Glendale (#2) *+	$190,910	$11,540	$202,450	334	$223	✔				✔	Within city limits.	9	Yes
Gilbert (#1)	$199,331	$12,049	$211,380	210	$371			✔	✔		Baseline Road (north), Val Vista Drive (east), Williams Field Road (south), and Lindsay Road (west)	12	No
Gilbert (#2)	$199,331	$12,049	$211,380	191	$407			✔	✔		Baseline Road (north), Gilbert Road (east), Ray Road (south), and Cooper Road (west)	12	No
Scottsdale *	$148,618	$8,983	$157,601	109	$530	✔			✔		North of Loop 101 to Carefree Highway, East of 56th Street to 144th Street	8	Yes
Phoenix (#1) *+	$171,798	$10,385	$182,183	105	$638	✔			✔		Camelback Road to Pecos, Central Avenue to 107th Avenue & 111th Avenue	36	Yes
Phoenix (#2)*+ ◆	$171,798	$10,385	$182,183	105	$638	✔			✔		Camelback Road to Pecos, Central Avenue to 107th Avenue & 111th Avenue	36	Yes
Subtotal	$1,272,696												
Amount Available	$1,210,000												
Balance	$-62,696												
Paradise Valley *	$174,319	$43,580	$217,899	75	$907	✔				✔	32nd St. to Scottsdale Rd.; Chaparral Rd. to Shea Blvd.	2	Yes
Tempe *	$182,750	$25,294	$208,044	51	$1,388	✔				✔	48th Street East to Evergreen Dr.; US 60 North to Continental Dr.	7	Yes
Scottsdale * ●	$148,618	$8,983	$157,601	32	$1,802	✔			✔		Via De Ventura to Thunderbird Rd, 60th Street to Pima Road	8	Yes
Salt River Pima-Maricopa Indian Community +	$137,533	$8,314	$145,847	30	$1,813	✔			✔		Within the boundaries of SRPMIC.	0	No
Chandler *+	$209,097	$12,639	$221,736	7	$11,917	✔			✔		Between Arizona Avenue and Gilbert Road and between Germann Rd and Warner Rd	10	Yes

									Supplemental Information				
						The requested certified street sweeper will:			If project is to expand or increase sweeping frequency, have additional local resources been committed for staff or equipment to support the project?				
Agency	Federal Cost	Local Cost	Total Cost #	Daily Emission Reduction (Kilograms/day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	Replace	Expand	Increase Frequency	Yes	No	Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers your agency has already purchased.	Does the requested sweeper satisfy a commit-ment by your agency in the SIP?
Youngtown	$164,659	$10,000	$174,659	5	$14,021			✔	✔		From Grand Avenue to Olive Avenue and from 111th Avenue to 116th Avenue (1.12 square miles)	1	No
Buckeye (#1)	$209,871	$12,685	$222,557	5	$18,023		✔	✔	✔		Yuma Rd., Dean Rd .to Watson Rd.- Verrado Way I-10 to Indian School Rd	3	Yes
Buckeye (#2) ▲	$209,871	$12,685	$222,557	4	$19,598		✔		✔		Apache Rd @ Yuma Rd, Beloat @ 255th Ave, Sundance Parkway @ Van Buren St, Hilton Ave @ Dean Rd (East of Dean)	3	Yes
Part II Subtotal	**$1,140,925**												
Grand Total	**$2,350,925**												

\# Total cost for the CMAQ eligible portion of the project, excludes ineligible equipment.

* Replaces older, less efficient, certified sweepers.

\+ Proposed sweeper projects for Chandler, Glendale #1, Glendale #2, Phoenix #1, Phoenix #2, and Salt River Pima-Maricopa Indian Community indicate sweeping adjacent to a PM-10 monitor.

◆ For Phoenix #2 sweeper project, initial funding of $109,102 is available in FY 2009 CMAQ. The remaining $62,696 of the $171,798 requested for the project may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

● On June 10, 2009, the City of Scottsdale indicated that it would not continue with the second sweeper project on the list since there had been a reduction in the number of equipment operators for street sweeping.

On July 22, 2009, the MAG Regional Council approved additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding that included the following sweepers: Phoenix (the remaining $62,696 for project #2); Paradise Valley; Tempe; Salt River Pima-Maricopa Indian Community; Chandler; Youngtown; and Buckeye ($157,590 for project #1)

▲ On October 1, 2009, the Town of Buckeye indicated that it would not continue with the second sweeper project (Buckeye #2) on the list due to the economic downturn.

Agenda Item #5K

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

DATE:
October 6, 2009

SUBJECT:
MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program

SUMMARY:
Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The funding request for FY 2011 is required to be submitted to the ADOA by December 15, 2009.

Justifications are attached for the agencies requesting additional positions and new logging recorders. The upgrades do not require justification because the Maricopa Region 9-1-1 Office has scheduled them per change out timelines.

The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The Emergency Telecommunications Services Revolving Fund is funded by the monthly 9-1-1 excise tax on wireline and wireless telephones. The 9-1-1 excise tax has been reduced from 37 cents per month to 28 cents per month as of July 1, 2006. The excise tax was further reduced to 20 cents per month effective July 1, 2007. Efforts are being made to stabilize the 9-1-1 funds through legislation to ensure appropriate funding in the future.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The five-year equipment program assists the MAG 9-1-1 Oversight Team to forecast future equipment needs of the region and will enable MAG to provide estimates regarding future funding needs to ADOA.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: The process for approval of the PSAP funding request and five-year equipment program, which includes recommendations from the MAG 9-1-1 Oversight Team and Management Committee and approval by the Regional Council, demonstrates greater participation by management.

ACTION NEEDED:
Recommend approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration.

PRIOR COMMITTEE ACTIONS:
MAG 9-1-1 Oversight Team: On September 24, 2009, the MAG 9-1-1 Oversight Team recommended approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration.

MEMBERS ATTENDING

Chief Steve Kreis, Phoenix Fire Department Chair
Chief Lawrence Rodriguez, Tolleson Police Department, Vice Chair
Chief Mark Burdick, Glendale Fire Department
Jesse Locksa for Ray Churay, Maricopa County Sheriff's Office
Chief Harry Beck, Mesa Fire Department
Chief Mike Fusco, Emergency Management, Peoria
Commander Robert Demlong, Phoenix Police Department
Tom Melton for Helen Gandara-Zavala, Scottsdale Police Department
* Brenda Buren, Tempe Police Department

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

MAG 9-1-1 PSAP Managers Group: On July 16, 2009, the MAG 9-1-1 PSAP Managers Group recommended approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration.

MEMBERS ATTENDING

Vicky Scott, Peoria, Chairperson
Lisa Eminhizer for Kathy Jeter, Apache Junction
Mark Gorla, Avondale
Velma Washington, Buckeye
Vicki Szczepkowski, Chandler
* Stephanie Beebe, Ft. McDowell Yavapai Nation
Janet Laird, Gilbert
Loretta Hadlock, Glendale
Carolyn Scott for Chris Nadeau, Goodyear
Darin Douglass, Mesa
Jesse Locksa, Maricopa County
Jim Tortora, Paradise Valley
Jason Stokes, Phoenix
Darren Shortey for Curtis Thomas, Salt River Pima-Maricopa Indian Community
Cheryl Allen for Patrick Cutts, Scottsdale
Carol Campbell, Surprise
Karen Allen, Tempe
Toni Rogers, Tolleson
Ed Syzponik, Wickenburg
*+ Michelle Potts, ASU
+ Barbara Jaeger, ADOA
*+ Nicole Ankenman, Capitol Police
+ Debbie Henry, DPS
*+David Demers Luke AFB
+ Louise Smith, Phoenix
+ Mike Kalember for Ellen Anderson, Rural Metro/Southwest Ambulance

* Those members neither present nor represented by proxy.
+ Ex-Officio member
# Participated by teleconference or videoconference call

CONTACT PERSON:
Liz Graeber, Phoenix Fire Department, 602-534-9775, or Nathan Pryor, MAG, 602-254-6300.

MAG FY2011-2015 PSAP Equipment Program

	FY2011	FY2012	FY2013	FY2014	FY2015
Apache Junction PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
ASU PD	No response received				
Avondale PD	Logging recorder	3 positions	Nothing noted	Nothing noted	Nothing noted
Buckeye PD	Nothing noted	PSAP Move	2 positions	Nothing noted	Nothing noted
Capitol PD	No response received				
Chandler PD	PSAP Move	PSAP Move	Nothing noted	Nothing noted	Logging recorder
DPS	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Ft. McDowell	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Gilbert PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Glendale PD	Logging recorder	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Goodyear PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Logging recorder, 2 positions, PSAP move
Luke AFB	No response received				
MCSO	8 Positions/logging recorder, PSAP move	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Mesa PD	Logging recorder	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Paradise Valley PD	Nothing noted	Logging recorder	Nothing noted	Nothing noted	Nothing noted
Peoria PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Phoenix Fire	Nothing noted	18 positions / logging recorder	Nothing noted	Nothing noted	Nothing noted
Phoenix PD	Nothing noted	Nothing noted	Logging recorder	Nothing noted	Nothing noted
Rural Metro PD	PSAP Move	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Salt River PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	1 position
Scottsdale PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Logging recorder
Surprise PD	Nothing noted	Nothing noted	1 position	Nothing noted	Nothing noted
Tempe PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Tolleson PD	Logging recorder, PSAP Move	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Wickenburg PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted

MAG FY 2011 PSAP ANNUAL ELEMENT/FUNDING REQUEST

SYSTEM IDENTIFICATION: Maricopa County 9-1-1 (33320)
AGENCY SUBMITTING: Phoenix Fire Department
ADDRESS: 150 S. 12th St., Phoenix, AZ 85034

CONTACT: Liz Graeber
TELEPHONE #: (602) 534-9775
DATE: 9-Jul-09

Fiscal Year	2010						2011					
TOTAL	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Wireline												
Maintenance:												
$1,340,100	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675
911 Monthly Service:												
$4,704,480	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040
Customer Premise Equipment												
$2,369,000	$50,000	$250,000	$30,000	$30,000	$1,139,000	$35,000	$375,000	$250,000	$210,000			
Special Projects/Misc maintenance												
$551,016	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918
Wireless												
Maintenance:												
$0												
911 Monthly Service:												
$3,244,800	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400
Addressing/Mapping/GIS												
$20,000	$20,000											
Customer Premise Equipment												
$0												
Special Projects												
$0												
FY TOTALS												
$12,229,396	**$890,033**	**$1,070,033**	**$850,033**	**$850,033**	**$1,959,033**	**$855,033**	**$1,195,033**	**$1,070,033**	**$1,030,033**	**$820,033**	**$820,033**	**$820,033**

Equipment:

	Upgrade peripherals	*50,000*
Apache Junction	Viper upgrade	*$250,000*
Avondale	Logging recorder	*$30,000*
Glendale	Logging recorder	*$30,000*
MCSO	Upgrade, 8 Positions	*$1,139,000*
Mesa	Logging recorder	*$35,000*
Rural Metro	Viper upgrade	*$375,000*
Salt River	Viper upgrade	*$250,000*
Tolleson	Viper upgrade and logging recorder	*$210,000*

Equipment figures are only estimates - will have preliminary quote from Qwest before submitting to ADOA

$2,369,000 **Total**

Budget table FY2011 ver1 7/6/2009

Agenda Item #5L

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

DATE:
October 6, 2009

SUBJECT:
Application Process for U.S. Department of Housing and Urban Development Stuart B. McKinney Funds for Homeless Assistance Programs

SUMMARY:
On December 8, 1999, the MAG Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the U.S. Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. A total of $172 million has been awarded to the region since 1999. Last year, the region received more than $24.5 million for 53 homeless programs. It is anticipated that the region will be awarded comparably in 2009.

The 2009 federal application was released on September 25, 2009 and the Continuum of Care consolidated application is due to HUD on November 9, 2009. The Ranking and Review Panel will provide a draft list of all new and renewal applicants requesting funds during this application process to the MAG Management Committee for information. Project applications are due to the Ranking and Review Panel on October 26, 2009. The final list of recommended projects will be provided to the MAG Regional Council for information on October 28, 2009. At the direction of HUD this year, the Ranking and Review Panel will only review new applications. MAG staff will evaluate the renewal applications and provide technical assistance to any agencies who are not performing up to HUD's standards. Approval of the final consolidated application by the MAG Continuum of Care Regional Committee on Homelessness will be done on November 3, 2009. Refer to the attachment.

The Continuum of Care will have an opportunity to apply for $1,394,970 in new funding, referred to as the Permanent Housing Bonus. The new funds can be used for projects that serve homeless disabled adults and families or for chronically homeless individuals. The funding can be for one project or be split between multiple projects meeting the Permanent Housing Bonus criteria. Refer to the MAG Website at http://www.mag.maricopa.gov/event.cms?item=10744 for the Notice of Funding Availability and additional information on the Permanent Housing Bonus project.

PUBLIC INPUT:
The development of action steps, and the measurement of goal achievement are based on public input from consumers, providers of services, and local and state governmental representatives. Community stakeholders, including homeless service providers, public officials, non profit representatives, and interested members of the public, are involved in the gaps analysis process which is done each year to determine the unmet need of emergency shelter beds, transitional housing beds, and permanent supportive housing beds. The gaps analysis meeting was held on October 5, 2009, and the results will be submitted in the consolidated application to HUD. On July 27, 2009, the MAG Continuum of Care Regional Committee on Homelessness approved the weighting criteria for the renewal applications. An opportunity for public comment was offered but no public comments were made. The 2009 application process will

be reviewed at the MAG Continuum of Care Regional Committee on Homelessness meeting on October 19, 2009. An opportunity for public input will be offered.

PROS & CONS:

PROS: A coordinated application and planning process is required by the U.S. Department of Housing and Urban Development to maximize competitiveness for the federal Stuart B. McKinney Act funds. The MAG Continuum of Care Regional Committee on Homelessness facilitates the year-round planning process in the region. Because of the regional planning entity, there has been consensus about the homeless planning priorities and action steps in the Valley and cooperation with information needed for the federal grant. This approach emphasizes the need for collaboration among public and private agencies to ensure that individuals and families who are homeless are assisted in moving from homelessness to permanent housing and greater self-sufficiency. Since 1994, all applicants for funding from these programs have been required to demonstrate that their programs play an integral role in their community's Continuum of Care.

CONS: The application and year round planning process takes a significant amount of staff time to coordinate. If this region did not submit this grant through the existing MAG Continuum of Care process, however, potentially the funding for the region could be lost in perpetuity. Up to 20 percent of Continua of Care nationally are defunded each year as the process becomes more competitive. This makes it even more imperative to invest the staff time to ensure this application remains as competitive as possible in order to retain funding.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The federal application process requires a tremendous amount of staff time to develop the community consensus and to gather the information requested by HUD. This task is complicated by the lack of a consistent data based on needs, services provided and funds expended. The community has identified the need to develop more complete homeless data for future applications. The Maricopa Homeless Management Information System (HMIS), implemented in February of 2003, was used to collect data for the 2008 homeless shelter count and will continue to be utilized in other areas to assist in the collection of system wide data of homeless programs.

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

ACTION NEEDED:

Information.

PRIOR COMMITTEE ACTIONS:

The Continuum of Care Regional Committee on Homelessness voted to approve the new project weighting criteria at the July 27, 2009 meeting.

MEMBERS ATTENDING:

Robert Duvall for Roberto Armijo, Community Information & Referral Services
* David Barnhouse, Governor's Office
Brad Bridwell, US Vets
* Kathryn Brown, AZ Dept of Corrections
Kendra Cea, APS
Shana Ellis, City of Tempe, Vice Mayor, Chair
Steve Frate, City of Glendale, Councilmember
Theresa James, City of Tempe
* Michael Johnson, City of Phoenix, Councilmember
Deanna Jonovich, City of Phoenix

Don Keuth, Phoenix Community Alliance, Vice Chair
Stephanie Knox, Magellan Health
Mattie Lord, Arizona Department of Economic Security/CPIP
* Mark Ludwig, Arizona Department of Housing
* Dan Lundberg, City of Surprise
Nick Margiotta, Phoenix Police Department
* Carrie Mascaro, Catholic Charities
Michael McQuaid, Human Services Campus
* Linda Mushkatel, Maricopa County
Darlene Newsom, UMOM New Day Centers
Parrish Spisz for Joanne Osborne, Councilmember of Goodyear
Gina Ramos-Montes, City of Avondale
* Brenda Robbins, Arizona Dept of Health Services
Amy Schwabenlender, Valley of the Sun United Way
Laura Skotnicki, Save the Family
* Jacki Taylor, Arizona Coalition to End Homelessness
* Margaret Trujillo, MG Trujillo Associates
* Mary Rose Wilcox, Maricopa County, Supervisor
Elizabeth Morales for Ted Williams, Arizona Behavioral Health Corporation
Margot Cordova for Diana Yazzie Devine, Native American Connections

*Those members neither present nor represented by proxy.
+Those members present by audio or videoconference.

CONTACT PERSON:
Brande Mead, Human Services Planner III, (602) 254-6300

Agenda Item #5M

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

October 6, 2009

TO: Members of the MAG Management Committee

FROM: Amy St. Peter, Human Services Manager

SUBJECT: AMENDMENT TO THE MAG FY 2010 UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET TO REFLECT CHANGES IN HUMAN SERVICES FUNDING

The MAG FY 2010 Unified Planning Work Program and Annual Budget (UPWP) was approved on May 27, 2009. A new grant for Human Services that was not included in the MAG FY 2010 UPWP was awarded to MAG through Regional Community Partners (RCP), MAG's qualifying 501(c)(3) agency. On September 29, 2009, St. Luke's Health Initiative announced the $25,320 award to RCP. These funds will support community engagement activities to develop the next MAG Regional Plan to End Domestic Violence.

Recently MAG received notice that two of the Human Services grants approved in the MAG FY 2010 UPWP were not going to be awarded due to shortfalls in state funding. These include the Innovative Grant traditionally received from Governor's Brewer's Office for $43,824 as well as the remaining balance of the FY 2010 Arizona Department of Economic Security homeless planning grant for $7,500.

This item is to recommend approval of a budget amendment to the MAG FY 2010 Unified Planning Work Program and Annual Budget to add a new grant from St. Luke's Health Initiative in the amount of $25,320, and to remove the Innovative Grant from Governor's Brewer's Office in the amount of $43,824 and the remaining balance of the FY 2010 Arizona Department of Economic Security homeless planning grant in the amount of $7,500, resulting in a net reduction to the overall budget of $26,004.

If you have any questions regarding this amendment, please contact me at the MAG office at (602) 254-6300.

Agenda Item #5N

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

DATE:
October 6, 2009

SUBJECT:
Video Outreach Associate Contract Amendment

SUMMARY:
The FY 2010 Unified Planning Work Program and Annual Budget approved by the MAG Regional Council in May 2009 includes $24,000 for a Video Outreach Associate to assist in the writing and production of videos for its MAG Video Outreach Program. The Proposition 400 video has recently been completed and two additional projects are underway. To meet the demand for additional projects, staff recommends adding $14,000 to the FY 2010 contract for the Video Outreach Associate.

The Maricopa Association of Governments conducts a public involvement process in response to requirements included in the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). As part of these efforts, MAG utilizes many innovative techniques to help residents better understand MAG's role and responsibilities in the region. These efforts include conducting a Video Outreach Program that utilizes broadcast quality videos to inform Valley residents of MAG plans and programs, encouraging public understanding and participation in the process and resulting in a better informed and active citizenry. Surveys have found that an overwhelming majority of Americans get their news and information through the medium of television over all other forms of media.

As a Metropolitan Planning Organization representing nearly four million Valley residents, the broadcast medium is an effective means of providing timely information regarding transportation issues, giving residents insight into the decision making process, and assisting the agency in meeting federal requirements that "...to the maximum extent practicable, make public information available in electronically accessible formats and means, as appropriate...to afford reasonable opportunity for consideration of public information."

The MAG Communications Division began its Video Outreach Program in 2007, and a number of successful videos have been produced to date. Video programs produced by MAG are distributed to city cable channels for broadcast, providing a valuable benefit to MAG while at the same time providing programming support to many member agencies.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The MAG Video Outreach Program helps MAG meet its federal public involvement objectives by enhancing understanding of MAG's role and responsibilities in the region and by encouraging public participation in the development of MAG plans and programs. The program performs an important public service by communicating information about transportation, air quality, and human services issues to the general public, resulting in a more informed and active citizenry. For MAG member agencies, the Video Outreach Program provides positive exposure to the public of the jurisdictions' key role in developing regional policies and increases the public understanding of local governments' regional responsibilities and accomplishments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: An effective Video Outreach Program assists MAG in conducting its public involvement process as required by federal law, providing timely information about transportation issues, enhancing understanding of the decision making process, and encouraging public participation.

ACTION NEEDED:
Recommend approval of adding $14,000 to the FY 2010 contract for the MAG Video Outreach Associate.

PRIOR COMMITTEE ACTIONS:
None.

CONTACT PERSON:
Kelly Taft, MAG, 602-254-6300.

Agenda Item #6

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

DATE:
October 6, 2009

SUBJECT:
Update on the American Recovery and Reinvestment Act of 2009: Reallocation of Unused Funds – Policy Options

SUMMARY:
The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The ARRA directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. In February 2009, the MAG Regional Council prioritized Highway projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit funds. On March 25, 2009, the MAG Regional Council established a deadline of **November 30, 2009**, for the ARRA funds designated to the MAG region for local projects to be obligated. It was noted in the action approved by the Regional Council that funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

Subsequent to these actions, MAG staff and member agencies worked together to program all ARRA funds for the region. Per federal regulations, projects are required to undergo a set of federal clearances prior to obligation and advertisement. Bids for initial ARRA funded projects have come in 20 percent to 50 percent below original estimates, and it is anticipated that future bids will follow this trend. This will result in unobligated ARRA funding available for additional projects in Highway, Transit, and Local categories. In addition, there could possibly be Local funded projects that do not meet the November 30, 2009, obligation deadline set forth by the MAG Regional Council.

For the local projects funded with ARRA funds, there are five proposed policy options to program anticipated unobligated/available local ARRA funds, which are explained in the memorandum. The Transportation Review Committee discussion explored options for reallocation of funds that may be available due to unobligated projects or construction bids under estimate.

Like the highway ARRA funded projects, transit projects are coming in below their original cost estimates. This issue will be discussed through the Regional Public Transportation Authority (RPTA) committee process, and a recommendation from the RPTA Board will be heard through the MAG committee process in September and October.

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 the MAG Regional Council set a November 30, 2009, deadline to obligate ARRA funds for Local projects. Additionally, there is a federal deadline of all transportation ARRA funds to be obligated by March 2, 2010.

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 Transportation Improvement Program (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: 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 to recommend that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit; and to explore an alternative obligation deadline to the November 30, 2009 date set by the MAG Regional Council.

PRIOR COMMITTEE ACTIONS:
Transportation Review Committee: This item was on the MAG Transportation Review Committee's October 1, 2009, agenda for information, discussion and possible action. The committee recommended that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit; and to explore an alternative obligation deadline to the November 30, 2009 date set by the MAG Regional Council.

MEMBERS ATTENDING
Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Jose Heredia for Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
* Litchfield Park: Woody Scoutten for Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
Queen Creek: Wendy Kaserman
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Maki
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

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

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

CONTACT PERSON:
Eileen O. Yazzie (602) 254-6300.

MARICOPA ASSOCIATION of GOVERNMENTS
302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

October 5, 2009

TO: Members of the MAG Management Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)-2009, RE-ALLOCATION OF UNUSED MPO/LOCAL ARRA FUNDS - POLICY OPTIONS

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway, MPO/local agencies, and transit agencies. In March 2009, the MAG Regional Council approved a policy direction on how to program the ARRA funds designated to the MAG region for local projects, including a deadline for obligating local projects funded with ARRA. This memorandum and agenda item will focus on the MPO/Local ARRA funds programmed in the MAG region and two policy issues: anticipated unprogrammed/available MPO/Local ARRA funds and a possible modification to the Regional Council approved deadline for local projects funded with ARRA to be obligated by November 30, 2009.

The ARRA legislation set forth 'Use it or Lose it' terms. The MPO/Local ARRA funding has an obligation deadline of March 2, 2010. In addition to these federal requirements, the MAG Regional Council, in March 2009, approved a deadline of November 30, 2009, for MPO/Local projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

MAG has been programming and monitoring the project status of Highway, Transit, and Local projects programmed with ARRA funds on a monthly basis since February 2009. Bids and awards for initial ARRA funded Highway projects have been between 20 percent to 50 percent below original estimates (as programmed in February 2009), and it is anticipated that this trend will continue for all construction projects. These issues need to be discussed as they impact policy decisions and direction.

ANTICIPATED UNOBLIGATED MPO/LOCAL ARRA FUNDS

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates thirty (30) percent, or $156.67 million, of Arizona's funding to MPOs. The amount being sub-allocated to MAG is $104,578,340. In March 2009, the MAG Regional Council took action to allocate the MPO/Local ARRA funding to local agencies, providing a minimum of $500,000 with the remaining funds distributed based on population.

It is anticipated that two factors will arise regarding MPO/Local ARRA funding. First, like Highway and Transit projects, project bids and awards will come in below the estimates, and second, there will be projects that do not meet the November 30, 2009 (regional) nor the March 2, 2010 (federal) obligation deadlines. Both result in a balance of unprogrammed/available MPO/Local ARRA funds for the MAG region which may be lost if not re-programmed by the March 2, 2010, deadline.

There will be challenges to program any unused balances of ARRA funds due to the mandated federal project development process. Once a project is obligated, the approved clearances cannot be reopened or expanded to adjust to lower costs. There are five policy options related to using unprogrammed/available MPO/Local ARRA funds. The most critical criteria for choosing projects would be eligibility and project readiness.

Programming Options

1. Working with the Regional Council's allocation of MPO/Local ARRA funds to local agencies, unprogrammed/available MPO/Local ARRA funds remain allocated to the local jurisdiction to be reprogrammed to another project. It would be recommended that MAG, the Arizona Department of Transportation (ADOT), and the Federal Highway Administration (FHWA) are involved in evaluating local projects that would be suggested to use unprogrammed ARRA funds. Consideration needs to include:
   A. If there are unprogrammed/available funds due to either project bids and awards below estimate or projects projected not to meet the region nor federal deadline, does the local agency have the ability to reprogram funds to another project in that same jurisdiction?
      i. Project Eligibility
      ii. Project Readiness
      iii. The amount of unprogrammed/available funds - viable project, is there an amount that determines if the funds should stay at the local agency or go back to the region. Example: What if there is a project comes in under bid by $50,000? Does this stay within the local agency to reprogram, or go back to the region?
   – It would be recommended that MAG, ADOT, and FHWA are involved in evaluating local projects that would be suggested to use unprogrammed ARRA funds.

2. Any unprogrammed/available MPO/Local ARRA funds go back to the region, and Local projects are programmed based on Project Eligibility and Project Readiness, with prioritization to:
   A. Projects that are eligible per ARRA/Surface Transportation Program (STP) guidelines and have obligated but have not moved forward to construction.
   B. Projects that are in the project development process now (Congestion Mitigation Air Quality [CMAQ] or STP), are eligible under the ARRA/STP guidelines, and will be able to obligate by March 2, 2010.
   C. Other projects, including 'new' projects that are not currently in the Transportation Improvement Program (TIP), will be evaluated by MAG, ADOT, and FHWA staff for project readiness and likelihood for a 'new' project to obligate.

- Another consideration under this option is to clarify if 'new' projects are construction only, design only, or it this is not a factor.
- Would there be any additional policy requirements/suggestions?

3. Any unprogrammed/available MPO/Local ARRA funds go back to the region, and Highway projects are programmed based on Project Eligibility and Project Readiness. MAG would work closely with ADOT to determine availability of projects.
   - Would there be any additional policy requirements/suggestions?

4. Any unprogrammed/available MPO/Local ARRA funds go back to the region, and Transit projects are programmed based on Project Eligibility and Project Readiness. MAG would work closely with ADOT to determine availability of projects.
   - Would there be any additional policy requirements/suggestions?

5. Work with ADOT to see if there could be a funding 'swap' of MPO/Local ARRA funds for STP funds, which would allow the unobligated projects to continue through the process and obligate by the end of federal fiscal year 2010 (September 30, 2010). This would depend on if ADOT can use ARRA funds on freeway projects.

POSSIBLE MODIFICATION TO THE NOVEMBER 30, 2009 OBLIGATION DEADLINE

Further evaluation of the November 30, 2009, hard deadline for project obligation was discussed at the September Management Committee meeting. The original Regional Council approved date was originally set as a benchmark to determine if projects will meet the March 2, 2010, deadline and to allow time to reallocate funds for projects which do not.

Some member agencies had projects under development prior to funds being available, however, due to project development requirements and schedules, other jurisdictions, particularly those which are not self-certified nor have in-house design staff, are encountering challenges toward meeting the deadline. While some projects may not meet the original deadline due to external factors, others may be at or near environmental and design completion and not meet the November 30, 2009, obligation deadline set forth by Regional Council.

Attached to this memorandum is the September 2009 ARRA Status Report for your review. The project development information for Local sponsored ARRA projects has been coordinated with the ADOT consultant teams. In the project development columns, many projects have dates, which are the projected completion dates related to that development milestone. As noted in the September 2009 ARRA Status Report, many projects will still be under development in November.

PRIOR COMMITTEE ACTIONS

This item was on the October 1, 2009, Transportation Review Committee (TRC) agenda for information, discussion, and possible action. Member agencies generally agreed that there should be options for extending the obligation deadline of November 30, 2009, under the conditions that all projects undergo a review process in early November (November 1st if possible) and a new drop-dead deadline is

established. The drop-dead deadline would need to allow for enough time for new projects to be obligated within the framework of the MAG committee process while giving for local jurisdictions maximum opportunity to bring their projects to completion. It was requested that MAG staff recommend a date in the future TRC meeting upon review of possible dates.

The committee recommended that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit; and to explore an alternative obligation deadline to the November 30, 2009, date set by the MAG Regional Council.

Committee members were concerned about ranking the policy options for reallocation of funds without knowing the dollar amounts that are potentially available and the fund absorption of each policy option. The committee members requested that MAG staff make estimates of funds available and funds necessary to apply to projects based on committee-recommended policy options.

If there are questions or suggestions prior to the October 14, 2009, committee meeting, please contact me at (602) 254-6300 or eyazzie@mag.maricopa.gov.

Project Status Report
Transportation Projects – MAG Region September 30 2009
American Recovery & Reinvestment Act (ARRA) Funding

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. The national Highway Infrastructure Investment component of the legislation is $27.5 billion.

For the highway portion, the Arizona Department of Transportation (ADOT) has 120 days to obligate 50 percent of the funding, and a year – by March 2, 2010, to obligate the remaining funds. Of the ADOT portion, $129.4 million was directed for Highway projects in the MAG Region. The legislation also sub-allocates 30 percent of the funding ($156.57 million) to local jurisdictions. The amount being sub-allocated to the MAG Region is $104.6. Metropolitan planning organizations and Local Agencies have one year to obligate the funds, by March 2, 2010

The MAG regional portion for transit is $66.4 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days, and the remainder to be obligated within one year by March 2, 2010

REPORT COMPONENTS – TABLE OF CONTENTS

Project Status Report	**p. 1 – 6**
Local Sponsored Project Overview	**p. 7**
Local Sponsored Project Details	**p. 8 – 11**
Highway Projects – ADOT Allocation Update	**p. 12 – 14**

Project Status Report

The Project Status Report highlights three areas of project details as noted below:

Project Information: Lists information about the project as reported on in the MAG Transportation Improvement Program (TIP) including the project location and description.

Project Funding: Explains the project funding sources and amounts as listed in the MAG TIP.

Project Development Status: This section reports on the status of project development steps. This section will most likely change in the future as projects are under construction. The project development steps are:

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete or have estimated completion dates. Or other notes may be provided regarding status with FHWA or FTA. Check mark indicates that work is completed.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project.
- Bid Opened – The project has received bids and the bids have been opened.
- Award Date – The date the project is awarded to contractor.
- Estimated Completion – The contractor has estimated that construction will be completed by this date.

This information can also be found at the MAG Website:
http://www.mag.maricopa.gov/detail.cms?item=9615

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
SEPTEMBER 30 2009

Project Information				Project Funding			Project Development Status							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
State Sponsored Projects - Roadways														
DOT09-815	DOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	$28,200.0	$28,200.0	$26,271.6	05/27/09	✓	✓	✓	✓	7/17/09		Originally approved by RC on 3/25/09.
DOT09-818	DOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	$13,368.5	$13,368.5	$13,314.1	05/27/09	✓	✓	✓	✓			Originally approved by RC on 3/25/09.
DOT09-6C00R	DOT	US 60: SR 303L - 99th Ave	Road Widening	$45,000.0	$45,000.0		03/25/09	✓	✓	✓	10/23/09			
DOT07-323	DOT	99th Ave from I-10 to MC-85	Road Widening	$652.9	$3,410.4		04/22/09	✓	✓	✓				State sponsored using MAG suballocated funds
DOT09-801	DOT	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transporatation Landscaping Enhancement	$300.0	$300.0		04/22/09	✓	✓					State sponsored using MAG suballocated funds. NTP date 10/5/09
DOT07-332	DOT	US 60: 99th Ave - 83rd Ave	Road Widening	$11,200.0	$11,200.0	$7,647.2	03/25/09	✓	✓	✓	✓			
DOT06-613	DOT	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	$18,600.0	$18,600.0		05/27/09	✓	✓	✓	8/21/09			
DOT12-840	DOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	$9,100.0	$27,564.4		04/22/09	✓	✓	✓	9/25/09			
DOT08-673	DOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	$3,900.0	$3,900.0		05/27/09	✓	✓	✓	9/25/09			
				$130,321.4	$151,543.3	$47,232.9								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION

American Recovery & Reinvestment Act (ARRA) Funding

SEPTEMBER 30 2009

Project Information				Project Funding			Project Development Status							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Roadway														
APJ09-801	APJ	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	$1,348.3	$1,348.3		4/22/09		Nov-09					
AVN09-801	AVN	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	$2,035.2	$2,035.2		4/22/09	In process	In process					Design and environmental work in process.
AVN09-802	AVN	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	$179.7	$401.8		4/22/09	In process	In process					Design and environmental work in process.
BKY09-801	BKY	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabiliation and Preservation	$1,621.9	$1,621.9		4/22/09	In process	In process					Design and environmental work in process.
CFR09-801	CFR	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	$35.0	$35.0		4/22/09	95% 10/8/09	11/30/09					
CFR09-802	CFR	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	$553.3	$553.3		4/22/09	95% 10/8/09						
CVK09-807	CVK	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	$614.8	$614.8		5/27/09							Pending authorization. Kick-off scheduled 9/30/09
CHN120-07C	CHN	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	$2,288.7	$7,629.0		4/22/09	✓	10/30/09					Will request project to be obligated in early Nov 09
CHN09-801	CHN	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	$3,678.9	$3,678.9		4/22/09	95% 9/25/09	10/30/09					Will request project to be obligated in early Nov 09
ELM09-801	ELM	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	$952.8	$952.8		4/22/09	60%	In process					Design at 60%, environmental in process.
FTH07-301	FTH	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	$410.0	$2,705.0		6/24/09	✓	Not Started					Originally approved on 4/22/09
FTH09-800	FTH	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	$671.6	$671.6		7/22/09							On Project Change Sheet July 2009
GBD09-801	GBD	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	$33.0	$33.0		4/22/09	Not Started	Not Started					Anticipated to start week of 9/21/09
GBD09-802	GBD	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	$339.5	$339.5		4/22/09	Not Started	Not Started					Anticipated to start week of 9/21/09
GBD09-803	GBD	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	$170.0	$170.0		5/27/09							Town to provide additional information for Park and Ride Lot Design Parameters
GRC09-801	GRC	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	$561.3	$561.3		4/22/09	Not Started	In process					Design not started. Environmental in process.
GLB09-801	GLB	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	$5,306.3	$5,306.3		4/22/09	95% 9/18/09	11/6/09					Design and Environmental work anticipated to start week of September 14th
GLN09-801	GLN	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	$1,100.0	$1,100.0		4/22/09		In process					Procurement project. Environmental in process.
GLN09-802	GLN	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	$550.0	$550.0		4/22/09		In process					Procurement project. Environmental in process.
GLN09-803	GLN	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	$90.0	$90.0		4/22/09		In process					Procurement project. Environmental in process.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
SEPTEMBER 30 2009

Project Information				Project Funding			Project Development Status							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Roadway														
GLN09-804	GLN	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	$230.0	$230.0		4/22/09		In process					Procurement project. Environmental in process.
GLN09-805	GLN	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	$200.0	$200.0		4/22/09		In process					Procurement project. Environmental in process.
GLN09-806	GLN	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	$1,170.0	$1,170.0		4/22/09	✓	In process					Environmental in process.
GLN09-807	GLN	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	$510.0	$510.0		4/22/09	✓	In process					Environmental in process.
GLN09-808	GLN	25 Miles on Arterial Streets	Install thermoplastic pavement markings	$358.4	$358.4		4/22/09	Not Started	In process					Design not started. Environmental in process.
GLN08-604	GLN	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	$1,850.0	$5,407.4		4/22/09	✓	In process					Design almost 100%. Environmental in process.
GDY09-801	GDY	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	$782.4	$798.4		4/22/09	Not Started	Not Started					Design and Environmental not started.
GDL09-801	GDL	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	$634.0	$634.0		4/22/09		11/30/09					Design by town.
LPK09-801	LPK	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	$614.0	$614.0		4/22/09	90%	In process					Design at 90%. Environmental in process.
MMA09-801	MMA	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	$6,469.2	$6,478.1		4/22/09	~100%	In process					Design almost 100%. Environmental in process.
MES09-801R	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	$1,610.9	$1,610.9		5/27/09	90%	11/2/09					ROW submitted to ADOT 9/29/09
MES09-802R	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	$970.7	$970.7		5/27/09	90%	11/2/09					ROW submitted to ADOT 9/29/09
MES09-803	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	$2,559.3	$2,559.3		5/27/09	90%	11/2/09					ROW submitted to ADOT 9/29/09
MES09-804	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	$2,333.3	$2,333.3		5/27/09	90%	11/2/09					ROW submitted to ADOT 9/29/09
MES09-805	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	$3,310.6	$3,310.6		5/27/09	90%	11/2/09					ROW submitted to ADOT 9/29/09
PVY09-801	PVY	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	$823.2	$823.8		4/22/09		11/30/09					Final PA 9/25/09
PEO100-07AC1	PEO	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	$2,850.4	$11,489.7		4/22/09	✓						
PEO09-801	PEO	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	$1,130.1	$1,396.3		6/24/09	Not Started	In process					Initially approved 4/22/09. Design not started. Environmental in process.
PHX07-316	PHX	7th St & McDowell Rd	Design & Construction of Intersection Improvements	$1,000.0	$2,256.0		4/22/09	✓	✓	✓				Obligated 9/9/09
PHX09-801	PHX	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	$7,136.2	$7,136.2		4/22/09	10/16/09	✓					Design by city.
PHX09-802	PHX	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	$7,150.0	$7,150.0		4/22/09	10/16/09	✓					Design by city.
PHX09-803	PHX	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	$7,150.0	$7,150.0		4/22/09	10/16/09	✓					Design by city.

* Date in Design and Environmental fields indicate estimated completion date.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
SEPTEMBER 30 2009

Project Information				Project Funding			Project Development Status							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Roadway														
PHX09-804	PHX	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	$1,750.0	$1,750.0		4/22/09	10/16/09	✓					Design by city.
PHX09-805	PHX	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	$1,750.0	$1,750.0		4/22/09	10/16/09	✓					Design by city.
PHX09-806	PHX	11 Locations Citywide	Design & Costruct Bridge Deck Rehabilitations	$2,250.0	$2,250.0		4/22/09	10/16/09	10/2/09					Waiting for cultural concurrence
PHX09-807	PHX	6 Locations Citywide	Design & Costruct Bridge Joint Rehabilitations	$1,250.0	$1,250.0		4/22/09	10/16/09	10/2/09					Waiting for cultural concurrence
PHX09-808	PHX	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	$3,000.0	$3,000.0		4/22/09	10/16/09	✓					Design by COP
PHX09-809	PHX	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	$1,500.0	$1,500.0		4/22/09	10/16/09	✓					Design by COP
PHX09-810	PHX	Citywide Corridors	Design &Procure/Install CCTV	$1,000.0	$1,000.0		4/22/09	10/16/09	✓					Design by COP
PHX09-811	PHX	Citywide Corridors	Design &Procure/Install Wireless Communications	$500.0	$500.0		4/22/09	10/16/09	✓					Design by COP
QNC09-801	QNC	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	$227.3	$227.3		4/22/09	Nov-09	Dec-09					Drafted PA complete.
QNC09-802	QNC	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	$805.8	$805.8		4/22/09	Nov-09	Dec-09					Drafted PA complete.
SRP09-801	SRP	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	$653.9	$653.9		5/27/09		12/7/09					PA by SRPMIC scheduled for 9/29/09
SCT09-802	SCT	Various Locations	Preliminary engineering, design and construction for Mill & Replace	$4,600.0	$4,600.0		7/22/09	95% 11/2/09	In process					On Project Change Sheet July 2009. Kick off 9/22/09
SCT12-813	SCT	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	$439.6	$500.0		4/22/09	PS&E 10/7/09	Nov-09					Procurement project.
SUR09-801	SUR	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	$2,933.4	$2,933.4		4/22/09		✓					Environmental, Utility and Right of Way Clearances Received
TMP09-801	TMP	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	$4,362.6	$6,000.0		4/22/09	✓	Nov-09					Awaiting clearance.
WKN09-801	WKN	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	$644.1	$644.1		4/22/09	30%	In process					Design at 30%. Environmental in process.
YTN09-801	YTN	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	$645.9	$645.9		4/22/09	Not Started	In process					Design not started. Environmental in process.
				$101,695.7	$124,995.3									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
SEPTEMBER 30 2009

Project Information				Project Funding			Project Development Status							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transit Projects														
AVN09-804T	AVN	Citywide	Purchase 2 replacement dial-a-ride vehicles	$126.0	$126.0		6/24/09							
GDY06-204T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 - Litchfield)	$2,036.2	$4,193.8		6/24/09	✓	✓	✓				Initially approved 4/22/09.
GDY08-800T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land- regional park and ride	$186.5	$977.6		6/24/09	✓	✓	✓				Initially approved 4/22/09.
GDY05-202T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	$352.2	$1,847.1		6/24/09	✓	✓	✓				Initially approved 4/22/09.
MES10-809T	MES	Country Club/US 60	Park-and-Ride construction	$9,400.0	$9,400.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-837T	PHX	Bell Rd/SR-51	Bus access crossover	$640.1	$640.1		3/25/09	✓	✓					Grants have been submitted to FTA
PHX10-818T	PHX	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	$5,000.0	$5,000.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX08-705T	PHX	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	$5,500.0	$5,500.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-838T	PHX	Pecos Road/4oth Street	Pecos/40th St Park and Ride Expansion	$3,000.0	$3,000.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-611T	PHX	Regionwide	Preventive Maintenance	$5,400.0	$11,964.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-839T	PHX	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	$300.0	$300.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-840T	PHX	Citywide	Bus Stop Improvements	$4,321.2	$4,321.2		3/25/09	✓	✓					Grants have been submitted to FTA
PHX08-704T	PHX	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	$1,100.0	$1,100.0		5/27/09	✓	✓					Grants have been submitted to FTA
VMT10-807T	VMT	Arizona Avenue/Country Club (Service betweeen Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	$2,500.0	$2,500.0		3/25/09	✓	✓	✓				
VMT10-807T	VMT	Arizona Avenue/Country Club (Service betweeen Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	$12,500.0	$12,500.0		3/25/09	✓	✓	✓				
SCT09-803T	SCT	Loop 101/Scottsdale Rd	Park-and-Ride construction	$5,000.0	$5,000.0		3/25/09	✓	✓					Grants have been submitted to FTA
TMP09-806T	TMP	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	$6,500.0	$6,500.0		3/25/09	✓	✓	✓				
VMR09-801T	VMR	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	$1,400.0	$1,400.0		5/27/09	✓	✓	✓				
VMR09-802T	VMR	Regionwide	LRT Park and Ride Shade Canopes	$2,500.0	$2,500.0		5/27/09	✓	✓	✓				
				$67,762.2	$78,769.8									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
SEPTEMBER 30 2009

Project Information				Project Funding			Project Development Status							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transportation Enhancements														
CHN09-805	CHN	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	$750,000	$1,161,610		5/27/09		✓					Final PS&E pending revisions.
GLB04-303R	GLB	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	$270,000	$680,000		5/27/09		✓					Final PS&E submitted.
GLB08-801	GLB	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	$578,670	$578,670		5/27/09		✓					Final PS&E submitted.
GLN08-611	GLN	Old Roma Alley	Design and construct pedestrian enhancements and landscape	$732,562	$732,562		5/27/09		✓					Final PS&E pending revisions.
MMA09-725	MMA	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	$750,000	$1,117,817	$561,095	5/27/09	✓	✓	✓	✓	✓		Construction scheduled to begin Oct 5, 09.
MES09-806	MES	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	$750,000	$1,509,375		6/24/09		✓					Initially approved 5/27/09. Final PS&E submitted.
PHX08-641	PHX	Arcadia Drive Ind. Sch. Rd. to AZ Canal	Design and construct multi-use trail enhancements	$750,000	$820,282		5/27/09	✓	✓					Waiting for Obligation
SCT09-703	SCT	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	$1,632.3	$1,731.0		5/27/09		✓					Final PS&E pending revisions.
SCT09-801	SCT	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	$600,000	$625,402		5/27/09		✓					Final PS&E submitted.
TMP09-704	TMP	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	$750,000	$1,400,000		5/27/09	✓	✓	✓				Bid documents being prepared.
				$5,931,232	$8,625,718									

Local Sponsored Project Overview

MAG was notified by ADOT on March 16, 2009 that the MAG region will receive $104,578,340 of American Recovery and Reinvestment Act (ARRA) funds. These funds are known as the sub-allocated ARRA transportation funds. On March 23, 2009 Regional Council approved the policy direction for the sub-allocated ARRA funds of: a Minimum Agency Allocation of $500,000 plus population in accordance with the following:

1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects.
2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and or Regional Transportation Plan as appropriate.
3. Have MAG conduct the air quality consultation/conformity if necessary.
4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

Jurisdiction	Minimum Agency Allocation of $500K Plus Population
Apache Junction (a)	$ 1,348,343
Avondale	$ 2,214,899
Buckeye	$ 1,621,878
Carefree	$ 588,340
Cave Creek	$ 614,813
Chandler	$ 5,967,599
El Mirage	$ 1,252,805
Fort McDowell	$ 518,436
Fountain Hills	$ 1,081,614
Gila Bend	$ 542,497
Gila River (b)	$ 561,349
Gilbert	$ 5,306,313
Glendale	$ 6,058,413
Goodyear	$ 1,829,797
Guadalupe	$ 634,022
Litchfield Park	$ 613,958
Mesa	$ 10,784,779
Paradise Valley	$ 823,174
Peoria (b)	$ 3,980,451
Phoenix	$ 35,436,181
Queen Creek (a)	$ 1,033,098
Salt River	$ 653,910
Scottsdale	$ 5,921,966
Surprise	$ 2,933,374
Tempe	$ 4,362,619
Tolleson	$ 652,890
Wickenburg	$ 644,140
Youngtown	$ 645,926
Maricopa County (c)	$ 5,950,757
Total	**$ 104,578,340**

Local Sponsored Project Details SEPTEMBER 30 2009

APACHE JUNCTION		
TIP #	Project Description	Federal Cost - ARRA
APJ09-801	Design and Reconstruction of Pavement	$ 1,348,343
	TOTAL	$ 1,348,343

AVONDALE		
TIP #	Project Description	Federal Cost - ARRA
AVN09-801	Preliminary engineering, design and construction for Mill & Replace	$ 2,035,200
AVN09-802	Preliminary engineering, design and construction for Mill & Replace	$ 179,699
	TOTAL	$ 2,214,899

BUCKEYE		
TIP #	Project Description	Federal Cost - ARRA
BKY09-801	Pre-engineer/Design and Pavement Rehabiliation and Preservation	$ 1,621,878
	TOTAL	$ 1,621,878

CAREFREE		
TIP #	Project Description	Federal Cost - ARRA
CFR09-801	Pre-engineer/Design and construct Pedestrian crossing	$ 35,000
CFR09-802	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	$ 553,340
	TOTAL	$ 588,340

CAVE CREEK		
TIP #	Project Description	Federal Cost - ARRA
CVK09-807	Pre-Engineer/Design and Construct Pavement Rehab projects	$ 614,813
	TOTAL	$ 614,813

CHANDLER		
TIP #	Project Description	Federal Cost - ARRA
CHN120-07C	Intersection and Capacity Improvement	$ 2,288,700
CHN09-801	Design and reconstruction of pavement	$ 3,678,899
	TOTAL	$ 5,967,599

EL MIRAGE		
TIP #	Project Description	Federal Cost - ARRA
ELM09-801	Pre-Engineer/Design and Mill and Replace Existing Road.	$ 952,805
DOT09-801	Transporatation Landscaping Enhancement	$ 300,000
	TOTAL	$ 1,252,805

FOUNTAIN HILLS		
TIP #	Project Description	Federal Cost - ARRA
FTH07-301	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	$ 410,000
FTH09-800	Design, and mill and overlay existing roadway	$ 671,614
	TOTAL	$ 1,081,614

Local Sponsored Project Details SEPTEMBER 30 2009

FT. MCDOWELL YAVAPAI NATION		
TIP #	Project Description	Federal Cost - ARRA
Ft. McDowell Yavapai Nation will be doing a joint project with Maricopa County. $518,436 of Maricopa County's project is for paving and rehab of roads in the Ft. McDowell community.		

GILA BEND		
TIP #	Project Description	Federal Cost - ARRA
GBD09-801	Design and Construct Signage Improvements	$ 33,000
GBD09-802	Design and Construct Pedestrian and Landscape Improvements	$ 339,497
GBD09-803	Design and Construct Carpool and Transit Park & Ride Lot	$ 170,000
	TOTAL	$ 542,497

GILA RIVER INDIAN COMMUNITY		
TIP #	Project Description	Federal Cost - ARRA
GRC09-801	Pre-Engineer/Design and Construct Pavement Rehab projects	$ 561,349
	TOTAL	$ 561,349

GILBERT		
TIP #	Project Description	Federal Cost - ARRA
GLB09-801	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	$ 5,306,313
	TOTAL	$ 5,306,313

GLENDALE		
TIP #	Project Description	Federal Cost - ARRA
GLN09-801	New traffic signal cabinets and controllers	$ 1,100,000
GLN09-802	Modernize traffic signals	$ 550,000
GLN09-803	CCTV Camera Installations	$ 90,000
GLN09-804	Install wireless communication with traffic signals	$ 230,000
GLN09-805	Install wireless communication with traffic signals	$ 200,000
GLN09-806	Pre-Engineer/Design and construct pavement overlay	$ 1,170,000
GLN09-807	Pre-Engineer/Design and construct pavement surface treatment	$ 510,000
GLN09-808	Install thermoplastic pavement markings	$ 358,413
GLN08-604	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	$ 1,850,000
	TOTAL	$ 6,058,413

GOODYEAR		
TIP #	Project Description	Federal Cost - ARRA
GDY09-801	Pre-Engineer/Design and construct mill, patch and replace	$ 782,415
GDY06-204T	Construct regional park-and-ride (1/10 - Litchfield)	$ 508,666
GDY08-800T	Acquire land- regional park and ride	$ 186,500
GDY05-202T	Park and Ride Land Acquisition	$ 352,216
	TOTAL	$ 1,829,797

GUADALUPE		
TIP #	Project Description	Federal Cost - ARRA
GDL09-801	Design and Mill & Asphalt overlay roadways	$ 634,022
	TOTAL	$ 634,022

Local Sponsored Project Details SEPTEMBER 30 2009

LITCHFIELD PARK		
TIP #	Project Description	Federal Cost - ARRA
LPK09-801	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	$ 613,958
	TOTAL	$ 613,958

MARICOPA COUNTY		
TIP #	Project Description	Federal Cost - ARRA
MMA09-801	Pre-Engineer/Design and construct AR Overlay	$ 5,950,757
	TOTAL	$ 5,950,757

MESA		
TIP #	Project Description	Federal Cost - ARRA
MES09-801R	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	$ 1,610,892
MES09-802R	Pre-Engineer/Design and construct mill and replace pavement	$ 970,728
MES09-803	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	$ 2,559,279
MES09-804	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	$ 2,333,311
MES09-805	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	$ 3,310,569
	TOTAL	$ 10,784,779

PARADISE VALLEY		
TIP #	Project Description	Federal Cost - ARRA
PVY09-801	Pre-Engineer/Design and construct pavement resurface projects	$ 823,174
	TOTAL	$ 823,174

PEORIA		
TIP #	Project Description	Federal Cost - ARRA
PEO100-07AC1	Construct Beardsley Road extension and bridge over New River	$ 2,850,401
PEO09-801	Pavement Preservation: Major Arterial mill, overlay and re-striping	$ 1,130,050
	TOTAL	$ 3,980,451

PHOENIX		
TIP #	Project Description	Federal Cost - ARRA
PHX07-316	Design & Construction of Intersection Improvements	$ 1,000,000
PHX09-801	Design & Construction of Pavement Preservation	$ 7,136,181
PHX09-802	Design & Construction of Pavement Preservation	$ 7,150,000
PHX09-803	Design & Construction of Pavement Preservation	$ 7,150,000
PHX09-804	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	$ 1,750,000
PHX09-805	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	$ 1,750,000
PHX09-806	Design & Costruct Bridge Deck Rehabilitations	$ 2,250,000
PHX09-807	Design & Costruct Bridge Joint Rehabilitations	$ 1,250,000
PHX09-808	Inventory / Programming & Procure / Install Traffic Control Signs	$ 3,000,000
PHX09-809	Design & Procure/Install Fiber Optic Backbone System	$ 1,500,000
PHX09-810	Design &Procure/Install CCTV	$ 1,000,000
PHX09-811	Design &Procure/Install Wireless Communications	$ 500,000
	TOTAL	$ 35,436,181

Local Sponsored Project Details SEPTEMBER 30 2009

QUEEN CREEK		
TIP #	Project Description	Federal Cost - ARRA
QNC09-801	Pre-Engineer/Design and construct resurfacing roadway	$ 227,282
QNC09-802	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	$ 805,816
	TOTAL	$ 1,033,098

SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY		
TIP #	Project Description	Federal Cost - ARRA
SRP09-801	Design & Construction of Pavement Preservation/Chip-Seal	$ 653,910
	TOTAL	$ 653,910

SCOTTSDALE		
TIP #	Project Description	Federal Cost - ARRA
SCT09-802	Preliminary engineering, design and construction for Mill & Replace	$ 4,600,000
SCT09-703	Construct new pedestrian/bicycle bridge and multi-use path	$ 882,333
SCT12-813	Replace traffic signal controllers and cabinets	$ 439,633
	TOTAL	$ 5,921,966

SUPRISE		
TIP #	Project Description	Federal Cost - ARRA
SUR09-801	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	$ 2,933,374
	TOTAL	$ 2,933,374

TEMPE		
TIP #	Project Description	Federal Cost - ARRA
TMP09-801	Construct replacement bridge over the Western Canal	$ 4,362,619
	TOTAL	$ 4,362,619

TOLLESON		
TIP #	Project Description	Federal Cost - ARRA
DOT07-323	Road Widening	$ 652,890
	TOTAL	$ 652,890

WICKENBURG		
TIP #	Project Description	Federal Cost - ARRA
WKN09-801	Design and Complete Pavement Mill and Replace	$ 644,140
	TOTAL	$ 644,140

YOUNGTOWN		
TIP #	Project Description	Federal Cost - ARRA
YTN09-801	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	$ 645,926
	TOTAL	$ 645,926

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

#	Not recommended for prioritization.
*	Obligated, not awarded. Amount subject to change.
**	Special recommendation.

Prioritized by Regional Council (R.C) - Currently Funded with ARRA

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	$28,200.0	$26,271.6	$1,928.4	$1,928.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	$13,368.5	$13,314.1	$54.4	$1,982.8	Construction started on August 7, 2009
3	~~#~~	~~Yes~~	~~SR802: L202 to Ellsworth~~	~~Design & ROW~~		~~$20,400.0~~			$1,982.8	~~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 t~~
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BID 10/23/09	$45,000.0	$44,263.2*	$736.8	$2,719.6	The bid is expected to be opened on October 23, 2009.
5	4	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	STB 8/14/09	$11,200.0	$7,647.2	$3,552.8	$6,272.4	Project is currently with State Transportation Board
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	$9,100.0	$5,849.4	$3,250.6	$9,523.0	The bid is expected to be opened on September 25, 2009.
7	6	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	BID 8/21/09	$18,600.0	$11,042.3*	$7,557.7	$17,080.8	The bid was opened on August 21, 2009. The lowest bid was $11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BID 9/25/09	$3,900.0	$2,755.5	$1,144.5	$18,225.2	The bid is expected to be opened on September 25, 2009.
				ARRA Funds Available as of September 30, 2009 to be programmed:					**$18,225.2**	

Projects Recommended to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
9	9**	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles		$3,000.0			$15,225.2	Project is ready to move forward. This project is requested to be combined with un-prioritized auxiliary lane project, Loop 101: 51st Ave to 27th Ave EB. Conformity would have to be assessed.
10	#	Yes	Loop 101: Olive Avenue	TI Improvements		$3,000.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
11	#	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes		$3,200.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
12	9**	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements		$1,500.0			$13,725.2	Final plans due by end of August 2009. Project requested to be funded based on project readiness.

American Recovery Investment Act (ARRA) - ADOT Allocation Update

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
13	#	Yes	Regionwide	Construct Noise Walls		$15,600.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010. Revised to $15.6M at the January 2009 Regional Council
#	9**	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane		$3,000.0			$10,725.2	Project is ready to move forward. This project is requested to be combined with auxiliary lane project, Loop 101: Northern to Grand SB. Conformity would have to be assessed.
#	10	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements		$23,000.0			($12,274.8)	The project is projected to be ready to advertise by November 2009. Recommend as a "catch-all" for all remaining ARRA funds after previous bids are submitted.
#	8	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.		$2,500.0			($14,774.8)	This is a carry-over from Prop. 300. Project ready to Obligate.

Backup List of Projects to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	SR 87: Gilbert - Shea	Pavement Preservation		$3,000.0			($17,774.8)	Work currently underway. Can no longer use ARRA funds.
#	#	No	I-8: Gila Bend Rest Area	Pavement Preservation		$10,000.0			($27,774.8)	
#	#	No	I-8: MP 121 - Rest Area	Pavement Preservation		$21,000.0			($48,774.8)	
#	#	No	US 60: San Domingo - Whitmann	Pavement Preservation		$11,000.0			($59,774.8)	
#	#	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		$3,777.0			($63,551.8)	
#	#	Yes	Loop 303: Greenway to Mountain View	Construction		$135,000.0				Conformity would have to be redetermined. This project is being advanced from 2012 to 2010. Will not be ready to obligate.
#	#	No	Loop 202: MP 10 - MP 17	Sign Replacement		$1,150.0				
#	#	No	SR 51: MP 7 - MP 14	Sign Replacement		$1,500.0				
#	#	No	I-10: MP 112 - MP 129	Sign Replacement		$1,500.0				
#	#	No	I-10: MP 129 - MP 146	Sign Replacement		$1,500.0				
#	#	No	I-17: MP 194 - MP 201	Sign Replacement		$1,500.0				

American Recovery Investment Act (ARRA) - ADOT Allocation Update

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	Various Routes	Guard Rails		$1,800.0				
#	#	No	I-17: 19th Avenue - 16th Street	Pavement Replacement		$1,500.0				

Tentative Scenario Summary

As planning for the Regional Freeway and Highway Program continues, a sizable gap has developed between the original budget and the current cost opinions recommended by the Arizona Department of Transportation (ADOT) for completing the Program's projects. In May 2009, a tentative scenario was presented to the Transportation Policy Committee (TPC) for consideration as a means for bridging the gap in the Program. The purpose of this briefing paper is to provide additional information about the tentative scenario.

The tentative scenario was developed using a blend of four key principles outlined below. Following this summary, a detailed technical report is provided.

Management Strategies

In developing the tentative scenario, different options for improving the overall management of the Regional Freeway and Highway Program were reviewed. Savings in this category came from three sources:

- Construction Cost Savings – ADOT's five recent bids for construction projects related to the Program are 26% less than estimates. From current trends, these lower costs will stay with the economy for at least the next several years. MAG and ADOT recommend reducing construction cost opinions by 10 percent overall. This results in an estimated $235 million savings.
- Right-of-Way Savings – Since 2007, Phoenix area real estate values have declined. Many economists anticipate it will take considerable time for the market to recover. In response, the recommendation is for ADOT to reduce right of way costs by seven percent by using a lower contingency factor.
- System-wide Cost Savings – The Program contains $987 million for non-project specific costs in the following categories: Freeway Management System, Noise Mitigation, Maintenance, Right-of-Way administration, Preliminary Engineering, and Minor Projects. The latest 2009 ADOT cost opinion identifies these costs increasing by $527 million over the life of the Program. The recommendation is for ADOT to reassess this opinion and lower the system-wide costs to the original Program amount of $987 million.

The management strategies of the tentative scenario represent $762 million in savings. Additional savings have also been identified and are reflected under the Value Engineering portion of the tentative scenario.

Value Engineering

As part of the tentative scenario, the following value engineering measures are recommended for the following two corridors:

- Loop 202/South Mountain Freeway:
  - Reduce the footprint of the entire corridor from an ultimate ten-lane "outside-in" cross-section to match the cross-section used to construct the freeways built under Proposition 300.
  - Move the most expensive segment of the corridor, between Lower Buckeye Rd and Interstate 10/Papago from a curve-linear alignment in the vicinity of 55th Avenue to use existing 59th Avenue and its existing right-of-way.
  - Reconfigure the system interchange with Interstate 10/Papago to minimize right-of-way and improve the opportunity for direct high occupancy vehicle (DHOV) ramps in the future.

- Conduct a detailed value engineering of the drainage system throughout the corridor to decrease the need for additional right-of-way.

Estimated savings, including lower right-of-way contingency and overall reduction in construction costs, is $570 million. As part of the tentative scenario, funding for the corridor is increased by $833 million to $1.9 billion.

- Loop 303 Freeway:
  - Construct an interim partial cloverleaf interchange at US-60/Grand Avenue.
  - Develop a lower cost alternative for the Interstate 10 system interchange.
  - Conduct a detailed value engineering of the drainage system for the corridor to decrease the need for additional right-of-way.
  - Defer construction of the freeway segment from MC-85/SR-801 north to Interstate 10.

Estimated savings for the corridor, including lower right-of-way contingency and overall reduction in construction costs is approximately $1,149 million. As part of this tentative scenario, funding is increased by $426 million to $1,846 million.

The value engineering recommendations of the tentative scenario represent a savings of over $1.7 billion. This figure includes a ten percent reduction in construction costs and seven percent savings from a lower right-of-way contingency.

Deferrals

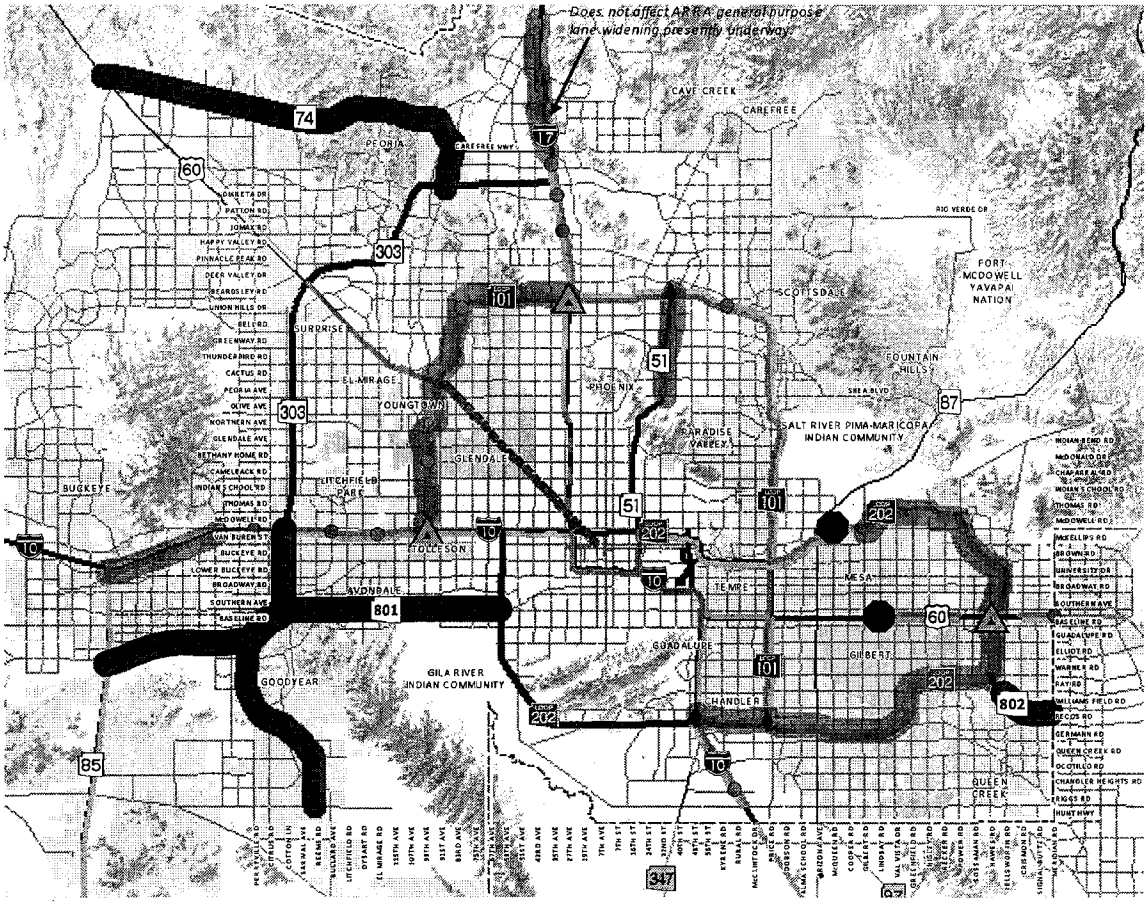
Together, the savings from management strategies and value engineering amount to $2.5 billion, or 38 percent towards mitigating the $6.6 billion gap in the Program. Despite these efforts, the tentative scenario includes project deferrals to meet the remaining 62% of the deficit. Although these projects are recommended for deferral, they are not removed from the Regional Transportation Plan (RTP). Instead, they become part of a new Phase V, representing FY2027 through FY2030, which will be reflected in the Regional Transportation Plan 2010 Update. It is important to note that the RTP must extend through FY2030 to comply with federal regulations that require a minimum 20-yar planning horizon.

The deferral recommendations are based on the following principles:

- Constructing high occupancy vehicle (HOV) lanes wherever possible. As the MAG region has a non-attainment air quality designation, the Environmental Protection Agency (EPA) recommends transportation control measures (TCM), such as HOV lanes, be constructed prior to general purpose lanes. Freeways constructed under Proposition 300 were built in anticipation of HOV lanes, making their construction more economical compared to the construction of general purpose lanes. HOV lanes can be added for about three million dollars per mile. In addition, the construction of the HOV lanes will also involve the replacement of the cable barrier system with concrete barriers.
- Deferring additional general purpose lanes for portions of Loop 101, Loop 202, and SR-51 taking into account the RTP priorities and the projected traffic volumes and level of service. In most cases, the added general purposes lanes that are in the fourth phase (FY2021-FY2026) of the Program are deferred. In some corridors, projects identified in the third phase (FY2016-FY2020) are also recommended for deferral to deal with the Program deficit.

Using these principles, the project deferrals are illustrated in the accompanying figure. Notable general purpose lane deferrals include the SR-801 corridor (also known as the Interstate 10 Reliever Freeway), and south-

ern portion of the Loop 303, from MC85 to I-10, and SR-802/Williams Gateway Freeways. In summary, the project deferrals total approximately $4.1 billion.



Stay the Course

In November 2008, MAG and ADOT convened a peer review panel of industry experts to study the inner loop freeway system, including portions of Interstates 10 and 17, and provide advice on current project proposals. The panel's remarks are timely as planning for Interstate 17 is underway to determine the future of a facility near the end of its service life. In view of these comments, the following recommendations for the tentative scenario are made as part of the "stay the course" principle:

- Making effective use of the more than $1 billion slated for the Interstate 17 corridor by developing a continuous four general purpose lanes plus one HOV lane facility from the Interstate 10 "Split" interchange to the Loop 101/Agua Fria-Pima Freeways.
- Repackaging improvements along the Interstate 10/Papago Freeway from Loop 101 to Interstate 17 to improve the merging traffic conditions departing the Interstate 17 "Stack" interchange and facilitate the merging traffic movements from Loop 202/South Mountain at 59th Avenue.
- Providing $30 million to improve the Interstate 10/Sky Harbor Boulevard interchange in anticipation of potential heightened security measures required for the airport by the Department of Homeland Security.

These stay the course recommendations are presented to improve the application of funding for the Regional Freeway and Highway Program in Phoenix urban core. With the exception of the additional funding request for the Interstate 10/Sky Harbor Boulevard interchange, no increase or decrease is recommended in funding for these projects.

Conclusions and Recommendations

The following table summarizes approximate $6.6 billion cost savings achieved with the strategies employed in tentative scenario.

Table 1
COST REDUCTIONS ACHIEVED IN THE TENATIVE SCENARIO FOR THE REGIONAL FREEWAY AND HIGHWAY PROGRAM (COSTS IN MILLIONS)
Regional Freeway and Highway Program

		Balance
2009 Regional Freeway and Highway Program Cost Opinion:		$15,952.4
Management Strategy savings from lower construction and system-wide costs	-$758.5	$15,193.9
Value Engineering savings in the Loop 202/South Mountain and Loop 303 Freeway corridors	-$1,703.3	$13,490.6
Deferral savings to Phase V	-$4,125.2	$9,365.4
Stay the Course changes	+$30.0	$9,395.4
New Regional Freeway Program Cost Opinion:		**$9,395.4**

With project deferrals representing more than 60 percent of the effort to bridge the gap in the Regional Freeway and Highway Program, measures need to be taken to monitor the Program to identify opportunities for restoring the deferred projects to an early phase for construction. These include:

- Continual monitoring of available revenues for funding the Program;
- Incorporate future federal funding into the Regional Freeway and Highway Program;
- Identify opportunities for projects in deferred corridors to be alternately funded;
- Determine the possibility of using other federal funding sources and strategies for completing deferred projects;
- Working with ADOT to continually identify methods for delivering the project in a more effective manner; and
- Continue to work with MAG member agencies to preserve future rights-of-way for new corridors.

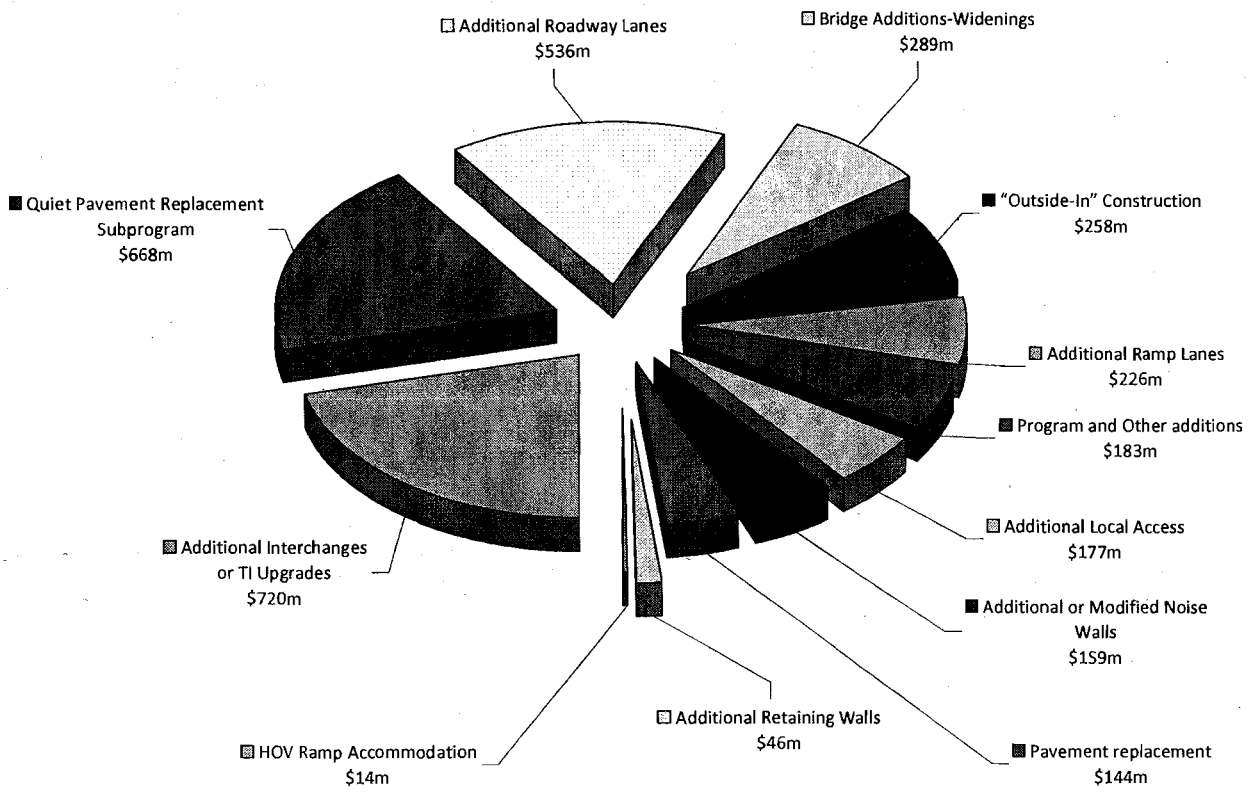
In addition, there are remaining challenges to scale the deferred projects to fit within the funding forecasted to be available in Phase V of the RTP.

Tentative Scenario Technical Report

Regional Freeway and Highway Program Financials

The 2003 Regional Transportation Plan identified the budget for the Regional Freeway and Highway Program as $9,421.2 million, or roughly $9.5 billion. The current ADOT cost opinion for completing the Program is $15,952.4 million, or nearly $16 billion. In June 2008, ADOT prepared a cost assessment of the Program, and identified the following as the key reasons for the dramatic increases:

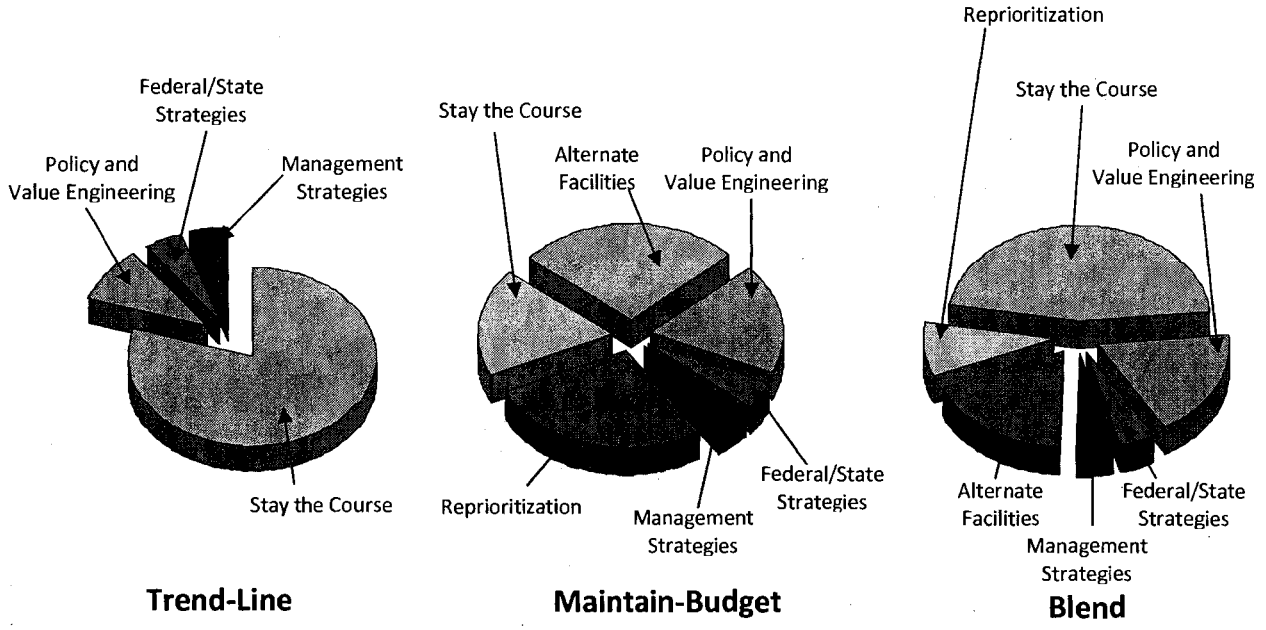
- Right-of-way price escalation from the middle part of this decade, estimated at $1.1 billion;
- Inflation of construction materials and labor due to international demand for commodities and the domestic construction boom, estimated at $2.0 billion; and
- Scope growth due to a variety of construction items illustrated in the following chart, estimated at $3.5 billion.



As depicted, a deficit of $6.6 billion is anticipated in the program. When the Program was established in the 2003 Regional Transportation Plan, contingencies were built into the budget to account for unforeseen factors, such as inflation and scope growth. However, while construction costs have risen, recent sales tax revenues have declined significantly. This unprecedented decline in revenues has effectively eliminated the contingencies built into the Program.

Background for the Scenario

In November 2008, a presentation was made to the Transportation Policy Committee about the Regional Freeway and Highway Program deficit and described a methodology for bridging the funding gap. In the presentation, three management scenarios were presented for consideration:



- **Trend-Line,** a strategy keeping the current program priorities and strategies in-place, but extends the completion horizon for the program out from 2026;
- **Maintain-Budget**, a process extending the Program horizon year and through a process of reprioritization, management strategies, policy and value engineering, and alternate facilities, completes a Program with fewer projects than those envisioned in current Regional Transportation Plan; and
- **Blend**, a program considering multiple approaches – management strategies, value engineering, deferrals, and stay the course efforts – to mitigate the gap in the Regional Freeway and Highway program.

Tentative Scenario Principles

After presenting these scenarios, the TPC provided general direction to consider the blend scenario. Several TPC members noted that either the trend-line or maintain budget scenario might meet fiscal goals, but that the 2025 travel demand need in the Phoenix metropolitan will still need to be met. The tentative scenario was developed using the blend scenario and based it upon four key principles outlined below.

Management Strategies

In developing the tentative scenario, different options for improving the overall management of the Regional Freeway and Highway Program were reviewed. Savings in this category came from three sources: overall construction cost reduction, right-of-way contingency management, and controlling system-wide expenses.

Construction

Material costs and labor costs since the development of the Regional Transportation Plan in 2003 increased significantly starting in 2005 until early 2008 reflecting the dramatic increase in unit costs associated with roadway construction. According to ADOT studies, the increases outpaced inflation during this period, and increased construction costs by more than 60 percent in the two-year calendar period of 2006 and 2007. Most significantly, the costs for cement, aggregate, and asphalt saw increases in Arizona as the demand for these materials rose worldwide.

Since their peak in early 2008, however, unit costs for construction materials and labor have peaked and decreased significantly. Global demand for materials and the current economic recession have driven these costs down. In addition, higher unemployment has driven labor costs down as well. This reduction can be seen in the five recent construction bids received by the Arizona Department of Transportation for the projects identified in the following table. These recent bids are on the average 26 percent lower than the program estimates identified for their construction.

Table 2
RECENT CONSTRUCTION AWARDS COMPARED TO PROGRAM COSTS
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Corridor	Construction Project	Bid Date	Program Cost	Bid Award*	Percent Difference
Loop 303	4-lane interim roadway from Happy Valley Rd to Lake Pleasant Pkwy	11/2008	$153.8	$121.0	-21.3%
Loop 202/Red Mountain	+1 HOV Lane from Loop 101/Pima-Price to Gilbert Dr	2/2009	$33.0	$24.7	-25.2%
Loop 303	4-lane interim roadway from Lake Pleasant Pkwy to I-17/Black Canyon	4/2009	$113.6	$83.4	-26.6%
I-10/Papago	+1 GP Lane from Verrado Way to Sarival Ave	5/2009	$43.2	$26.2	-39.4%
I-17/Black Canyon	+1 GP Lane from SR-74/Carefree Hwy to Anthem Way	5/2009	$20.5	$14.2	-30.7%
		Overall Totals:	**$364.1**	**$269.5**	**-26.0%**

***Bid award factored by 20% to account for ADOT construction oversight and contingencies.**

Given these favorable costs, MAG, in consultation with ADOT and their Management Consultants, has recommended the program costs for future construction projects in the Regional Freeway and Highway Program be reduced by ten percent (10%). While the evidence reflected in the previous table suggest a more aggressive reduction may be warranted, a conservative approach was taken for reducing overall program costs for this tentative scenario. Economic indicators suggest that while these costs will remain lower than their peak from early 2008 through 2012, costs are expected to rise again in the future at a pace more consistent with inflation.

In the following table, the cost reductions by corridor are provided for those general purpose lanes and HOV projects expected to remain within the Regional Freeway and Highway Program through Phase IV. Cost reductions realized along Loop 202/South Mountain and Loop 303 are computed as part of the value engineering cost reductions discussed in the next section of this briefing paper.

Table 3
REDUCTION FROM LOWER CONSTRUCTION UNIT COSTS BY CORRIDOR
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Corridor	Projects	RTP Costs	2009 ADOT Cost Opinion	Revised Cost Estimate	Cost Reduction
I-10/Papago	▪ Perryville Rd interchange ▪ El Mirage Rd interchange	$26.5	$45.9	$40.9	$5.0
I-10/Maricopa	▪ Local-Express Lanes from 32nd St to Baseline Rd ▪ +1 GP lane from Baseline Rd to Loop 202/Santan-South Mountain ▪ +1 GP Lane, +1 HOV Lane from Loop 202/Santan-South Mountain to Riggs Rd	$612.8	$817.5	$733.4	$84.1
I-17/Black Canyon	▪ +1 GP lane from AZ Canal to Loop 101/Agua Fria-Pima	$53.0	$128.3	$114.8	$13.5
US-60/Superstition	▪ +1 GP lane from Crismon Rd to Meridian Rd ▪ Meridian Rd interchange	$35.6	$39.0	$35.1	$3.9
Loop 101/Agua Fria	▪ +1 HOV Lane from I-10/Papago to US-60/Grand Ave ▪ +1 HOV Lane from US-60/Grand Ave to I-17/Black Canyon	$117.0	$128.8	$105.3	$23.5
Loop 101/Pima	▪ +1 GP Lane, +1 HOV Lane from I-17 to SR-51/Piestewa ▪ +1 GP Lane from SR-51/Piestewa to Princess Dr ▪ +1 GP Lane from Princess Dr to Shea Blvd ▪ +1 GP Lane from Shea Blvd to Loop 202/Red Mountain	$275.0	$379.1	$341.2	$37.9
Loop 101/Price	▪ +1 GP Lane from Baseline Rd to Loop 202/Santan	$51.0	$55.1	$52.3	$2.8
Loop 202/Red Mountain	▪ +1 GP Lane from Loop 101/Pima-Price to Gilbert Dr ▪ +1 HOV Lane from Gilbert Dr to Higley Rd ▪ +1 HOV Lane from Higley Rd to US-60/Superstition	$130.0	$150.3	$140.7	$9.6
Loop 202/Santan	▪ +1 HOV Lane from US-60/Superstition to Dobson Rd ▪ +1 HOV Lane from Dobson Rd to I-10/Maricopa ▪ DHOV Ramps at I-10 ▪ DHOV Ramps at Loop 101/Price	$162.4	$168.6	$151.7	$16.9
Loop 303	▪ +1 GP Lane from US-60/Grand Ave to I-17/Black Canyon (full construction)	$290.3	$335.4	$301.9	$33.5
SR-88/Apache Trail	▪ Spot improvements at Fish Creek Hill	$1.8	$1.7	$1.5	$0.2
	Totals:	**$1,755.4**	**$2,249.7**	**$2,018.8**	**$230.9**

Right-of-Way

ADOT estimates right-of-way costs for the corridors of the Regional Freeway and Highway Program using a formula based upon prevailing commercial and residential appraisals for the areas in which projects are constructed. After this estimate is developed, the costs are applied a contingency factor to account for the transaction of the property. The contingency is design to account for items such as, but not limited to, closing costs, title transfers, real estate fees, legal fees, and relocation expenses. Prior to 2005, ADOT Right-of-Way recommended a 40 percent contingency be applied to their estimates, based upon previous experiences for delivering the Regional Freeway Program under Proposition 300.

However, in 2005, the Phoenix Metropolitan Area experienced a significant increase in property values, especially in the residential sector. According to ADOT estimates, right-of-way costs increased more than 80 per-

cent over baseline estimates. Given this considerable increase, and the difficulty in processing real estate transfers and relocations, ADOT Right-of-Way recommended the contingency be increased from 40 to 50 percent of the assessed value of the property. The combination of dramatic real estate value increases couple with the raise in contingency represented considerable increase in the Regional Freeway and Highway Program.

Starting in 2007, real estate values in the Phoenix metropolitan area began to decrease, significantly. Coupled with this decrease has been the residential "bubble burst" in housing values as over-valued properties and upwardly adjustable mortgages contributed to the largest decrease in real estate ever in the Valley. In fact, average residential property values are well below those seen in 2004 when Proposition 400 was approved by the voters of Maricopa County.

It is important to note that while residential values have decrease significantly, commercial properties have remain relatively steady in terms of growth in value. Commercial properties are predominant in areas where rights-of-way are sought for new freeways. Thus, an across the board reduction in overall right-of-way costs in the Regional Freeway and Highway Program was not included.

However, due to the much slower pace for real estate in the Valley overall, MAG believes it is appropriate for ADOT to lower the right-of-way contingency to 40 percent, which was used prior to 2005. This represents a seven percent (7%) decrease in right-of-way cost opinions. This reduction is reflected in the estimates along new freeway corridors and covers those estimates in the next section of this briefing paper.

System-wide Costs

Funding is provided in the Regional Freeway and Highway Program for non-project specific activities for program delivery. These system-wide costs are grouped in six areas covering items such as the Freeway Management System to Noise Walls to Design. In the 2003 Regional Transportation Plan, a budget of $987 million was identified to cover non-project specific costs.

Since the initiation of Proposition 400 in 2006, the non-project specific costs have risen dramatically to today's estimate of more than $1.5 billion, representing a greater than 50 percent increase. MAG is working with ADOT to lower these costs to be consistent with what was originally identified in the 2003 Regional Transportation Plan. The following table reflects these reductions.

Table 4
REDUCTIONS RECOMMENDED FOR SYSTEM-WIDE COSTS
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Item	Covers	RTP Cost Estimate	ADOT Cost Opinion	Revised Program Cost	Cost Savings
Freeway Management System	▪ Variable Message Signs ▪ Improved Communications ▪ Personnel Time	$116.8	$152.7	$116.8	$35.9
Maintenance	▪ Litter collection and education ▪ Landscaping ▪ General maintenance	$277.0	$302.1	$277.0	$25.1
Noise Mitigation	▪ Non-corridor specific mitigation ▪ Quiet Pavement Program	$75.0	$397.2	$75.0	$322.2
Right-of-Way	▪ ROW administration ▪ Advance purchases	$137.0	$137.0	$137.0	$ --
Design	▪ Design ▪ Environmental ▪ ADOT Staff	$372.2	$472.8	$372.2	$100.6
Minor Projects	▪ Arterial Improvements ▪ Freeway Service Patrol	$9.0	$52.9	$9.1	$43.8
	Totals:	**$987.0**	**$1,514.7**	**$987.1**	**$527.6**

Value Engineering

The Regional Freeway and Highway Program features construction of four new six-general purpose lane freeway corridors representing nearly 40 percent of the $9.4 billion 2003 budget for the Program. According to current ADOT cost opinions, the estimates for these corridors have more than doubled since 2003, to where construction of these corridors alone would account for more than 80 percent of the 2003 budget. The following table summarizes the costs associated with these new corridors.

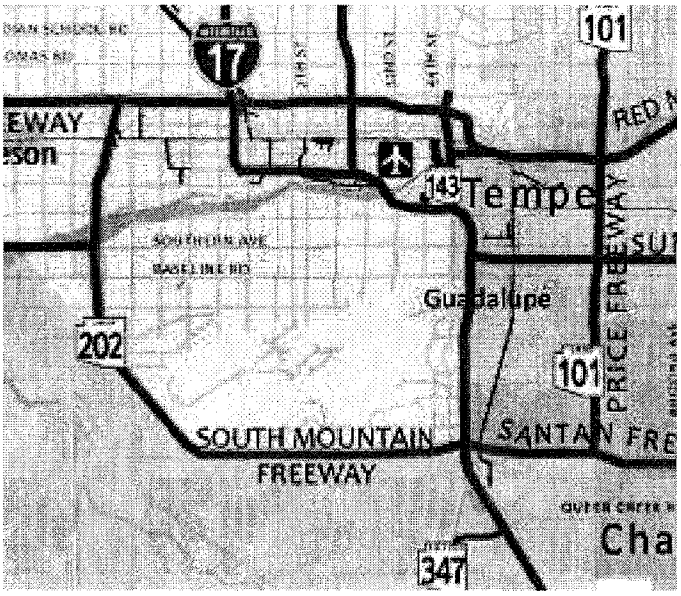
Table 5
COMPARISON OF NEW FREEWAY CORRIDOR COST OPINIONS
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Corridor	Mileage	2003 RTP Cost Estimate	2009 ADOT Cost Opinion	Percent Increase
Loop 202/South Mountain	22.9	$1,067.0	$2,472.3	231%
Loop 303	40.0	$1,420.0	$2,995.2	211%
Arizona State Route 801 (Interstate 10 Reliever)	26.2	$805.0	$1,863.5	231%
SR-802/Williams Gateway	5.1	$325.0	$471.3	145%
Totals:	**94.2**	**$3,617.0**	**$7,803.3**	**216%**

MAG and ADOT conducted, with assistance from the Program's Management Consultants, more than 40 hours of meetings to identify potential cost saving measures throughout the Regional Freeway and Highway Program. A majority of the discussions from these meetings focused upon the new freeway corridors and their construction costs. The term "Value Engineering" is used to summarize options for reducing the costs by considering alternate designs, cross-sections, or interchange geometries. As part of the Tentative Scenario, The Value Engineering recommendations are made for two of the four new freeway corridors: Loop 202/South Mountain and Loop 303 to mitigate the gap between revenue and cost for the Regional Freeway Highway Program. The following discusses the Value Engineering applications.

Loop 202/South Mountain Freeway

Since its introduction in 1983, the South Mountain corridor has been planned as an important corridor for mobility throughout the Phoenix metropolitan area to provide a connection between the West and East Valleys south of the downtown. Although the corridor was a part of the original 1985 Proposition 300 Regional Freeway Program, and subsequently identified as 'unfunded' due to budget pressures in the early 1990s, planning for the corridor has continued since its original inception. The planning for the South Mountain corridor reached a high level when ADOT and the Federal Highway Administration (FHWA) began the federal Environmental Impact Statement (EIS) process in 2001.



The 2003 Regional Transportation Plan rejoined the South Mountain corridor into the Regional Freeway and Highway Program by providing funding for the freeway. With the certainty of funding for the corridor, the EIS process continued in the hopes of its completion and establishing a Record of Decision (ROD) (the conclusion of an EIS) by 2005. However, this process has not kept pace with the original schedule, and ADOT now anticipates a ROD on the corridor in early 2011.

It is important to understand the role that the EIS process plays in the South Mountain corridor. An EIS is prepared on transportation improvement projects when impacts on the natural and built environment are possible and there is a need for a mitigation plan. An EIS process and its concluding ROD are federally prescribed, and the final document will be a product of the FHWA. Given this importance, a completed EIS and ROD are necessary before ADOT can begin design and construction of the South Mountain corridor.

While ADOT cannot begin design and construction, the agency can, however, acquire right-of-way in the corridor using state and regional funds. ADOT has been using its hardship acquisition process for South Mountain right-of-way, and to date has spent more than $70 million for parcels throughout the corridor's 22.9 miles. The most significant locations where ADOT has obtained right-of-way, has been along the Pecos Rd segment of the corridor between 27th Avenue and Interstate 10/Maricopa in the Ahwatukee Foothills village of Phoenix.

The funding from the Regional Freeway and Highway Program for the South Mountain corridor was established at approximately $1.067 billion. As ADOT continued to plan for the facility after this estimate was

made for the RTP, soaring construction and right-of-way costs, as well as scope growth, have increased the cost opinion for constructing the freeway to approximately $2.472 billion. In an assessment of the corridor, ADOT has identified the following items responsible for cost increases:

- Adopting the "Outside-in" cross-section for the entire corridor, where ultimate grading is completed and future corridor widening is accomplished in the median for up to four new travel lanes
- Constructing an additional structure at the 51st Avenue interchange
- Acquiring sufficient right-of-way at the SR-801 (Interstate 10 Reliever) Freeway interchange to allow for DHOV connections
- Replacing the 63rd Avenue, 51st Avenue, and 33rd Avenue overcrossings of Interstate 10 to facilitate multi-lane entrance and exit ramps at the South Mountain system interchange

Several value engineering options were considered as possibilities for reducing the cost of the South Mountain corridor. The following summarizes the four options considered.

Value Engineering Option: Facility Type

During the discussions with ADOT and Management Consultants, a number of options were identified for the South Mountain corridor, including alternative facility types. With acceptance of the Interstate 10-Hassayampa Valley Roadway Framework Study by Regional Council in early 2008, a new roadway concept, dubbed the "Arizona Parkway" has been introduced to the Valley. One of the suggestions from these discussions was the possibility of construction the South Mountain corridor as an Arizona Parkway.

The Arizona Parkway is facility capable of up to eight-lanes within 200-ft of right-of-way. It is based upon a principle of prohibiting left-turns at intersections and relegating that movement to a directional crossover ramp, where traffic makes a U-Turn in the median and then returns to the intersection and completes the movement with a right-turn. These facilities have been constructed extensively in other parts of the United States, specifically Michigan, and have been show to carry upwards to 120,000 vehicles daily in an eight-lane construction. Also, these facilities have been proven to have dramatically lower crash rates than conventional arterials where left-turn movements are allowed.

The premise of the alternative was to construct South Mountain as an eight-lane Arizona Parkway for its entire length between Interstate 10/Papago and Interstate 10/Maricopa Freeways. MAG conducted analyses of the alternative facility using its Travel Demand Model and found the corridor's 2030 volumes would range between 70,000 and 100,000 vehicles per day, well within the 120,000 capacity figure for a parkway. These forecast volumes are also well below the 140,000 to 180,000 vehicles per day a freeway would carry in the South Mountain corridor.

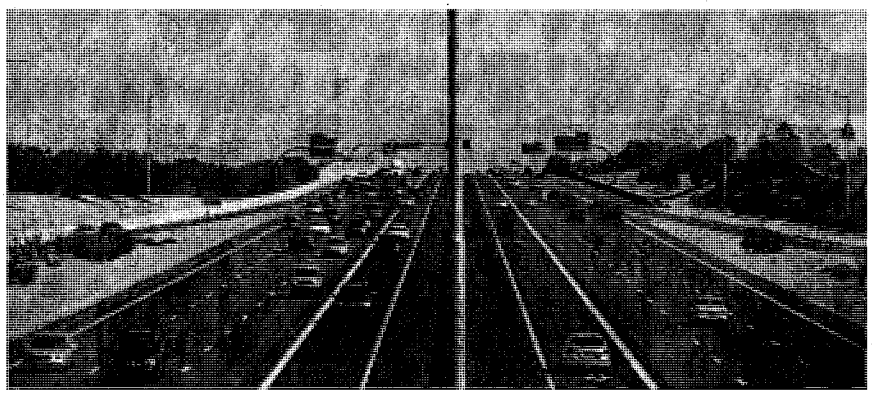
Given the differences between freeway and parkway, MAG studied the model results to determine that while the South Mountain corridor does carry the majority of the traffic, a fair amount is diverted off onto other arterial facilities. The most notable is Baseline Rd where traffic volumes could exceed 80,000 vehicles per day in some sections. This would require significant mitigation to the point where Baseline Rd may need to be as wide as 10-through lanes to accommodate the demand. In addition, MAG also discovered the travel time would increase substantially for the average trip in the South Mountain corridor, as the posted speed for a Parkway is recommended for 45 miles per hour, versus the 65 miles per hour limit for a freeway. When congestion is factored in, the travel time in the South Mountain corridor would be almost double for a parkway than that of a freeway.

Based on this analysis, the consideration of using the Arizona Parkway concept for the South Mountain corridor was dropped from further consideration. The Value Engineering attention then focused upon two other options for reducing construction costs in the corridor.

Value Engineering: Reducing the Cross-Section

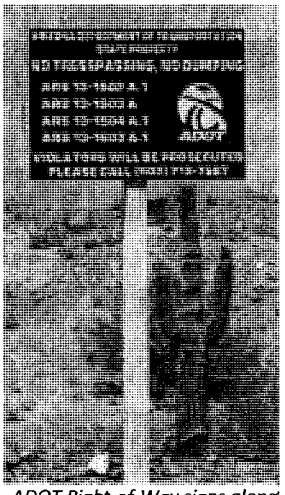
The premise behind considering an Arizona Parkway construction had its basis in minimizing the impact of the South Mountain corridor's construction by narrowing its footprint. The current cost opinion of $2.472 billion for the corridor is based upon a cross-section known as "outside-in." In this cross-section, ADOT initially constructs the outside of the pavement first to allow the addition of future traffic lanes in the median of the freeway. ADOT has adopted this construction technique for all new freeway corridors in the belief that the widening of the roadway footprint minimizes construction costs and the need for structural walls if the freeway is widen to the outside.

This cross-section is dramatically different from that used under Proposition 300 to build the three Loop 101 freeways, the SR-51/Piestewa extension (from Shea Blvd to Loop 101), and the two constructed Loop 202 freeways, Red Mountain and Santan. According ADOT's analysis, the outside-in construction represents an increase of $250 million for all 94-miles of new freeway construction that is part of the Regional Freeway and Highway Program. While this construction cost increase may seem relatively modest for a $9.4 billion Program, it does not account for the added rights-of-way needed for drainage and desired side slopes of the cross-section. These costs are considerable, especially in the South Mountain corridor, where ADOT has estimated the right-of-way need to be in excess of $1 billion.



Proposition 300 Cross-Section, looking north at SR-51/Piestewa from Cactus Rd overcrossing.

Given the expenses the outside-in cross-section entails, the tentative scenario recommends that ADOT to return the South Mountain cross-section to that used in Proposition 300. ADOT has already studied this recommendation and has found several benefits for the corridor by using this "Proposition 300" cross-section. The most significant finding can be found in the Pecos Road corridor, where ADOT already owns approximately 95% of the land needed for the cross-section the agency acquired through its right-of-way hardship program.



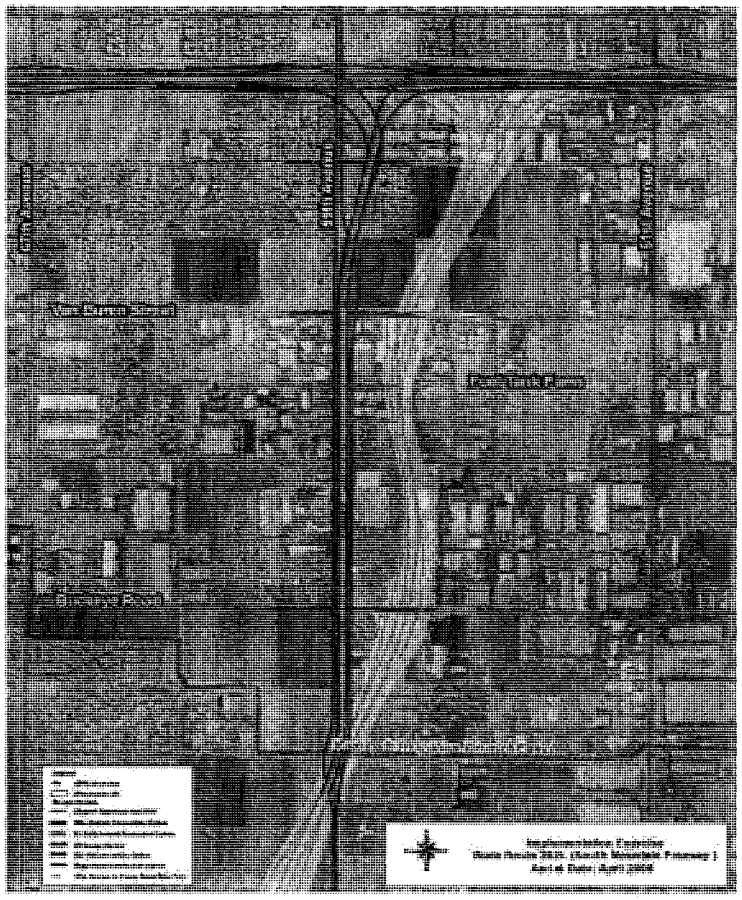
ADOT Right-of-Way signs along Pecos Road in Ahwatukee.

Value Engineering: Alternative Alignment

During the evaluation process, additional methods to reduce costs in the South Mountain corridor were analyzed. Following this analysis, it was determined that an alternate design option is possible for accommodating the most expensive segment in the corridor: the link between Lower Buckeye Rd and the Interstate 10/Papago Freeway system interchange. The current proposal has the South Mountain corridor following a curve-linear alignment along this segment that transitions the corri-

dor from approximately 61st Avenue at Lower Buckeye Rd to 55th Avenue at Interstate 10. This design brings the corridor close to an existing fuel tank farm located at Van Buren Street and 51st Avenue.

The key reason for a high cost opinion for this segment is the commercial real estate ADOT would need for right-of-way. After study and consultation with the City of Phoenix, the tentative scenario includes a recommendation to shift the South Mountain corridor connection with I-10 slightly to the west to 59th Avenue to take advantage of this corridor's existing right-of-way. It is also recommended that this design option consider a minimal footprint for the corridor allowing for only three general purpose lanes plus one HOV lane in each direction, as well as two general purpose lanes in each direction for frontage roads to provide for 59th Avenue local travel. This recommendation is similar to the proposal used to construct the Loop 101/Price Freeway segment between the US-60/Superstition and Loop 202/Santan Freeways. A depiction of this option is presented to the right.



Design options for the South Mountain corridor segment between Lower Buckeye Rd and Interstate 10/Papago Freeway. The segment shaded in yellow represents the 55th Avenue alignment. The segment shaded in purple represents the 59th Avenue option recommended by MAG staff.

After sharing this design concept with ADOT and the City of Phoenix, additional study by the project consultant for the South Mountain corridor identified several benefits for considering the 59th Avenue route. The first benefit is an estimated $130 million in construction savings for this option over the 55th Avenue design. This is realized from using an existing right-of-way along 59th Avenue and developing a tighter system traffic interchange with Interstate 10. A second benefit is further separation of the corridor from the Fuel Tank Farm.

Value Engineering: Additional Items

MAG has recommended ADOT conduct a detailed value engineering of the drainage system throughout the corridor to decrease the need for additional right-of-way. Preliminary discussions with the project's management consultant suggest there could be as much as an additional $130 million in savings could be realized in the corridor with this analysis.

Value Engineering: Conclusions

Discussion about value engineering topics for the South Mountain corridor began in January 2009 between ADOT and MAG. The value engineering recommendations in the tentative scenario for the Program are under study. In recent cost opinions for the corridor reflecting these value engineering changes, ADOT has de-

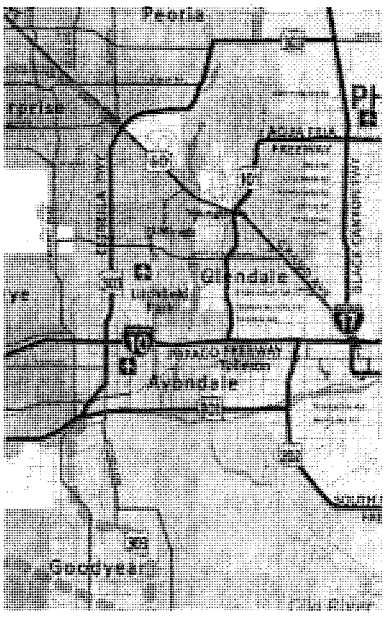
termined the cost reductions could be more than those cited in this briefing paper to where two significant additions can be added to its construction. First, by returning to the cross-section used under Proposition 300, it would be possible to include construction of HOV lanes along the entire length of the South Mountain corridor during the initial construction. The added cost for HOV construction is approximately $2.8 million per mile if completed at the time of initial construction versus the current cost of $5.0 million per mile if constructed at a later time.

In addition to HOV construction, the current ADOT cost opinion includes a bicycle-pedestrian path along the South Mountain freeway and in the right-of-way between 17th Avenue in Ahwatukee and 51st Avenue in Laveen. According to current estimates, construction of this path is approximately $15 million.

Given these value engineering recommendations, the cost opinion for the South Mountain corridor can be reduced from $2.47 billion to $1.90 billion. This represents approximately $570 million in savings. The following table summarizes the value engineering recommendations for the corridor.

Table 6
VALUE ENGINERING COST REDUCTIONS FOR LOOP 202/SOUTH MOUNTAIN FREEWAY CORRIDOR (COSTS IN MILLIONS)
Regional Freeway and Highway Program

		Balance
Current ADOT Cost Opinion:		$2,470.1
Reduced ROW Contingency and Construction Costs	-$204.1	$2,032.4
Reducing the cross-section footprint	-$105.2	$2,236.5
Incorporating the 59th Avenue design option	-$128.4	$2,341.7
Incorporating drainage value engineering	-$132.5	$1,900.0
Total Cost Reduction:	**$570.1**	



Loop 303 Freeway

Originally Loop 303 was part of the MAG Regional Plan in 1985, but dropped due to funding shortfalls. Prior to its reinstatement in the 2003 Regional Transportation Plan, the corridor underwent some development using local funding. Following the adoption of Regional Transportation Plan and voter approval of Proposition 400 in 2004, the design concept report and environmental studies for the corridor were completed. At this time, ADOT is constructing and interim four-lane facility between Happy Valley Rd and Interstate 17 in Peoria and Phoenix, and has hired the design consultants for the upgrade of the two-lane roadway to a six-lane freeway for the segment between Interstate 10 and US-60/Grand Avenue.

Loop 303 is a priority in the Regional Transportation Plan as it will provide service to a number of West Valley communities, which collectively represent a large area of growth in the MAG region. Communities in this area will need to be linked together and tied into the regional freeway network. In addition, if Loop 303 was not constructed, future growth would create

traffic congestion along many arterials in the West Valley. This growth requires the high level of service that only a controlled-access facility, such as Loop 303, can provide.

The Regional Transportation Plan funds construction of Loop 303 as a six-lane freeway in three segments starting in Goodyear at the junction of MC-85 (Buckeye Rd) and the SR-801 (Interstate 10 Reliever) freeway north to Interstate 10. The second segment has been identified from Interstate 10 north to US-60/Grand Avenue, and passes through Goodyear, Glendale, and Surprise. The final segment continues from US-60/Grand Avenue north and east to meet Interstate 17 near Lone Mountain Road, serving Surprise, Peoria, and Phoenix.

The funding from the Regional Freeway and Highway Program for Loop 303 was established at approximately $1.420 billion. As ADOT continued to plan for the facility after this estimate was made for the RTP, soaring construction and right-of-way costs, as well as scope growth, have increased the cost opinion for constructing the freeway to approximately $2.995 billion. In an assessment of the corridor, ADOT has identified the following items responsible for cost increases:

- Adopting the "Outside-in" cross-section for the entire corridor, where ultimate grading is completed and future corridor widening is accomplished in the median for up to four new travel lanes
- Purchasing additional right-of-way, necessary to a recent court judgment that dedicated a portion of existing Loop 303 right-of-way back to original property owners
- Adding Frontage Roads along the freeway between Southern Avenue and Interstate 10
- Realigning Interstate 10 for approximately two-miles to either side of Loop 303 to accommodate a five-level interchange with local access to Citrus Road, Sarival Avenue, Van Buren Street, McDowell Road, and Thomas Road
- Constructing directional ramps for Northern Parkway
- Reconfiguring the Bell Road, Happy Valley Road, and Lone Mountain Road interchanges from a traditional diamond to single-point urban interchanges
- Reconfiguring the US-60/Grand Avenue interchange as a three-level single-point urban with provision for realigning the BNSF Railroad
- Adding new traffic interchanges at 67th Avenue and 43rd Avenue
- Reconfiguring the Interstate 17 interchange to allow the future construction of DHOV ramps

Several value engineering options were considered for reducing the cost of the South Mountain corridor. The following summarizes the four options considered.

Value Engineering: Reducing the Cross-Section

The current cost opinion of $2.995 billion for the Loop 303 corridor is based upon a cross-section known as "outside-in." In this cross-section, ADOT initially constructs the outside of the pavement first to allow the addition of future traffic lanes in the median of the freeway. ADOT has adopted this construction technique for all new freeway corridors in the belief that the widening of the roadway footprint minimizes construction costs and the need for structural walls if the freeway is widen to the outside.

This cross-section is dramatically different from that used for the freeways constructed under Proposition 300. According ADOT's analysis, the outside-in construction represents an increase of $250 million for all 94-miles of new freeway construction that is part of the Regional Freeway and Highway Program. While this construction cost increase may seem relatively modest for a $9.4 billion Program, it does not account for the added

rights-of-way needed for drainage and desired side slopes of the cross-section. These costs are considerable, especially in the Loop 303 corridor, where ADOT has estimated the right-of-way need to be in excess of $800 million.

Given the expenses the outside-in cross-section entails, the tentative scenario recommends that the Loop 303 cross-section be that used in Proposition 300.

Value Engineering: US-60/Grand Avenue Interchange

In the Regional Transportation Plan, the assumption was that the Loop 303/US-60 interchange would be a typical two-level local access interchange. Since the BNSF Railroad is adjacent to Grand Avenue, the interchange configuration was revised during the design concept report process to a three level stacked single-point urban interchange ("Stacked SPUI") to allow ramps to pass underneath the railroad. Additional retaining walls and structures are required to allow the ramps to pass beneath the railroad and Grand Avenue. Current ADOT cost opinions for this interchange are approximately $200 million.

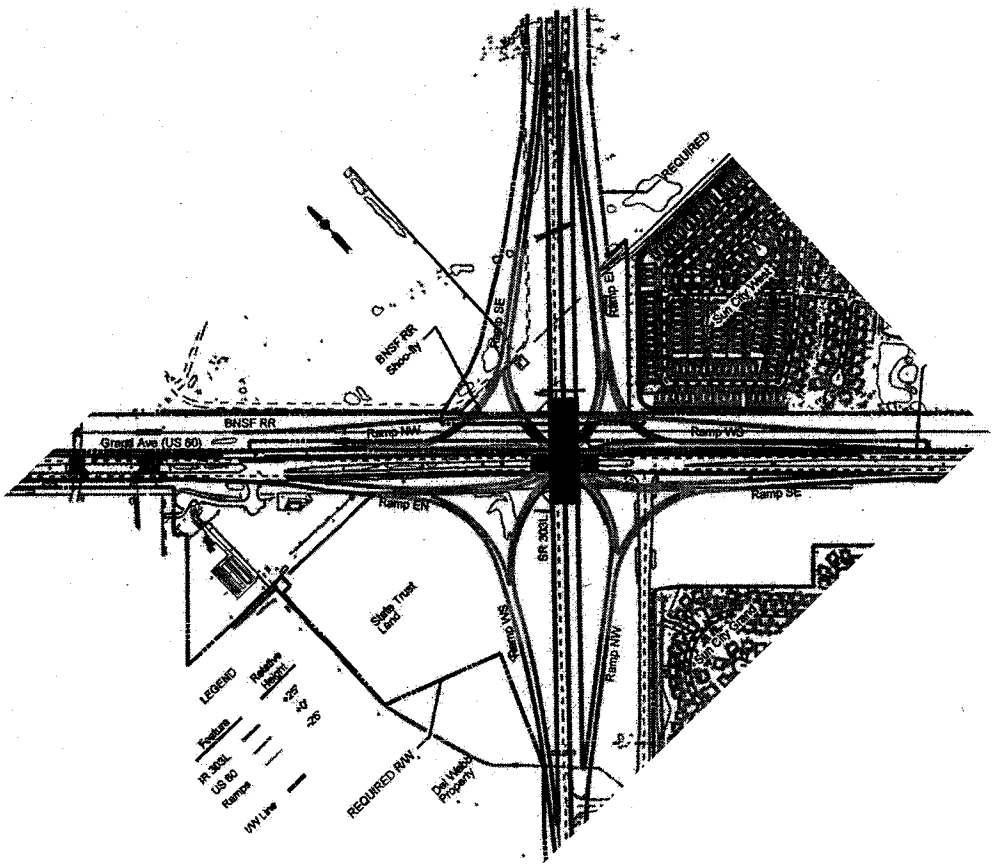
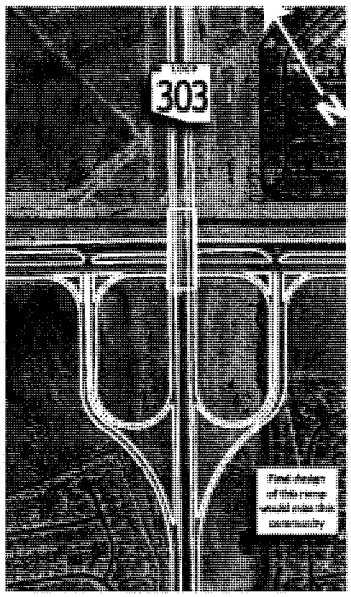


Figure 1Three-level "Stacked SPUI (Single Point Urban Interchange)" proposal for Loop 303/US-60.

Recognizing the importance of this interchange, several value engineering options to reduce the current cost opinion were examined. The most significant design requirement for this interchange is to avoid the BNSF Railroad. The current design does just that, at considerable expense that involves relocation of the railroad to construct overcrossings of the ramp movements.

Since late 2007, MAG, the City of Surprise, ADOT, and the Maricopa County Department of Transportation have been conducting an access management plan for US-60 between SR-74 and Loop 303. During development of this plan, considerable study and alternatives were considered for the 163rd Avenue interchange to US-60, approximately a half-mile west of the Loop 303 interchange. These alternatives included optional configurations for the Loop 303 interchange. One proposal, in particular, considered the possibility of Loop 303 as a two-level interchange as originally conceived in the Regional Transportation Plan.



Partial cloverleaf option for the Loop 303/US-60 interchange.

The two-level interchange option studied in the access management plan for Loop 303/US-60 is known a partial cloverleaf, illustrated to the right. In this option, all movements between the freeway (Loop 303) and the arterial (US-60) are completed to one side of the arterial. The appeal of this design is the ability for it to completely avoid interference with the BNSF Railroad that is adjacent to Grand Avenue. Upon further analysis of the future travel demand by the study team, it was discovered that the resulting two at-grade ramp intersections with US-60 would operate during the evening peak hour at Level of Service (LOS) D[1] in the 2030 horizon. An evening peak hour LOS D meets the City of Surprise LOS standards.

When the cost opinions for this partial cloverleaf were developed, MAG determined that this configuration would cost approximately $50 million. This figure represents a $150 million savings over the three-level stacked SPUI configuration.

It is important to note that the Design Concept Report for the Loop 303 corridor did consider a partial cloverleaf alternative at the US-60 interchange. This alternative was dismissed; primarily because it exceeded a LOS C target that was being sought for traffic operations in the corridor.

Given the data related to the partial cloverleaf geometry, MAG recommends it construction as a value engineering item to reduce Loop 303 construction costs. However, this recommendation is made with the following conditions. First, the partial cloverleaf recommendation is offered as an interim condition for the interchange. Future travel conditions should be monitored, and the right-of-way maintained on the north side of Grand Avenue, to allow the eventual construction of the three-level stacked SPUI if traffic volumes warrant. This interim condition means construction of the Loop 303 overcrossings of US-60 and the BSNF railroad in their final location that would allow construction of the ultimate configuration and minimize throw-away. Second, MAG recommends deferring the $150 million savings to Phase V of the RTP as a placeholder for this construction.

Value Engineering: Interstate 10/Papago Freeway Interchange

The RTP Regional Freeway and Highway Program has identified six new system interchanges for new freeway-to-freeway connections. The base assumption used in the RTP estimates for these interchanges was that two lane directional ramps would be used for half the ramps, and one lane directional ramps for the other half.

[1] Level of Service is qualitative term used by transportation engineers and planners to assess the traffic operations of a facility during a given period of time, such as the evening peak hour (which typically occurs between 4:30 and 5:30 p.m. on weekdays in the Phoenix metropolitan area). The scale ranges from LOS A to LOS F, representing free-flow to congested conditions, respectively. Most Valley communities target LOS D for their evening peak hour traffic operation, which represents a steady flow of traffic and minimal congested periods. LOS assessments are determined using capacity analysis techniques identified by the current edition of the Highway Capacity Manual, published by the Transportation Research Board.

The base assumptions also assumed that frontage roads would not be provided to restore local access in the vicinity of system interchanges as well.

The recommended configuration of the Loop 303/Interstate 10 interchange is for five levels that will require the Interstate 10 mainline be realigned for approximately two-miles to avoid impacting adjacent residential development. The configuration recommends half-diamond interchanges be provided on Interstate 10 at Sarival Avenue and Citrus Drive, and two-lane frontage roads constructed along to provide access between these two interchanges. Northbound and southbound frontage roads would also be constructed along Loop 303 between Thomas Road and Buckeye Road to replace the local access currently provided by Cotton Lane. This includes the Cotton Lane/Interstate 10 interchange.

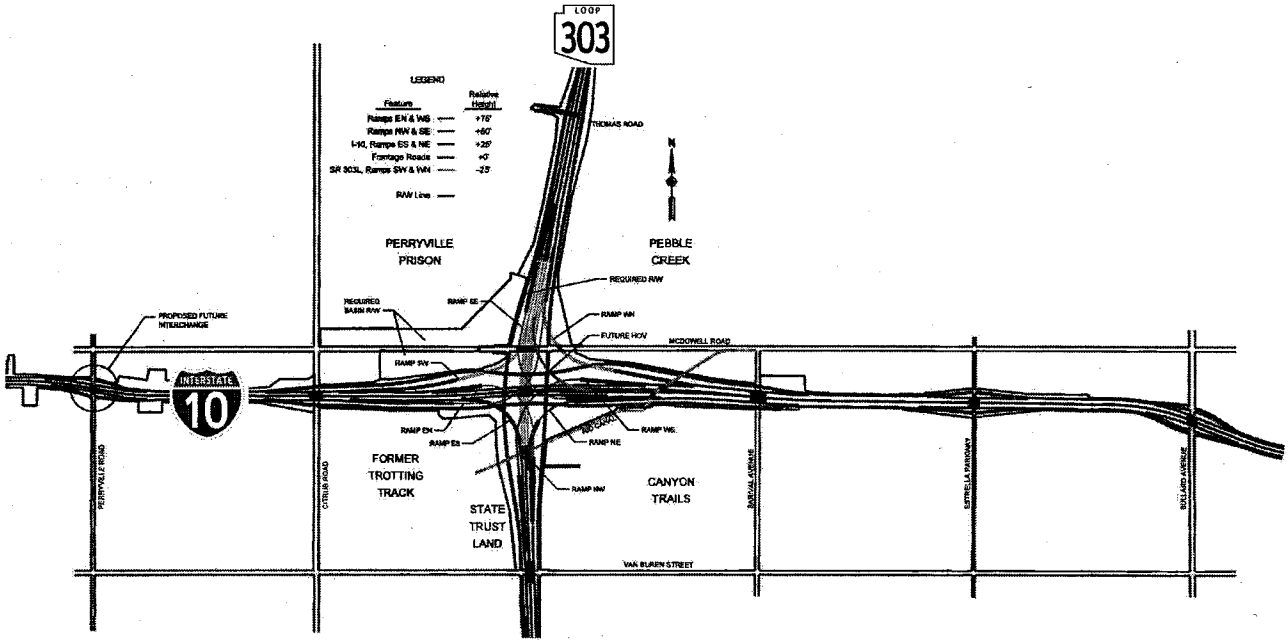


Illustration of the Loop 303/Interstate 10 interchange proposal. The line colors represent the relative height proposal for each component.

ADOT's current cost opinion for this interchange is recommended for $760.4 million, which encompasses $251.1 million for right-of-way, $24.3 million for design, and $485.0 million for construction. The analysis of this opinion places the cost of the Loop 303/Interstate 10 system interchange as the most expensive traffic interchange on the Regional Freeway System. This cost surpasses that of the junction of US-60/Loop 202 in Mesa, also known as the Super-red-tan interchange, which had been the most costly interchange at $250 million in 2006. For another comparison, the current cost opinion is three times that of the US-93/Hoover Dam Bypass structure between Arizona and Nevada that is presently under construction for $240 million (scheduled for completion in 2010).

Recent discussions with ADOT and a review of the construction and right of way cost assumptions for the project resulted in a revised cost opinion of $518 million. The revised right of way estimate is $150 million, construction is $341 million, and the cost of the design is $27 million. Even with the revised cost estimates,

this project is still significantly higher cost than comparable projects. At this point, ADOT has hired the final designer for the traffic interchange, and has begun an extensive value engineering process to reduce the costs. The tentative scenario for mitigating the $6.6 billion gap in the Regional Freeway and Highway Program targets a reduction of $370 million. This target reduces the cost of the Loop 303/Interchange 10 interchange from $760.4 million to $390.4 million.

Value Engineering: Defer MC-85/SR-801 to Interstate 10 Segment

While discussed in another section of this briefing paper, the tentative scenario includes the recommended full deferral of the SR-801 corridor from Phase IV to Phase V of the RTP. The intent for this segment of Loop 303 and SR-801, in the context of the Regional Transportation Plan, is to provide a continuous freeway connection alternative between SR-202L/South Mountain and Interstate 10/Papago Freeways. Without the SR-801 corridor, this intent does not exist. Thus, the recommendation is made to defer this segment from Phase III to Phase V of the RTP. This deferral of $240 million helps mitigate the $6.6 billion deficit in the program.

Although deferred, it is important that the final design and eventual construction of the Interstate 10 interchange be conducted in a manner that allows for its eventual construction to the south. The project development efforts for this segment of Loop 303, including design, be continued.

Value Engineering: Additional Items

MAG has recommended ADOT conduct a detailed value engineering of the drainage system throughout the corridor to decrease the need for additional right-of-way. Preliminary discussions with the project's management consultant suggest there could be as much as an additional $100 million in savings could be realized in the corridor with this analysis.

Value Engineering: Conclusions

The following table summarizes the principal value engineering recommendations and their cost savings in the Loop 303 corridor. Given these recommendations, the Program budget for Loop 303 can be reduced from $2.995 billion to $1.950 billion. Despite the reductions, the tentative scenario for the Regional Freeway and Highway Program includes an increase of $520 million for funding the Loop 303 corridor as new 34-mile six-lane freeway between the Interstate 10/Papago and Interstate 17/Black Canyon Freeways.

Table 7
COST REDUCTIONS FOR LOOP 303 FREEWAY CORRIDOR
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

		Balance
	Current ADOT Cost Opinion:	$2,995.2
Construct Partial Cloverleaf option for US-60/Grand Avenue interchange	-$150.0	$2,845.2
Incorporate value engineering decisions for the Interstate 10 interchange	-$370.0	$2,475.2
Reduced ROW Contingency and Construction Costs throughout corridor	-$185.0	$2,290.2
Defer Construction MC-85/SR-801 to Interstate 10 Segment	-$240.0	$2,050.2
Incorporating drainage value engineering	-$100.0	$1,950.2
Total Cost Reduction:	**$1,045.0**	

Northern Parkway Interchange Proposal

The Loop 303 Design Concept Report was completed in coordination with the studies conducted for future Northern Parkway. The report identifies the need for a system interchange along Loop 303 at the future parkway. It illustrates this connection as a three level fully directional interchange to provide access between the two facilities. The design concept for this interchange was recently modified to incorporate a potential future connection to the west as identified in the Interstate 10-Hassayampa Valley Roadway Framework Study.

While the Regional Transportation Plan illustrates a connection between the two facilities, it does not identify funding for the interchange. Thus, the Loop 303 design plans allow for the purchase of right-of-way for the directional interchange and provide an interim connection to the interim construction of Northern Parkway that is presently envisioned by the City of Glendale.

Given the importance of Northern Parkway in the West Valley, a new project in Phase V of the RTP Regional Freeway and Highway Program in included to complete the directional ramp connections. Additional study is needed, and underway, to determine when this connection is needed.

Deferrals

Together, the savings from management strategies and value engineering amount to $2.5 billion, or 38 percent towards mitigating the $6.6 billion gap in the Program. Despite these efforts, the tentative scenario includes project deferrals to meet the remaining 62% of the deficit.

Although these projects are recommended for deferral, they are not removed from the Regional Transportation Plan but rather are included in a new Phase V, representing FY2027 through FY2030. This new Phase V will be included in the Regional Transportation Plan 2010 Update currently under development. The deferral recommendations are based on the several criteria discussed below.

High Occupancy Vehicle (HOV) Lanes

A primary theme in the tentative scenario is the construction of high occupancy vehicle (HOV) lanes wherever possible. Since their introduction along the Interstate 10/Papago Freeway in 1988, HOV lanes have been consistently planned throughout the Phoenix metropolitan area for all freeway corridors. These lanes have demonstrated their purpose for the region and have proven vital for multi-modal operations. The following discussion provides the reasoning behind the recommendation to build-out the HOV system.

- As part of that multi-modal operation, HOV lanes are an important part of day-to-day transit operations. HOV lanes are intended to provide a travel time savings for high occupancy vehicles, including buses, compared to vehicles traveling in the general purpose lanes. With an HOV network, transit services in the Valley receive federal credits for subsidizing their operations. The greater the mileage of the HOV network, the more federal credits an agency can receive.
- In addition to their people carrying capacity, HOV lanes also have purpose in air quality planning. The Environmental Protection Agency considers HOV lanes as transportation control measures (TCM) for improving air quality. In metropolitan planning areas with a non-attainment air quality designation, the EPA mandates constructing a TCM, such as HOV lanes.
- All freeways built under Proposition 300 were constructed in anticipation of the eventual addition of HOV lanes in the future. Two design features were incorporated into freeways built under Proposition 300 for their eventual addition. First, all freeway overcrossing structures were initially constructed with a deck that could restriped for HOV lanes. Second, the roadways were constructed with sufficient width and an open median.

- Since the implementation of Proposition 400, HOV lane construction has proven to be the some of the most cost-effective projects. During Phase I of Proposition 400, all HOV projects along SR-51/Piestewa (north of Shea Blvd to Loop 101) and Loop 101/Pima-Price (from SR-51 to Loop 202/Santan) have been developed within the budgets identified in the Regional Freeway and Highway Program.
- HOV lane construction enhances safety. The open median construction does have known safety issues on freeways with six or more lanes. To enhance safety, ADOT has installed cable barriers in the open medians on all Valley freeways to improve safety. However, these barriers do not prevent all vehicle crossovers compared to a median with a permanent concrete barrier dividing traffic operations. The HOV construction remedies this situation by building the barrier.

In the tentative scenario, all HOV lane projects identified in the Regional Freeway and Highway Program with the exception of one are included. The exception is for the Interstate 17 segment from SR-74/Carefree Highway to Anthem Way. ADOT is presently underway with a project on this segment to add a general purpose lane in each direction, thereby widening Interstate 17 to six-lanes. According to the latest travel demand estimates from the MAG model, the average volume for this segment of Interstate 17 is anticipated to be 109,000 vehicles per day by 2030. This translates to an acceptable Level of Service (LOS) D for this segment, suggesting the six general purpose lanes should be sufficient to accommodate projected demand.

General Purpose Lanes

After HOV lanes, deferring additional general purpose lanes for portions of Loop 101, Loop 202, and SR-51 were considered taking into account the RTP priorities and the projected traffic volumes and level of service. In most cases, the added general purposes lanes that are in the fourth phase (FY2021-FY2026) of the Program are deferred. In some corridors, projects identified in the third phase (FY2016-FY2020) are also recommended for deferral to deal with the Program deficit.

The following table summarizes the travel demand data that was used to identify deferred general purpose lane projects. The table includes travel demand data and has been sorted in order from highest volume to lowest. Corresponding level of service (LOS) assessments are also provided to denote the LOS for the segment under the RTP ten-lane condition, and the LOS for the segment if two-lanes are removed (one in each direction).

Level of Service (LOS) is qualitative term used by transportation engineers and planners to assess the traffic operations of a facility during a given period of time, such as the evening peak hour (which typically occurs between 4:30 and 5:30 p.m. on weekdays in the Phoenix metropolitan area). The scale ranges from LOS A to LOS F, representing free-flow to congested conditions, respectively. Most Valley communities target LOS D for their evening peak hour traffic operation, which represents a steady flow of traffic and minimal congested periods. LOS assessments are determined using capacity analysis techniques identified by the current edition of the Highway Capacity Manual, published by the Transportation Research Board.

Table 8
2028 TRAVEL DEMAND ESTIMATES BY CORRIDOR SEGMENTS TO ASSESS PROJECT DEFERRAL OF GENERAL PURPOSE LANES
Regional Freeway and Highway Program

Corridor	Segment	2028 Forecast Volume*	Program Number of Lanes**	Level of Service	Less One Lane**	Level of Service	Deferral?
Loop 101/Pima	Shea Blvd to SR-202L/Red Mountain	232,900	10	E	8	F	No
Loop 101/Price	SR-202L/Red Mountain to Baseline Rd	222,000	10	D	8	F	No
Loop 101/Price	Baseline Rd to SR-202L/Santan	221,800	10	D	8	F	No
Loop 101/Pima	Princess Dr to Shea Blvd	205,700	10	D	8	F	No
Loop 101/Pima	SR-51/Piestewa to Princess Dr	205,600	10	D	8	E	No
Loop 202/Red Mountain	Loop 101/Price-Pima to Gilbert Dr	203,700	10	D	8	E	No
Loop 101/Pima	I-17/Black Canyon to SR-51/Piestewa	200,900	10	D	8	E	No
Loop 202/Santan	Val Vista Dr to Dobson Rd	177,600	10	D	8	D	Yes
Loop 202/Santan	Dobson Rd to Interstate 10/Maricopa	174,400	10	C	8	D	Yes
Loop 101/Agua Fria	US-60/Grand to I-17/Black Canyon	172,200	10	C	8	D	Yes
Loop 202/Red Mountain	Gilbert Dr to Higley Rd	166,200	10	C	8	D	Yes
SR-51/Piestewa	Shea Blvd to SR-101L/Pima	158,600	10	C	8	D	Yes
Loop 101/Agua Fria	I-10/Papago to US-60/Grand	154,100	10	C	8	D	Yes
Loop 202/Santan	US-60/Superstition to Val Vista Dr	139,900	10	C	8	D	Yes
Loop 202/Red Mountain	Higley Rd to US-60/Superstition	131,900	10	C	8	C	Yes

*Average segment volume, computed by modeled vehicle-miles traveled divided by distance
**Includes HOV lanes
Data source: Volumes obtained from MAG Travel Demand Volume. LOS assessment based on methods for urban planning from the *Highway Capacity Manual,* Transportation Research Board, 2000 and *Quality/Level of Service Handbook,* Florida Department of Transportation, 2002.

As noted in the table, the top seven segments, in terms of forecast volume, would degrade to either LOS E or LOS F if their general purpose lane projects were deferred. Therefore, these projects are included in the tentative scenario for balancing the $6.6 billion gap in the RTP Regional Freeway and Highway Program, and recommends deferring the remaining projects to Phase V of the RTP.

Corridors

Of the four new freeway corridors identified in the RTP, value engineering principles were applied to two corridors to reduce their costs and mitigate the gap in the Program. The remaining two corridors, Arizona State Route 801 (known as the Interstate 10 Reliever) and SR-802/Williams Gateway Freeway, are recommended for complete or significant deferrals. The following discusses the reasoning behind these recommendations.

Arizona State Route 801

The Regional Transportation Plan funds the development of a reliever facility for the Southwest Valley: a six-lane freeway corridor parallel to and south of the existing Interstate 10. As studies for the Reliever facility began after voter approval of Proposition 400, ADOT assigned Arizona State Route 801 as the designation for the corridor. The RTP identifies construction of SR-801 in phases, with the initial phase fully funded for the

segment between Loop 303 and Loop 202/South Mountain Freeway. Between SR-85 and Loop 303, an interim facility, presumably a two-lane roadway, is included in the RTP.

The funding from the Regional Freeway and Highway Program for SR-801 was established at approximately $805 million. As ADOT continued to plan for the facility after this estimate was made for the RTP, soaring construction and right-of-way costs, as well as scope growth, have increased the cost opinion for constructing the freeway to approximately $1.864 billion. In an assessment of the corridor, ADOT has identified the following items responsible for cost increases:

- Adopting the "Outside-in" cross-section for the entire corridor, where ultimate grading is completed and future corridor widening is accomplished in the median for up to four new travel lanes
- Expanding the design of the Loop 303 interchange to facilitate overcrossings of the Union Pacific Railroad
- Incorporating a mile long structure for the SR-801 overcrossing of the Agua Fria River
- Expanding the Loop 202/South Mountain Freeway interchange to allow for a connections to Broadway Road and Rio Salado Parkway, and to permit a future DHOV connection

Construction of SR-801 has been identified as a Phase IV project in the RTP Regional Freeway and Highway Program. The current Freeway Life-Cycle Program identifies construction of the freeway between FY2023 and FY2025. Given this relatively late priority for constructing SR-801 and the high cost of completing the facility, SR-801 is included in the projects recommended for deferral to Phase V of the RTP.

With this deferral, planning efforts for the corridor should continue. This includes:

- Completing the SR-801 Environmental Assessment that is presently underway in the corridor to establish a center-line for the roadway for preservation purposes; and
- Maintaining a budget for advance right-of-way acquisition.

SR-802/Williams Gateway Freeway

The RTP Regional Freeway and Highway Program includes the Williams Gateway Freeway corridor as a new six lane freeway from Loop 202/Santan Freeway that extends south to Williams Gateway Airport, and then east to the Pinal County line. Within Pinal County, and not funded as part of the RTP, the facility would extend east to US-60 south of Apache Junction. Since voter approval of Proposition 400, ADOT has begun studies for this corridor and has designated the corridor as Arizona State Route 802.

The funding from the Regional Freeway and Highway Program for SR-802 was established at approximately $325 million. As ADOT continued to plan for the facility after this estimate was made for the RTP, soaring construction and right-of-way costs, as well as scope growth, have increased the cost opinion for constructing the freeway to approximately $471.3 million. In an assessment of the corridor, ADOT has identified the following items responsible for cost increases:

- Adopting the "Outside-in" cross-section for the entire corridor, where ultimate grading is completed and future corridor widening is accomplished in the median for up to four new travel lanes
- Providing movements in all directions at Ellsworth Road, instead of the half-interchange concept that was originally considered

Construction of SR-802/Williams Gateway corridor is identified as a Phase III project in the RTP. Presently, ADOT has underway studies for establishing an interim roadway between Loop 202/Santan and Ellsworth Road. This project would construct the system interchange at Loop 202. Given this level of effort, and the

third phase placement of the project in the RTP, the tentative scenario includes the construction of the interim facility to Ellsworth Road.

The remaining segments of the corridor would be deferred. The remaining segments were identified and programmed in the RTP in anticipation of funding source identified for the portion of the facility in Pinal County. Since the adoption of the RTP in 2003, that funding source has not been identified, nor is it likely to be anytime soon given the current economic conditions at the time of this briefing paper. Without an extension of SR-802 into Pinal County, the freeway would end at Meridian Road, a facility that would not be capable of handling the end of six-lane freeway.

Like SR-801, ADOT should complete the Environmental Assessment for SR-802 to establish the center-line and maintain a budget for early right-of-way acquisition. This permits the eventual construction of the freeway in Phase V of the RTP.

Arizona State Route 85

This two-lane highway travels in a north-south direction in the southwest Valley, extending from Interstate 8 in Gila Bend to Interstate 10 in Buckeye. Along this segment, SR-85 is a major link for automobile and truck traffic traveling between the two interstates. This segment is also signed as a bypass route for Interstate 10 traffic traveling around Phoenix. Travel demand for SR-85 has been increasing steadily, taxing the capacity of the two-lane facility.

To address these needs, the RTP Regional Freeway and Highway Program funds the widening of SR-85 between Interstates 8 and 10 to a four-lane divided highway facility at $118.6 million. The Plan also states that the design of this facility should allow for the ultimate construction to a freeway; but that effort is not funded in the RTP.

Since voter approval of Proposition 400, ADOT has begun planning and design efforts in the corridor and has established a cost opinion of $251.0 million. Increasing construction costs and scope growth has accounted for the increases, which include:

- Realignments of SR-85, State Route B8, Maricopa Road, and Main Street in Gila Bend
- Added structures throughout the corridor

Through FY2010, ADOT has obligated approximately $142.5 million for construction in the corridor. The remaining projects should be deferred to Phase V of the RTP. Additional planning is needed in the SR-85 corridor to coordinate future improvements.

Direct HOV (DHOV) Connections

New Direct HOV connections (DHOV) are planned at a number existing freeway-freeway interchanges to enhance the HOV system connectivity. These locations were identified in a previous HOV System Plan and incorporated into the 2003 Regional Transportation Plan at the following six interchanges:

- SR-51/Loop 101 (Piestewa/Pima), from SR-51 on the south to/from Loop 101 on the east
- Interstate 17/Loop 101 (Black Canyon/Agua Fria), from I-17 on the south to/from Loop 101 on the west
- Interstate 10/Loop 101 (Papago/Agua Fria), from Loop 101 on the north to/from I-10 on the west
- US-60/Loop 202 (Superstition/Santa), from US-60 on the west to/from Loop 202 on the south
- Loop 101/Loop 202 (Price/Santan), from Loop 202 on the east to/from Loop 101 on the north

- Interstate 10/Loop 202 (Maricopa/Santan), from Loop 202 on the east to/from I-10 on the north

With the exception of Interstate 10/Loop 101 (Papago/Agua Fria) and Interstate 17/Loop 101 (Black Canyon/Agua Fria), all of the existing system interchanges have been designed to accommodate DHOV connections that have been included in the RTP. Although early in the study process, ADOT has noted how building these ramps will require significant reconstruction of the existing interchanges. Given this information, the two DHOV projects are recommended for deferral. The studies to determine the feasibility and construction costs should be completed however.

A third DHOV connection, at the US-60/Loop 202 (Superstition/Santan) interchange, should also be deferred. From travel demand modeling data, the projected volumes using this ramp are the lowest of the six DHOV ramp locations. In an effort to bridge the $6.6 billion gap in the Program, this location is deferred to the Phase V of the RTP.

Service Interchanges Deferrals

New service interchange projects would provide a new traffic interchange, or modify an existing traffic interchange on an existing freeway to improve access and mobility. The RTP Regional Freeway and Highway Program included 15 projects for either new or improved traffic interchanges throughout the freeway system. These locations are:

- Interstate 10/Papago at Bullard Avenue, new interchange
- Interstate 10/Papago at Perryville Rd, new interchange
- Interstate 10/Papago at El Mirage Rd, new interchange
- Interstate 10/Maricopa at Ray Rd, improve existing interchange
- Interstate 10/Maricopa at Chandler Heights Rd, new interchange
- Interstate 17/Black Canyon at Jomax Rd, new interchange
- Interstate 17/Black Canyon at Dixileta Dr, new interchange
- Interstate 17/Black Canyon at Dove Valley Rd, new interchange
- US-60/Superstition at Higley Rd, improve existing interchange
- US-60/Superstition at Lindsay Rd, new half interchange – ramps to/from US-60 on the east
- US-60/Superstition at Meridian Rd, new half interchange – ramps to/from US-60 on the east
- Loop 101/Agua Fria at Bethany Home Rd, new interchange
- Loop 101/Agua Fria at Beardsley Rd, new interchange
- Loop 101/Pima at 64th St, new interchange
- Loop 202/Red Mountain at Mesa Dr, new interchange

Since voter approval of Proposition 400, ADOT has moved forward nine of these interchanges. Of the nine, five are open to traffic and another four are under construction with all completed by the end of 2010. For the remaining six interchanges, ADOT has either begun or will begin the planning, environmental, and design process for four locations.

The remaining two service interchange locations are in the City of Mesa at US-60/Superstition and Lindsay Road and Loop 202/Red Mountain and Mesa Drive. In consultation with the City, MAG is recommending deferral of both service interchanges to Phase V of the RTP.

US-60/Grand Avenue Interchanges

This state highway, US-60, extends diagonally from the core of the urban area to the northwest corner of the MAG region. Grand Avenue provides a direct connection to communities in the northwest Valley. Because Grand Avenue is aligned diagonally across the regional grid and is parallel to the BNSF Railroad, it has a number of problem intersections. In the past, a number of Grand Avenue intersections have been addressed in the Life Cycle Program through construction of grade-separated interchanges. The RTP Regional Freeway and Highway Program calls for additional grade-separated interchanges and widening improvements south of Loop 303 to Van Buren St.

Phase IV of the RTP provides funding for the grade-separated interchanges between Loop 101 and Van Buren St at locations to be determined. Recent studies have recommended that the intersections at 19th Avenue-McDowell Rd be reconfigured for grade separation, and that the existing grade separations at 35th Avenue-Indian School Road and 51st Avenue-Bethany Home Road be improved as considered. ADOT is scheduled to begin a study process for this RTP segment, from Loop 101 to Van Buren Street, starting in FY2011.

Given their priority in Phase IV of the RTP, and that the actual project has not been fully defined, the tentative scenario includes a recommendation to defer construction of the grade separated interchanges to Phase V. The ADOT studies should move forward to provide better definition for Grand Avenue corridor projects. As these projects are defined, alternate funding sources, such as federal rail crossing safety funds, could be pursued that could be incorporated into the funding stream to improve US-60.

Right-of-Way Deferrals

The RTP identifies funding in Phase IV to provide for right-of-way protection in two corridors: SR-74, from New River to US-60/Grand Avenue, and Loop 303, south of the Gila River to Patterson Road. In long range plans both of these corridors are recommended to become freeways to facilitate future growth. In view of the funding shortfall and the fourth phase priorities, these efforts are deferred to Phase V of the RTP.

Deferral Summary

Table 9 presents summarizes all projects recommended for deferral to Phase V of the RTP Regional Freeway and Highway Program. The total value of the deferrals is $4.125 billion. The table also identifies the phase the project is deferred from, and ADOT obligations through FY2010 to account for the efforts conducted to-date on these projects. Even though these projects are being recommended for deferral, they are not removed nor deleted from the Regional Transportation Plan.

Table 9
REDUCTION FROM PROJECT DEFERRALS BY CORRIDOR
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Corridor	Projects (Phase)	RTP Costs	2009 ADOT Cost Opinion	Portions obligated thru FY2010	Cost Reduction
I-10/Papago	▪ +1 GP Lane from SR-85 to Verrado Way (IV)	$61.8	$50.5	--	$50.5
I-10/Maricopa	▪ Local-Express Lanes from 32nd St to SR-51/Piestewa and Loop 202/Red Mountain (IV)	--	$496.3	--	$496.3
I-17/Black Canyon	▪ +1 HOV Lane from SR-74/Carefree Hwy to Anthem Way (IV) ▪ +1 GP Lane from Anthem Way to New River Rd (IV)	$77.5	$122.4	--	$122.4
US-60/Grand Ave	▪ Grade separated interchanges for up to four locations (IV)	$97.0	$97.0	--	$97.0
US-60/Superstition	▪ Lindsay Rd interchange (II)	$4.6	$8.8	--	$8.8
SR-51/Piestewa	▪ +1 GP Lane from Shea Blvd to Loop 101/Pima (IV)	$51.0	$81.7	--	$81.7
Loop 101/Agua Fria	▪ +1 GP Lane from I-10/Papago to US-60/Grand Ave (IV) ▪ DHOV Ramps to/from I-10/Papago on the East (IV) ▪ +1 GP Lane from US-60/Grand Ave to I-17/Black Canyon (IV) ▪ DHOV Ramps to/from I-17/Black Canyon on the South (IV)	$319.0	$477.4	$17.2	$460.2
Loop 202/Red Mountain	▪ Mesa Drive interchange (IV) ▪ + 1 GP Lane from Gilbert Rd to Higley Rd (IV) ▪ + 1 GP Lane from Higley Rd to US-60/Superstition (IV) ▪ DHOV Ramps to/from US-60/Superstition on the West (IV)	$151.6	$231.5	--	$231.5
Loop 202/Santan	▪ +1 GP Lane from US-60/Superstition to Val Vista Rd (IV) ▪ +1 GP Lane from Val Vista Rd to Dobson Rd (IV) ▪ +1 GP Lane from Dobson Rd to I-10/Maricopa (IV)	$195.0	$268.7	$1.1	$267.6
SR-801	▪ Interim 2-lanes, SR-85 to Loop 303 (IV) ▪ New Freeway, +3 GP Lanes, Loop 303 to Loop 202/South Mountain (IV)	$805.0	$1,863.5	$25.0	$1,838.5
SR-802/Williams Gateway	▪ Ultimate facility, +3 GP Lanes, Loop 202/Santan to Ellsworth Rd (III) ▪ New Freeway, +3 GP Lanes, Ellsworth Rd to Meridian Rd (III)	$170.0	$316.0	--	$316.0
SR-74/Carefree Hwy	▪ ROW Protection for future freeway (IV)	$40.0	$40.0	--	$40.0
SR-85	▪ Ultimate freeway facility, Interstate 8 to Interstate 10 (III-IV)	$118.6	$257.2	$142.5	$114.7
	Totals:	**$2,029.3**	**$4,311.0**	**$185.8**	**$4,125.2**

Deferral Policy Consideration

With the introduction of deferrals, a policy will be needed for future Plan updates in the event additional funding is available in the Program through either higher future revenues or lower costs. One element of the policy would be that as projects are deferred to Phase V, the original priority of the project in RTP would be maintained to ensure that the projects deferred from an early phase would have priority for the additional funds.

Likewise, another element could be to capture any cost savings in a corridor and use the savings to complete the deferred projects in the same corridor. For example, if the construction bids for the Loop 303 between Interstates 10 and 17 come in under the program amount, then may be reasonable to consider applying those

savings to build the ultimate interchange of the Loop 303 and Grand Avenue, upgrade of the interchange at Northern Avenue, or the deferred segment between MC-85/SR-801 and Interstate 10.

Stay the Course

In November 2008, MAG and ADOT convened a peer review panel of industry experts to study the inner loop freeway system and provide advice on current project proposals. The panel's principal recommendations include:

- Packaging future projects to minimize impacts to the Interstate 10/Interstate 17 "Stack" interchange; and
- Improving the utility of the Interstate 17 freeway south and west of Downtown Phoenix as an alternative to the deck park tunnel along Interstate 10.

These remarks are timely as planning for Interstate 17 is underway to determine the future of a facility nearing the end of its service life. In view of these comments, the following recommendations for this tentative scenario were developed as part of the "stay the course" principle:

- In the current program, approximately $1 billion has been identified for improving Interstate 17 between the Interstate 10 "Stack" interchange and the Arizona Canal north of Downtown Phoenix. A portion of this funding is spread to improve Interstate 17 from the Interstate 10 "Split" interchange to the Interstate 10 "Stack" interchange. When coupled with project north of the Arizona Canal, a continuous four general purpose lanes plus one HOV lane facility would be created from the Interstate 10 "Split" interchange and the Loop 101/Agua Fria-Pima Freeways.
- Repackage improvements along the Interstate 10/Papago Freeway from Loop 101 to Interstate 17 to improve the merging traffic conditions departing the Interstate 17 "Stack" interchange and facilitate the merging traffic movements from Loop 202/South Mountain at 59th Avenue. This repackaged project is recommended to not exceed the $79 million budget initially identified for the corridor in the Regional Freeway and Highway Program.
- In addition to the recommendations from the Peer Review Panel, the tentative scenarios includes $30 million to accommodate improvements recommended by Phoenix Department of Aviation for the Interstate 10/Sky Harbor Boulevard interchange west of the airport. Aviation staff has noted how the current design may be inadequate in anticipation of potential heightened security measures required for the airport by the Department of Homeland Security.

These stay the course recommendations are presented to improve the application of funding for the Regional Freeway and Highway Program in urban core of the Phoenix metropolitan area. With the exception of the additional funding request for the Interstate 10/Sky Harbor Boulevard interchange, no increase or decrease is recommended in funding for these projects.

Conclusions and Recommendations

With project deferrals representing more than 60 percent of the effort to bridge the gap in the Regional Freeway and Highway Program, measures need to be taken to monitor the Program to identify opportunities for restoring the deferred projects to an early phase for construction. These include:

- Continual monitoring of available revenues for funding the Program. In previous favorable economic times, Regional Area Road Funds (the half-cent sales tax) exceeded projections, creating extra funding. When favorable times return, these potential revenues should be used to construct the deferred projects.
- Incorporate future federal funding into the Regional Freeway and Highway Program. In 1991 and 1997, the federal surface transportation program (also known as the Highway Bill) was renewed and expanded with funding by the federal government, which translated into additional transportation funds for the MAG region. MAG in turn used the funds to bridge the gap in the previous Proposition 300 program and return projects to an earlier phase and construction. This scenario is highly likely in the near future as the current surface transportation program is scheduled to end in September 2009 and renewed thereafter.
- Identify opportunities for projects in deferred corridors to be alternately funded. In the current Arizona legislative session there has been considerable interest in passing legislation with the purpose of permitting Public-Private Partnerships (PPP) for infrastructure construction. However, most PPP opportunities are only considered by private sector investment when a project or corridor has been cleared environmentally. The environmental assessment process for both the SR-801 and SR-802/Williams Gateway corridors should be completed to clear them from an environmental perspective and to identify the centerline for each corridor.
- Determine the possibility of using other federal funding sources and strategies for completing deferred projects. For example rail safety funds may be available to the MAG region for constructing the deferred grade separated interchanges along US-60/Grand Ave due to its close proximity to the BNSF Railroad.
- Working with ADOT to continually identify methods for delivering the project in a more effective manner. As a critical part of this tentative scenario, MAG and ADOT staff have generated value engineering decisions for the Loop 202/South Mountain and Loop 303 Freeway corridors resulting in approximately $1.7 billion in savings to the Program. This process should continue periodically as the Regional Freeway and Highway Program is updated in the future.
- Continue to work with MAG member agencies to preserve future rights-of-way for new corridors. As ADOT completes its environmental studies for future freeway corridors, efforts should be made to actively coordinate acquisitions with affected stakeholders and to identify the most economical manner for obtaining right-of-way. And, as these costs may again escalate in the future, ADOT should incorporate a tighter urban design profile for future corridors allowing the facility to be constructed in the least amount of right-of-way possible.

In addition to potentially returning projects to an earlier phase, value engineering and other improved project delivery approaches will be an essential part of scaling deferred projects to fit within the funding forecasted to be available in Phase V of the RTP.

Tentative Scenario Summary Tables

Table 1 – Regional Freeway and Highway Program – By Corridor

Table 2 – Regional Freeway and Highway Program – By Phase

Tentative Scenario – Maps

Map 1 – 2003 Regional Transportation Plan Planned Freeway/Highway Improvements

Map 2 – Recommended RTP Segment Projects for Deferral to Future Phase

Map 3 – Recommended RTP Segments for Funding through FY2026

Tentative Scenario Presentation

June 17, 2009 Transportation Policy Committee

Corridor-by-Corridor Summary of the Tentative Scenario for the Regional Freeway and Highway Program

Regional Transportation Plan 2010 Update