MARICOPA ASSOCIATION of GOVERNMENTS

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March 2, 2010

TO: Members of the MAG Management Committee

FROM: Mark Pentz, Chandler, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, March 10, 2010 - 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
March 10, 2010

	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 February 10, 2010, Meeting Minutes	5A. Review and approval of the February 10, 2010, meeting minutes.

TRANSPORTATION ITEMS

*5B. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2009, to December 31, 2009. Of the 58 notices received, 17 had an impact to the State Highway System. Please refer to the enclosed material.

5B. Information and discussion.

*5C. Project Additions, Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Requests have been received from the Arizona Department of Transportation and the Town of Buckeye to add new highway right-of-way projects and modify project costs and descriptions in the program. The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. On February 25, 2010, the MAG Transportation Review Committee recommended approval of the additions, amendments and administrative modifications as listed in the attached table. Please refer to the enclosed material.

5C. Recommend approval of the additions, amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

*5D. On-Call Consulting Services for Transportation Software Development and Support

The Fiscal Year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009 includes On-call Consulting Services for Transportation Software Development and Support at a cost not to exceed $700,000. The purpose of the project is to ensure that MAG can proceed with support and scheduled improvements of the MAG regional

5D. Recommend approval of the list of on-call consultants for area of Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models): Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.; and Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper

travel forecasting models and related data sets. MAG issued a Request for Qualifications to create an on-call consulting list for the project with two areas of expertise. A multi-agency evaluation team reviewed the statements of qualifications and recommended to MAG that the following firms be included on a MAG on-call consulting list for Transportation Software Development and Support: Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models): Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.; and Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc. Please refer to the enclosed material.

Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc., for the MAG Transportation Software Development and Support, for a total amount not to exceed $700,000.

*5E. American Recovery and Reinvestment Act (ARRA) Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region is provided. This report covers the status of project development as of February 16, 2010. It reports on highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. An update also will be provided on the Jobs for Main Street bill being considered by the US Congress. Please refer to the enclosed material.

5E. Information and discussion.

*5F. Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Include the Southeast Corridor Major Investment Study

The Arizona Department of Transportation (ADOT) is in the process of completing an Environmental Impact Statement (EIS) for the widening of Interstate 10, the Maricopa Freeway, between the SR-51/SR-202L/Red Mountain

5F. Recommend amending the FY 2010 Unified Planning Work Program and Annual Budget for $300,000 to provide for the Southeast Corridor Major Investment Study.

"Mini-Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. The subject of this EIS is clearance that would allow widening of the freeway and reconstruction of the Interstate 10/SR-143 traffic interchange, representing almost $1 billion in investment for the corridor. During the course of the EIS, questions have been raised about the investment being made in this corridor and the need for alternative transportation options. These include widening Interstate 10 and improving system traffic interchanges to accommodate the growing travel demand between the East Valley and Central Phoenix. MAG proposes amending the FY 2010 Unified Planning Work Program and Annual Budget for $300,000 to provide for the Southeast Corridor Major Investment Study. Please refer to the enclosed material.

*5G. Selection of Caliper Corporation as Consultant for 2010 Phase I Inner Loop Traffic Operations Model Development

The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes $500,000 to conduct Phase I of the 2010 Inner Loop Traffic Operations Model Development. This is a multi-year/multi-phase project and at MAG's discretion, the selected consultant may also be retained to complete additional phases of the project. Future phases of the project will be subject of separate contracts to be authorized at a future date by MAG. The Request for Proposals was advertised on December 10, 2009. The eight proposals received were reviewed by a multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff. On February 23, 2010, the proposal evaluation team recommended to MAG the selection of Caliper Corporation to conduct phase I of the project in an amount not to exceed $500,000. Please refer to the enclosed material.

5G. Recommend that Caliper Corporation be selected to conduct 2010 Phase I of the Inner Loop Traffic Operations Model for an amount not to exceed $500,000.

AIR QUALITY ITEMS

*5H. 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 amendment and administrative modification include several projects, including an Arizona Department of Transportation request to add new highway design and right-of-way projects and modify project costs in the program. 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. Please refer to the enclosed material.

5H. Consultation.

*5I. Consultation on Proposed Transportation Conformity Processes for the 2010 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and Plan. MAG is distributing for comment the proposed processes to be applied beginning with the upcoming conformity analysis for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update. Comments regarding this material are requested by March 26, 2010. Please refer to the enclosed material.

5I. Consultation.

*5J. Consultation on Potentially Regionally Significant Projects from the Draft FY 2011-2015 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects

5J. Consultation.

are subject to conformity requirements. A list of potentially regionally significant projects from the proposed Draft FY 2011-2015 MAG Transportation Improvement Program has been prepared. It is requested that comments regarding the list be reported to MAG by March 26, 2010. Please refer to the enclosed material.

GENERAL ITEMS

*5K. Development of the FY 2011 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2011 MAG Unified Planning Work Program and Annual Budget represent the budget document development to date. The elements of the budget document are about 60 percent complete. Please refer to the enclosed material.

5K. Information and input on the development of the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Update on ADOT Federal Transportation Funds for the MAG Region

At the February Management Committee meeting, staff reported on federal transportation planning regulations that the MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan are required to demonstrate that adequate funding is available to build, operate and maintain transportation projects. At the meeting, staff reported that for several months, MAG staff have attempted to receive financial information from the Arizona Department of Transportation (ADOT) to determine the status of remaining federal fund balances. Federal fiscal year 2008 was closed out and MAG received the 2008 final balances in May 2009. In February 2010, MAG reported that no information had been received on federal fund transactions since

6. Information, discussion and possible action.

October 2008. Of concern was the status of approximately $40-$50 million that MAG carried forward from FY 2009 to FY 2010. At the February Management Committee meeting, staff indicated that ADOT expected to provide the financial report (ledger) to MAG by the end of February. The Management Committee requested that an update be provided in March. On February 26, 2010, MAG received an updated ledger from ADOT. The ledger is under review and a report will be made to the Management Committee.

7. Proposed Federal Economic Stimulus Legislation and Recommended Transit Allocation

The potential for a second round of stimulus funding has been on the agenda for information and discussion during MAG committee meetings. While the timeline and the certainty of a bill passing are still unknown at this time, it is anticipated that if a bill does pass, it will have similar or shorter spending provision deadlines than that of the original American Recovery and Reinvestment Act (ARRA I) program. Unlike the original 90-day obligation period, the spending provision requires projects to be under contract within a 90-day period. The legislation in its current form allocates $8.5 billion to transit which is approximately $750 million less than the ARRA. In anticipation that a second round of stimulus legislation will be passed, and given the need for operating and preventive maintenance assistance regionwide, staff is recommending that funds that are required to be under contract within 90 days be allocated toward preventive maintenance, Americans With Disabilities Act (ADA) operations, and ADA preventive maintenance by applying the principles outlined by the Regional Public Transportation Authority (RPTA) for project savings from ARRA I funds. For the balance of funds the MAG Transit Committee will be tasked with recommending projects and priorities at a future date. The RPTA developed allocation guidelines for project savings from ARRA I funds. The Transit Committee and the Transportation Review Committee recommended approval of the recommendations. Please refer to the enclosed material.

7. Recommend approval that transit funds that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate.

8. Regional Transit Framework Study

In cooperation with MAG member agencies, the Regional Public Transportation Authority, (RPTA), and Valley Metro Rail (METRO), MAG has developed a Regional Transit Framework to identify regional transit needs beyond the current Regional Transportation Plan (RTP). The framework provides decision makers with a comprehensive perspective on the costs, schedules, trade-offs, impacts, and policy implications of three distinct transit investment scenarios for year 2030. In addition, the framework defines more conceptual transit needs for year 2050. The MAG Transit Committee and the Transportation Review Committee recommended acceptance of the Regional Transit Framework. The study documents are available on the following website: www.bqaz.org. Please refer to the enclosed material.

8. Recommend acceptance of the findings of the Regional Transit Framework as the public transportation framework for the MAG region; acceptance of the enclosed Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan; and recommend consideration of future planning actions identified in the study through the MAG Unified Planning Work Program process.

9. Approval of Transit Planning Agreement and Discussion of Potential Legislation

At the February 16, 2010, Executive Committee meeting a transit planning agreement (MOU) that incorporated recommendations for transit planning roles and responsibilities was discussed. The Executive Committee directed that the local role when conducting a Federal Transit Administration Alternatives Analysis be described in the MOU. It was noted at the meeting that the Regional Public Transportation Authority and Valley Metro Rail would be discussing the MOU in February, with action by the Regional Council expected in March.

Also discussed was SB 1416 that attempts to align MAG's federal transit planning roles and responsibilities with state statutes. The Executive Committee directed that the affected parties hold a meeting to address the concerns expressed with SB 1416. Consensus was reached at the meeting and a telephone conference call of the Executive Committee was scheduled for January 19, 2010, to review the proposed changes to the bill. The MAG Regional Council Executive Committee approved with minor modifications, the Transit Planning Agreement (MOU) and the draft legislation for SB 1416. Representatives from the

9. Recommend approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified Planning Work Program and Annual Budget.

Regional Public Transportation Authority and METRO were in attendance and concurred with the modifications. On February 24, 2010, the MAG Regional Council approved draft SB 1416 as rewritten and modified. The METRO Board will consider the MOU and the draft SB 1416 on March 3, 2010. The MOU will be presented to the MAG Management Committee, Executive Committee and Regional Council for approval in March. Please refer to the enclosed material.

GENERAL ITEMS

10. Legislative Update

    An update will be provided on legislative issues of interest.

    10. Information and discussion.

11. 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.

    11. Information and discussion.

12. 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.

    12. Information.

13. Adjournment

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
February 10, 2010
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Brent Stoddard for Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dave Richert, Scottsdale
Joy Grainger for Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
* John Halikowski, ADOT
Kenny Harris 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 Chair Mark Pentz at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Pentz noted that George Hoffman, Gary Edwards and Chris Hagen were participating in the meeting via teleconference.

Chair Pentz presented a Resolution of Appreciation on behalf of the Management Committee to George Pettit, who was retiring from the Town of Gilbert after 25 years of service. The

Resolution noted that Mr. Pettit had served as Chair of the MAG Population Technical Advisory Committee for 14 years. Mr. Pettit expressed his gratitude for the Resolution, and commented that recognition reminds a person that achievements are not accomplished alone. He expressed his appreciation to MAG staff members, Rita Walton, Harry Wolfe and Heidi Pahl, and commented that Dennis Smith should be congratulated for the hard-working staff at MAG. Mr. Pettit received a standing ovation.

Chair Pentz announced that public comment cards were available to members of the public who wish to comment. He noted that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

Chair Pentz noted that a revised Attachment D material for agenda item #5J was at each place.

3. Call to the Audience

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

Chair Pentz recognized public comment from Dianne Barker, a resident of Phoenix, who noted that she had received a transit ticket for taking the bus. Ms. Barker stated that in her public comments at the January Regional Council meetings, she reported that the Citizens Transportation Oversight Committee has now adopted the MAG public participation process. She stated that citizens are happy to participate. She stated that MAG has put funding toward the installation of street signs using the Clearview font, which makes the roads safer and helps visitors get around. Ms. Barker noted that the signage posted for detours needs to improve; when there are accidents, there needs to be a way to push traffic from the trouble spots. She relayed her own experience being detoured for hours when an accident occurred on I-10 in the Casa Grande area. Ms. Barker stated that she was not a traffic mobilization expert, and she implored those who are to do something. She expressed support for the committed measures in the MAG 2007 Five Percent Plan for PM-10 that were being implemented, such as restricting the speed limit to less than 50 mph on dirt roads and limiting the use of leaf blowers. Chair Pentz thanked Ms. Barker for her comments.

4. Executive Director's Report

No report was provided.

5. Approval of Consent Agenda

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

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

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

5A. Approval of January 13, 2010, Meeting Minutes

The Management Committee, by consent, approved the January 13, 2010, meeting minutes.

5B. Regional Community Network Roles and Responsibilities

The Management Committee, by consent, recommended approval of the Regional Community Network Roles and Responsibilities document. The Regional Community Network (RCN) project is a fiber optic communications network that, when completed, would connect all MAG member agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The first phase of the project is currently being implemented by the Arizona Department of Transportation through an Intelligent Transportation Systems (ITS) project. The RCN Working Group, consisting of members of the MAG ITS Committee and the MAG Technology Advisory Group (TAG), has developed a Roles and Responsibilities document to facilitate the operation of the network. The MAG ITS Committee, the MAG TAG, and the Transportation Review Committee recommended approval of the Roles and Responsibilities document.

5C. Recommendation to the Arizona Department of Transportation's Safe Routes to School Program

The Management Committee, by consent, recommended approval of the ranked list of projects to be submitted to the Arizona Department of Transportation for the Safe Routes to School Program. The Arizona Department of Transportation's (ADOT) Safe Routes to School (SRTS) Program provides annual grants for road safety improvement projects that are related to access to schools. The program provides grants to public and nonprofit agencies for projects that improve road safety and encourage more K-8 children to walk or bike to their neighborhood schools. This is the fourth cycle of the program, and grants will be provided to projects that implement infrastructure improvements as well as projects that would involve education, training and encouragement. In response to the ADOT request for proposals announced in October 2009, a total of 10 project applications from the MAG region was received by ADOT. The ADOT proposal review process stipulates that MPOs and COGs must recommend a ranked list of projects to ADOT by February 26, 2010. These recommendations will be considered by a statewide SRTS panel that will make a final recommendation to ADOT. The MAG Transportation Safety Committee reviewed all project proposals, and on January 26, 2010, recommended a ranked list of projects from the region as the MAG recommendation to ADOT.

5D. On-Call Transportation Planning Consultant Services Program

The Management Committee, by consent, recommended amending the FY 2010 MAG Unified Planning Work Program and Annual Budget for $150,000 to provide for an On-Call

Transportation Planning Consultant Services program. MAG presently uses on-call services contracts to supplement staff capabilities with expertise in specialized areas of Intelligent Transportation Systems (ITS), Safety, and Transportation Modeling to expedite delivery of key programs in the Unified Planning Work Program (UPWP). As transportation planning demands continue to expand at MAG, a new on-call services contract is sought for general transportation planning applications. For this proposed On-Call Transportation Planning Consultant Services program, MAG will select qualified consultants to assist staff in the following five service areas: Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, and Public Involvement.

5E. 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, the FY 2011 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2007 Update. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007; and the FY 2010 Arterial Life Cycle Program was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program. To move forward with project implementation for FY 2010, the Arizona Department of Transportation (ADOT) requested a new right of way project, and project cost modifications to another landscape project. There are also two ADOT projects proposed to be funded with ARRA II; these projects are dependent on funding availability and a new conformity determination. There are two new projects to be amended into the TIP related to the Lake Pleasant Parkway project in Peoria. Funding for these two projects are through the Arterial Life Cycle Program (ALCP) from project savings from another Peoria project; project budgets and life cycle expenditures are in balance. There is a total of fourteen new transit projects that need to be added to the FY2008-2012 MAG TIP. There are seven projects related to the federal 5316 - Job Access and Reverse Commute (JARC) program, and seven new projects related to the federal 5317 - New Freedom program. Both programs have federal funds available for these fourteen projects, and the projects did go through a documented application and review process. These projects were heard for the first time at the MAG Management Committee.

5F. Programming of Projects for MAG Federal Congestion Mitigation and Air Quality Funding in the Draft 2011-2015 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of a list of Congestion Mitigation and Air Quality funded projects to be added to the Draft FY 2011-2015 MAG Transportation Improvement Program. The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality (CMAQ) funds to specific modes, and, in some cases, identifies specific projects for the funds. For Intelligent Transportation Systems (ITS), Bicycle, Pedestrian and Air Quality projects, the RTP identified CMAQ allocations, but did not specify individual projects. The CMAQ funding available for PM-10 Pave Unpaved Road projects in FY 2013 is $4.904 million; $6.887 million is available for ITS projects in FY 2014; $8.737 million is available for Bicycle and Pedestrian projects in FY 2014; and $7.503 million

is available for Air Quality/Travel Demand Management Programs. Applications were made available in August 2009 with a due date of September 18, 2009. The related technical advisory committees (TAC) went through a two-tiered committee review process starting in October that resulted in project rankings by the ITS and Bicycle/Pedestrian Committees in November and the Air Quality TAC in December. The Transportation Review Committee (TRC) met in December 2009 and recommended modifications to federal funds for ITS, bicycle/pedestrian, and pave unpaved road projects. MAG staff coordinated the modified project funding amounts and information with the corresponding agency for agreement and modification of project, scope, and costs. This process follows the Draft MAG Federal Fund Programming Principles. In January 2010, the TRC recommended approval of the projects as shown in the attached tables.

5G. American Recovery and Reinvestment Act (ARRA) Monthly Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region details the status of project development as of January 19, 2010. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. This item was on the agenda for information and discussion.

5H. New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, As Amended

The Management Committee, by consent, recommended approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended. On July 25, 2007, the MAG Regional Council approved a Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that includes a design-build project to complete High Occupancy Vehicle (HOV) lanes on the Santan Freeway Loop 202 from Interstate-10 to approximately Gilbert Road, including the ramp connections at Interstate-10 and Loop 101, and a design-build project to complete the HOV lanes and other improvements on Loop 101 from Tatum Boulevard to the junction with Interstate-10. MAG has conducted a regional emissions analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. On January 25, 2010, a 30-day public review period began on the conformity assessment and amendment. Comments were requested by February 24, 2010.

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 involve projects for Peoria and the Arizona Department of Transportation for FY 2010. In addition, the amendment and administrative modification involve Regional Public Transportation Authority and City of Phoenix projects funded through the Job Access and Reverse Commute and New

Freedom programs. 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 were requested by February 24, 2010. This item is on the agenda for consultation.

5J. Development of the FY 2011 MAG Unified Planning Work Program and Annual Budget

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is scheduled for March. This presentation is an overview of MAG's early FY 2011 proposed projects for the FY 2011 Work Program. The Budget Workshop, which will also be available via Webinar, is scheduled for Thursday, February 25, 2010, at 1:30 p.m. in the MAG Palo Verde Room. A draft Dues and Assessments worksheet is included in this material. The draft Dues and Assessments increase each fiscal year is calculated using the average CPI-U from the prior calendar year. Because of the uncertainty of economic conditions, the FY 2010 Work Program, Dues and Assessments were reduced by fifty percent and minimum dues and assessments were not applied to the individual members dues and assessments. With the continuing uncertainty of economic conditions for MAG member agencies, MAG staff is proposing to continue with the overall reduction in the FY 2011 draft Dues and Assessments of fifty percent. Draft Dues and Assessments were presented with and without the minimum dues and assessments in January. In the January 19, 2010 Executive Committee meeting, it was recommended that staff discuss the application of minimum dues and assessments with the affected members. The affected members agreed that applying the minimum to dues and assessments will help cover the administrative costs for meetings at MAG and going forward, draft Dues and Assessments reflect the minimum dues amount of $350. The changes to draft Dues and Assessments compared to FY 2010 are due to the application of the minimum dues and assessments for each member and the changes for individual members because of population shifts. This item was on the agenda for information and input on the development of the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

5K. MAG FY 2011 Regional Human Services Plan

The Management Committee, by consent, recommended approval of the MAG FY 2011 Regional Human Services Plan, including the Social Services Block Grant allocation recommendations. The FY 2011 Regional Human Services Plan recommends funding allocations for the Social Services Block Grant (SSBG). The plan also presents the strategies used by public and private agencies to address the impact of the recession on human services delivery. On January 14, 2010, the MAG Human Services Technical Committee voted unanimously to recommend approval of the FY 2011 Regional Human Services Plan, including the SSBG allocations. On January 19, 2010, the MAG Human Services Coordinating Committee voted unanimously to recommend approval of the FY 2011 MAG Regional Human Services Plan and the SSBG allocation recommendations.

5L. Status Update on the June 30, 2009 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2009

The Management Committee, by consent, recommended acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2009. The public accounting firm of LarsonAllen, LLP, has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2009. An unqualified audit opinion was issued on January 29, 2010, on the financial statements of governmental activities, the discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there was a significant deficiency in MAG's internal control over financial reporting considered to be a material weakness that was corrected prior to the issuance of the statements. There were no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no repeat findings. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2009.

6. Proposed Federal Economic Stimulus Legislation

Eric Anderson reported on the potential Stimulus II legislation. He stated that the "Jobs for Main Street" bill, which is patterned after the American Reinvestment and Recovery Act (ARRA) legislation, was passed by the U. S. House of Representatives on December 16, 2009.

Mr. Anderson stated that the funding levels for this legislation are about the same as the ARRA legislation: approximately $27.5 billion for highways, bridges, and streets and about $8.4 billion for transit. He noted that the bill is due to be debated in the Senate. Mr. Anderson stated that staff saw some of the provisions in the draft Senate bill the day before and it appeared that the funding for highways and streets is about half of the amount in the House version–about $14.5 billion–and about $7.9 billion for transit.

Mr. Anderson reported that there is a big push to get legislation out of the Senate and to Conference Committee and signed by the President this week. He remarked that Congressional leadership is rumored that it will keep the House and Senate in session over the weekend until a bill is out.

Mr. Anderson stated that the provisions in the House version include very quick spending triggers. He explained that in the ARRA legislation, one-half of state highway funds had to be obligated within 120 days, which means that the Federal Highway Administration signs a project authorization form that gives ADOT the authority to advertise the project, however, the House bill passed in December includes a provision that 50 percent of all of the stimulus funds, both highway and local, must have completed all of the processes and be under contract within 90 days. He advised that in response to the House provisions and concern about meeting those deadlines, MAG was asked to develop a couple of projects for the region that could be ready if the stimulus bill passed out of Congress and was signed by the President this month.

Mr. Anderson stated that because this is moving so quickly, two projects were identified that were brought forward in January 2010 to the Transportation Policy Committee and Regional Council for approval subject to air quality conformity, but were not brought before the Management Committee. Mr. Anderson described the two design build projects that were identified by MAG and ADOT: a project for HOV lanes on the Santan Freeway from I-10 to approximately Gilbert Road, including the ramp connections at I-10 and L101 ($146 million); and a project for L101 to complete the HOV lanes and other improvements from Tatum Boulevard to the junction with I-10 in the West Valley ($139.5 million). Mr. Anderson noted that the Loop 101 project has major regional benefit: it would complete the HOV system and also would correct an interchange problem at I-17. He added that ADOT thinks that both of these projects could be under contract within a 90-day timeframe and both of these projects have tremendous regional benefit.

Chair Pentz thanked Mr. Anderson for his report and asked members if they had questions.

Mr. Hernandez asked for clarification that the two projects had not been presented to the Management Committee. Mr. Anderson replied that was correct. Mr. Hernandez indicated that he felt better because he thought he had missed something. He said that in talking to staff he got a different picture. Mr. Hernandez said that he would strongly suggest that before jumping to the Regional Council, these types of decisions are presented to the Management Committee first; otherwise, they are wasting their time. Mr. Anderson noted that 99 percent of the time, issues are presented to the Management Committee before being considered by the Regional Council, however, the parameters of the potential legislation presented a significant timing issue. He advised that MAG was requested by ADOT and Federal Highway Administration to have projects ready to go and was trying to accommodate the rapid turnaround. Mr. Anderson stated that there was speculation that the Senate might take action on the legislation in January which would start the clock ticking, and this was the reason for taking the item straight to the Transportation Policy Committee and Regional Council. He apologized for this situation, but it was a unique circumstance.

7. Financial Planning and Fiscal Constraint Requirements for Federal Transportation Funding and Status of Federal Funds Rescission at the Arizona Department of Transportation

Mr. Anderson stated that this agenda item was a two-part discussion and he would give a report on the financial planning and fiscal constraint requirements MAG follows for federal transportation funding and the status of federal funds in Arizona, particularly in the MAG region.

Mr. Anderson stated that the Transportation Improvement Program (TIP) must be constrained to committed revenues, which means that a project cannot be included in the TIP unless it has identified and committed funding sources. In addition, the Regional Transportation Plan (RTP) must be constrained to reasonably available revenues, which allows MAG to make reasonable planning assumptions for sources of revenue, such as assuming that the one-half cent sales tax for transportation or the City of Phoenix Transit 2000 taxes would be continued. Mr. Anderson noted that MAG is in a nonattainment area and they make sure that projects included will proceed to construction.

Mr. Anderson stated that costs for operations and maintenance of the transportation system and committed or reasonably available revenues to cover those costs must be addressed in the RTP. He stated that one of the recommendations from the MAG Certification Review by the Federal Highway Administration and Federal Transit Administration conducted in November 2009 was that MAG produce a Financial Report to document revenues and financial assumptions being made in the RTP.

Mr. Anderson reported that over the past year, the Federal Transit Administration has requested that MAG concur on transit grants. He explained that when an agency applies for transit funds, the Federal Transit Administration will ask MAG to verify that the transit operator has operating funds for expanded or new service. Mr. Anderson advised that this is a new provision and was added as a result of concerns about using grant funds for capital projects to expand service if there are not the funds to operate them. He added that recently, MAG has been requested on a couple of occasions to verify funds.

Mr. Anderson stated that a letter from Federal Highway Administration and Federal Transit Administration was included in the agenda packet that says they will not approve any State TIP amendments (the State TIP includes the MAG TIP) until the MAG TIP reflects the current revenue at local and federal levels.

Mr. Anderson informed the Management Committee that within the next few months as the TIP and RTP are being developed, MAG staff will approach some of the member agencies with a request for financial information to begin development of the Financial Report requested by the Federal Highway Administration and Federal Transit Administration at the Certification Review. Mr. Anderson advised that the information requested could include the current levels of funding for streets and transit capital and operations/maintenance; sources of revenue; documentation of local transportation sales tax projections; and revenue enhancements or changes currently planned, such as a bond election.

Mr. Anderson asked members if they had any questions on this section of his report. None were noted.

Mr. Anderson continued with his presentation by presenting a report on the status of federal highway funding. He provided a review of the key federal transportation finance terms and noted that federal funding is a difficult issue to understand because of its complexity. Authorizations: Congress passes enabling legislation for the Surface Transportation Act. He stated that the last legislation passed was SAFE-TEA-LU in 2005 and provides overall funding for the next six years. Mr. Anderson stated that the amount is the maximum annual funding that Congress says could become available over the term of the authorization.

Mr. Anderson defined Appropriation: Each year Congress does an appropriation, which sets the actual amount of funding for the program. Mr. Anderson noted that an Authorization needs an Appropriation to go with it on an annual basis.

Mr. Anderson defined Apportionment: The Federal Highway Administration distributes the apportioned funds to states using a formula. He noted that Arizona receives approximately $600 million in federal highway funds each year.

Mr. Anderson defined Obligation Authority (OA): He explained that OA is a little known percentage of the apportionment that comes from Federal Highway Administration that can be obligated in the year. Mr. Anderson explained that Federal Highway Administration apportions money and specifies a percentage of that apportionment that actually can be spent.

Mr. Anderson defined Rescission: An act by Congress to revoke an apportionment. He noted that in September 2009 there was a rescission of approximately $171 million from Arizona of highway funds. Mr. Anderson stated that what was lost was the apportionment, but not the ability to spend.

Mr. Smith stated that Federal Highway Administration gives Arizona approximately $600 million per year, but allows the state to spend only 93 percent of that amount. He explained that the unspent money has been building up over the years and the reason Congress wants it back is to show they reduced the federal deficit. Mr. Smith advised that the apportionment money that Congress wants returned could not have been spent by MAG anyway.

Mr. Anderson stated that he had no answer as to why Congress gives money and then says it cannot be spent completely.

Mr. Anderson displayed a flow chart of the federal highway funding process and pointed out the Obligation Authority box which builds up over time. He stated that Congress took back $171 million from Arizona through rescission from that pot of money. Mr. Anderson advised that ADOT does not have any unobligated balances remaining because they have been zeroed out through the rescissions that have taken place since 2005, and he added that if Congress imposed another rescission, the amount of money that MAG could spend on projects would decrease.

Mr. Anderson stated that because Congress has not passed Reauthorization, federal transportation funding given to MAG has been operating under continuing resolutions. He noted that the current continuing Resolution carries on what happened in FY 2009, including rescissions. Mr. Anderson stated that what Congress has done is give money, allows a percentage to be spent, and then takes back the percentage not spent. He explained that right now, Arizona has the authorization to spend 41 percent of its allocation less 30 percent. Mr. Anderson advised that if the continuing resolution issue is not fixed permanently this month, Arizona could lose approximately $200 million of its $600 million apportionment. He commented that this would impact state and regional highway projects, STP projects, and CMAQ projects.

Mr. Anderson stated that one of staff's recommendations is for the region's lobbyists to contact the Congressional delegation to fix the rescission issue. He said that in reading the draft bill it appeared to him that rescission would be repealed. Mr. Anderson remarked that awareness of this issue is important because it has big implications.

Mr. Anderson stated that another important point is that MAG does not have a current ledger from ADOT on the status of its federal funds. He explained that a ledger is like a bank statement and

MAG has not received a ledger since September 2008, and has been doing back of the envelope accounting since then. Mr. Anderson stated that MAG has a very aggressive and active management program in managing its federal funds, and not having a statement of the impacts of the rescissions and other issues makes this management very difficult.

Mr. Anderson stated that MAG staff met with senior ADOT staff on February 8 because MAG staff had been receiving questions if there was sufficient money to fund projects in the TIP and he could not answer those questions. He commented that it is very difficult for MAG to manage the program efficiently and get money out the door to create jobs without accurate information.

Mr. Anderson stated that ADOT is constrained by the continuing resolutions, which caused great turmoil, and is still in the process of reconciling its books. He added that ADOT is hesitant to share financial information until it is sure it is accurate. Mr. Anderson informed the Committee that he had spoken to John Fink, ADOT CFO, who indicated that he thought the outcome would be positive. He said that he informed Mr. Fink that MAG needs to know the facts because it is important in moving projects forward. Mr. Anderson expressed his apologies for the complexity of the presentation, but these are complicated issues and millions of dollars are at risk.

Chair Pentz thanked Mr. Anderson for his report and asked if there were any questions.

Mr. Smith asked Mr. Anderson the amount of carry forward. Mr. Anderson replied that MAG has a planned carry forward of approximately $40 million to $45 million from last fiscal year to this fiscal year. He said that the question is whether those funds are still on deposit at ADOT. Mr. Anderson stated that a large portion of that amount was for the Northern Avenue Parkway project, and if $40 million is gone, it will be a serious issue. He stated that ADOT cannot give a definitive answer at this point until the ledger becomes available.

Mr. Smith stated that ADOT has given MAG assurances if the Northern Avenue Parkway project was ready to proceed, ADOT would be able to fund it, however, with the potential 30 percent rescission, ADOT is unable to say it will be able to fund all of MAG's projects. Mr. Smith advised that ADOT has indicated that the ledgers would be available the end of February, and he suggested that a report from ADOT on the ledgers be given at the next Management Committee meeting. He added that ADOT has reported there is a problem with the previous accounting and it has moved the responsibility from the planning section to the fiscal section. Mr. Smith stated that MAG needs to develop a Financial Report and vouch for the funding in the TIP. He advised that projects cannot be put in the TIP and the air quality benefits claimed unless the money is available to fund the projects. Mr. Smith stated that MAG has gone long enough without a ledger. He said that John Halikowski has assured MAG he is on top of it and MAG will have the ledger by the end of February.

Chair Pentz asked Mr. Smith to add a report on the ADOT ledger to the March Management Committee agenda.

Vice Chair Swenson thanked Mr. Smith and Mr. Anderson for their efforts on this issue, which affects projects important to the City of Peoria, and is something that everyone should be

concerned about. He stated that bringing the ADOT representative to the next meeting is timely and important.

Mr. Stoddard also expressed his appreciation and expressed that the City of Glendale became very concerned, especially when they heard that the $40-$45 million in carry forward could be gone. Mr. Stoddard asked if anyone knew the status of those funds. Mr. Smith replied that MAG staff was told by ADOT that the Northern Avenue Parkway project would be funded, but the carry forward balance is unknown until the ledger is completed. Mr. Stoddard commented that when the ledger becomes available, he hoped to see the full balance of the carry forward, and he urged ADOT to protect those funds. Mr. Stoddard stated that a balance for the Northern Avenue Parkway project of $20-$25 million has been carried forward since 2006 and the project will come forward in April or May. He said that he was glad to hear the assurances from ADOT that ensure the project will be funded and will start on time.

Mr. Smith stated that this matter came to MAG's attention when there was an issue with a Peoria project and MAG was told there were no STP funds. He stated that there should have been some STP funds because of the continuing resolution. Mr. Smith stated that until the ledger is completed the total will be unknown. He added that ADOT has told MAG that it has paid every bill that has been presented.

8. <u>2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10</u>

Cathy Arthur, MAG Senior Air Quality Policy Planner, provided a report on the status of the committed measures in the MAG 2007 Five Percent Plan for PM-10. She stated that on May 23, 2007, the MAG Regional Council approved additional items for the Suggested List of Measures to reduce PM-10. Ms. Arthur stated that one of these items was that MAG would issue a report each year on the status of implementation of committed measures in the MAG 2007 Five Percent Plan for PM-10, and she added that the report would be made available to the Governor's Office, Legislature, the Arizona Department of Environmental Quality (ADEQ), and Environmental Protection Agency (EPA).

Ms. Arthur advised that the 2007 Five Percent Plan for PM-10 was submitted on time to the EPA in December 2007, as required by the Clean Air Act. She said that the Plan contained 53 committed measures that began implementation in 2008, and she added that modeling demonstrates attainment of the PM-10 standard in 2010. Ms. Arthur stated that clean data are required at monitors in 2008, 2009 and 2010 in order to attain the PM-10 standard, and she said that MAG will report the implementation status of the committed measures in the Plan two more times.

Ms. Arthur stated that MAG staff, in consultation with member agencies, developed tracking forms to assist member agencies in reporting progress in implementing the measures. She advised that the forms were sent to member agencies in March 2009 and the completed forms were received back from all agencies by July 2009. Ms. Arthur noted that three MAG workshops were held on tracking the implementation of the measures in the Five Percent Plan, in December 2007, September 2008, and March 2009.

Ms. Arthur then provided a summary of the measures tracked. She stated that there are 18 measures implemented by the State, 39 by Maricopa County and 15 by local governments. Ms. Arthur also indicated that 25 of the measures were quantified for credit against the Five Percent Plan and the modeling of attainment, 11 were quantified as contingency measures, and 17 were not quantified.

Ms. Arthur reviewed Measure 26: Pave or stabilize existing public dirt roads/alleys, which exceeded the commitments. Ms. Arthur stated that 62 miles of public dirt roads were paved or stabilized in 2008, which is 12 miles more than the commitments; and 242 miles of dirt alleys were paved or stabilized in 2008, which is 90 miles more than the commitments. She stated that 412 curb miles of shoulder were paved or stabilized in 2008, 167 miles more than the commitment. Ms. Arthur also gave as an example Measure 8: Conduct nighttime and weekend inspections. She noted that the largest PM-10 reduction credit in the Plan was taken for this measure. Ms. Arthur stated that Maricopa County conducted some nighttime and weekend inspections in 2008, but the program was not fully implemented, as the County was focused on hiring and training additional staff. She noted that the County is making more progress in 2009, and has initiated a pilot program, followed by cross-training of inspectors.

Ms. Arthur concluded her presentation by summarizing the report: A majority of the implementation results meet or exceed commitments in the Plan; most measures began implementation in 2008; some measures (e.g., paving projects due to economic conditions) will not be fully implemented until 2009 or 2010; MAG will continue to track progress in implementing Plan commitments in 2009 and 2010 and PM-10 concentrations at the monitors; and the measures need to be implemented as quickly as possible to attain the PM-10 standard by 2010. Ms. Arthur indicated that the MAG Air Quality Technical Advisory Committee had recommended approval of this item on January 28, 2010.

Chair Pentz thanked Ms. Arthur for her report and asked members if they had questions.

Mr. Harris asked if the report was distributed to the County Air Quality Director and other County staff. Ms. Arthur replied yes, and added that the report had been developed with the input of the County because it was involved in three-quarters of the measures.

Mr. Kross moved to recommend forwarding the 2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10 in the Maricopa County Nonattainment Area to the Governor's Office, Legislature, Arizona Department of Environmental Quality, and the Environmental Protection Agency. Mr. Cavazos seconded, and the motion passed unanimously.

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.

No requests were noted.

10. Comments from the Committee

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

No comments were noted.

11. Adjournment

There being no further business, the meeting adjourned at 1:00 p.m.

_____
Chair

_____
Secretary

Agenda Item #5B

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

DATE:
March 2, 2010

SUBJECT:
ADOT Red Letter Process

SUMMARY:
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:

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.

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 July 1, 2009 to December 31, 2009. During this period, our office received notices from local municipalities, as well as various developers, architects, engineers, and attorneys. Of the 58 notices received, 17 had an impact to the State Highway System.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the 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.

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
Transportation Review Committee: This item was on the February 25, 2010, agenda for information and discussion.

MEMBERS ATTENDING

Peoria: Andy Granger for David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer for 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: Paul Ward for Woody Scoutten
Maricopa County: Mike Sabatini for John Hauskins
Mesa: Jeff Martin for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Wylie Bearup for Ed Zuercher
* Queen Creek: Wendy Kaserman
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant
Tempe: Jyme Sue McClaren for Chris Salomone
Valley Metro Rail: Wulf Grote for John Farry
* Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook, City of Chandler
* ITS Committee: Debbie Albert
Bicycle/Pedestrian Committee: Peggy Rubach, RPTA
* Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix

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

CONTACT PERSON:
Eric Anderson, MAG, (602) 254-6300, or John Eckhardt III, ADOT, (602) 712-7900.

ADOT
Janice K. Brewer
Governor
John S. Halikowski
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Floyd Roehrich Jr.
State Engineer

January 20, 2010

Mr. Dennis Smith
Executive Director
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Re: Red Letter Report - Notices from July 1, 2009 to December 31, 2009

Dear Mr. Smith:

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 1, 2009 to December 31, 2009. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

LOCAL MUNICIPALITIES	NOTICES RECEIVED	IMPACT RESPONSES
Arizona State Land Dept.	02	01
City of Avondale	00	00
Town of Buckeye	00	00
City of Chandler	01	00
Town of Gilbert	01	01
City of Glendale	00	00
City of Goodyear	11	03
Maricopa County	14	06
City of Mesa	02	02
City of Peoria	00	00
City of Phoenix	12	00
City of Surprise	04	00
City of Tempe	00	00
City of Scottsdale	01	01
Other	10	03
Total Received	**58**	**17**

MARICOPA ASSOCATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT:

10/16/2009 – Reggie Rector, ADOT R/W Coordinator, has reviewed Project (16-113739-00-000 Union Hills Alignment) and has concluded that the proposed plan will have an impact on our highway facilities in this area due to crossing Loop 101 (Pima Freeway)

CITY OF AVONDALE: **No impact responses sent.**

TOWN OF BUCKEYE: **No impact responses sent.**

CITY OF CHANDLER: **No impact responses sent.**

TOWN OF GILBERT:

07/27/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (PDR-2009-00026 SEC Santan Freeway and Wade Drive) and has concluded that the proposed plan could have an impact on our highway facilities in this area due to the proximity of the Santan Freeway.

CITY OF GLENDALE: **No impact responses sent.**

CITY OF GOODYEAR:

07/07/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed the Preliminary Plat for the Estrella Industrial Center located on the SEC and SWC of MC 85 and Estrella Parkway we have concluded that the proposed Project (09-50000003) could have an impact to our highway facilities in this area.

08/11/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (09-20000011 Golf Village). While ADOT reserves comment on zoning issues, this may have an impact to the SR801/I-10 Reliever.

08/11/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (09-20000012 Estrella Phase I). While ADOT reserves comment on zoning issues, this may have an impact to the SR801/I-10 Reliever.

MARICOPA COUNTY:

07/07/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed the proposed plan (Calderwood Vehicle Storage) and has concluded that the proposed plan could have an impact to the future South Mountain Freeway, SR 202 and/or I-10 Reliever (801).

08/10/2009 - Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (Z2009067 Rigby Water Company). While ADOT reserves comment on zoning issues, this may have an impact to the SR801/I-10 Reliever.

08/11/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (CPA2009060-Z2009047). While ADOT reserves comment on zoning issues, the future development of this land may have an impact to the SR801/I-10 Reliever and the South Mountain Freeway.

07/10/2009 – Pete Eno, ADOT R/W Coordinator, has reviewed the Site Plan (CPA200913 Rancho Maria Subdivision) and has concluded that the proposed project could be impacted by a future project in this area due to its proximity to US60.

09/11/2009 - Pete Eno, ADOT R/W Coordinator, has reviewed the Site Plan (Z2008054 Camelback Cemetery) and has concluded that the proposed project will be impacted by the future Right of Way acquisition for SR 303L.

11/05/2009 – Pete Eno, ADOT R/W Coordinator, has reviewed the proposed Project (Sabre Business Park Z20009012) and has concluded that the project will be impacted by the future Right of Way Acquisition for SR 303L.

CITY OF MESA:

10/28/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (Z09-040, DR09-18 Park and Ride) and has concluded that the proposed plan could have an impact on our highway facilities in this area due to the proximity of the Santan Freeway. ADOT is currently working with the City of Mesa on.

10/09/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (PLN2009-000196 Gateway 202 Airpark) and has concluded that the proposed project could have an impact on our highway facilities in this area due to the proximity to the 202L and Williams Gateway 802.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

CITY OF SCOTTSDALE:

10/06/2009 – Reggie Rector, ADOT R/W Coordinator, has reviewed (5-ZN-2009 State Land Parcel) and has concluded that the proposed zoning change will have an impact to our highway facilities in this area.

OTHER:

08/10/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed (Gateway 202 Airpark). While ADOT reserves comment on zoning issues, the future development of this land may impact the development of the SR802 / Williams Gateway Freeway.

08/20/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed (Z09-11 Christian High School). While ADOT reserves comment on zoning issues, the future development of this land may be impacted by the Santan Freeway or impact the Freeway at this location.

10/19/2009 - Nan Wilcox, ADOT R/W Coordinator, has reviewed (PA20090961 Rancho Ochoa) and has concluded that the proposed plan could have an impact to our highway facilities in this area. This project has possible conflicts with the intersection of the proposed SR 801, I-10 Reliever, and the 202L, South Mountain Freeway.

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

Receipt of early notification in the planning and design process, the "Red Letter" process, helps to reduce costs, saving money for both ADOT and tax payers. The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7900, or by email at JEckhardt@azdot.gov .

Sincerely,

John Eckhardt III, Manager
Right of Way Project Management

cc: John S. Halikowski, Director, ADOT
Sabra Mousavi, Chief Right of Way Agent

Agenda Item #5C

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

DATE:
March 2, 2010

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

SUMMARY:
The FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Requests have been received from the Arizona Department of Transportation (ADOT) and the Town of Buckeye to make changes in the FY 2008-2012 TIP.

To move forward with project implementation for FY 2010, ADOT has requested four new right-of-way projects on Loop 303, funding/cost adjustments on three projects on SR-85, and a funding/cost adjustment on one project on I-10. The Town of Buckeye has requested that the location description for two projects related to a future park-and-ride lot be revised.

The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. The projects to be added and amended may be categorized as exempt from conformity determinations, and an administrative modification does not require a conformity determination. The proposed changes to the FY 2008-2012 TIP are listed in the attached Table.

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 project additions, amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On February 25, 2010, the Transportation Review Committee recommended approval of changes/amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Peoria: Andy Granger for David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer for 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: Paul Ward for Woody Scoutten
Maricopa County: Mike Sabatini for John Hauskins
Mesa: Jeff Martin for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Wylie Bearup for Ed Zuercher
* Queen Creek: Wendy Kaserman
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant
Tempe: Jyme Sue McClaren for Chris Salomone
Valley Metro Rail: Wulf Grote for John Farry
* Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook
* ITS Committee: Debbie Albert
Bicycle/Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

CONTACT PERSON:

Roger Herzog or Steve Tate, (602) 254-6300.

Request for Project Change - 2008-2012 MAG Transportation Improvement Program
MAG Management Committee March 2010

Highway Projects

TIP #	Agency	Project Location	Project Description	Fiscal Year	Miles	Fund Type	ARRA Cost	Federal Cost	Regional Cost	Local	Total Cost	Requested Change
BKY09-801T	Buckeye	I-10/Jackrabbit Trail	Acquire right of way regional park-and-ride	2010	0	PTF	-	-	1,583,463		1,583,463	Amend TIP to change the location of the project from Miller Rd at I-10 to Jackrabbit Trail at I-10
BKY09-802T	Buckeye	I-10/Jackrabbit Trail	Design regional park-and-ride	2010	0	PTF	-	-	278,689		278,689	Amend TIP to change the location of the project from Miller Rd at I-10 to Jackrabbit Trail at I-10
DOT10-842	ADOT	10: 32nd St - SR202L, Santan, Phase 1	R/W Acquisition	2010	11	RARF	-	-	45,000,000	-	45,000,000	Administratively Adjust TIP to reflect cost reduction of $5,000,000; Regional cost is now $45,000,000 and was previously $50,000,000
DOT10-965	ADOT	85: I-8 TI, Phase 1	Utilities Construction	2010	0	State	-	-	-	1,400,000	1,400,000	Administratively Adjust TIP to reflect cost reduction of $200,000; The local cost is now $1,400,000; it was previously $1,600,000.
DOT10-966	ADOT	85: I-8 TI, Phase 1	Right of Way	2010	0	State	-	-	-	2,000,000	2,000,000	Amend TIP to reduce the scope of the project and reflect a $7,500,000 cost reduction; The scope previously included a Phase II and had a Local cost of $9,500,000.
DOT10-967	ADOT	85: I-8 TI, Phase 1	Construct TI	2010	0	HSIP	-	23,575,000	-	1,425,000	25,000,000	Amend TIP to change funding source to HSIP and increase federal cost $14,993,700; The project previously included $8,581,300 in STP-AZ funding.
DOT10-969	ADOT	303: I-10 Reliever/MC85 to I-10	Right of Way Protection	2010	0	STP-AZ	-	4,715,000	-	285,000	5,000,000	Amend TIP to add new right-of-way protection project in 2010
DOT10-970	ADOT	303: Peoria Ave to Waddell Rd	Right of Way Acquisition	2010	0	STP-AZ	-	9,430,000	-	570,000	10,000,000	Amend TIP to add new right-of-way acquisition project in 2010
DOT10-971	ADOT	303: Waddell Rd to Mountain View Rd	Right of Way Acquisition	2010	0	STP-AZ	-	33,665,100	-	2,034,900	35,700,000	Amend TIP to add new right-of-way acquisition project in 2010
DOT10-972	ADOT	303: I-10/SR 303 TI, Phase 1, I-10 Alignment	Right of Way Acquisition	2010	0	STP-AZ	-	57,523,000	-	3,477,000	61,000,000	Amend TIP to add new right-of-way acquisition project in 2010

Printed: 2/26/2010

Agenda Item #5D

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

DATE:
March 2, 2010

SUBJECT:
On-Call Consulting Services for Transportation Software Development and Support

SUMMARY:
The Fiscal Year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009 includes On-call Consulting Services for Transportation Software Development and Support at a cost not to exceed $700,000. The purpose of the project is to ensure that MAG can proceed with support and scheduled improvements of the MAG regional travel forecasting models and related data sets. The project will play an important role in timely implementation of required modeling updates and execution of the travel forecasting requests for MAG member agencies. It will also provide substantial contribution in improvement of data accessibility and data visualization of complex transportation data sets for MAG member agencies and general public. MAG issued a Request for Qualifications to create an on-call consulting list for the project with two areas of expertise: (A) Transportation Modeling Software and Transportation Forecasting Models; and (B) Transportation Data Management Software.

MAG received statements of qualifications (SOQs) from Arcadis U.S. Inc., Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation , Cambridge Systematics Inc., CivTech Inc., Hatch Mott MacDonald, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, OZ Engineering LLC, PB Americas, Inc., Telvent Farradyne Inc., Terra Genesis Inc., URS Corporation, and Wilbur Smith Associates Inc. A multi-agency evaluation team reviewed the SOQs and recommended to MAG that the following firms be included on a MAG on-call consulting list for Transportation Software Development and Support:

> Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models):Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.
>
> Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc.

PUBLIC INPUT:
No public input has been received.

PROS & CONS:
PROS: creation of the on-call consulting list will enable MAG to proceed with the required model improvements and updates in order to ensure proper support for the regional planning projects and improve data accessibility for MAG member agencies and general public.

CONS: Delaying the above work element could compromise timely model updates required for ongoing and future highway and transit projects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The on-call contracts and associated task orders will result in updated transportation forecasts, will improve accessibility of MAG transportation data and efficiency in execution of data management tasks for MAG and its member agencies.

POLICY: Timely execution of the modeling software will ensure that MAG, its member agencies and general public have timely access to the traffic data required for planning decisions.

ACTION NEEDED:

Recommend approval of the list of on-call consultants for area of Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models):Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.; Area of Expertise B (Transportation Data Management Software):Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc., for the MAG Transportation Software Development and Support, for a total amount not to exceed $700,000.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Software Development and Support Statement of Qualifications (SOQ) Evaluation Team: On February 19, 2010, a multi-agency evaluation team reviewed the Statement of Qualifications (SOQs) and recommended to MAG approval of the list of on-call consultants:

> Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models):Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.
>
> Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc.

SOQ EVALUATION TEAM

Aichong Sun, PAG (attended via teleconference)
Anne MacCracken, Valley Metro
Anubhav Bagley, MAG
Abhishek Dayal, Valley Metro
Jim Mathien, Valley Metro*
Keith Killough, ADOT*
Madhuri Uddaraju, City of Phoenix
Mannar Tamirisa, City of Peoria
Marta Dent, Maricopa County
Sarath Joshua, MAG

*Submitted evaluation, did not attend the evaluation meeting

CONTACT PERSON:

Vladimir Livshits, (602) 254-6300

Agenda Item #5E

Project Status Report
Transportation Projects – MAG Region February 16 2010
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. 3 – 11**

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. This date is the projected obligation date based on submittal of final PS&E. Actual date will depend on FHWA processing time.
- Advertise Date – The date the project scheduled to be advertised.
- 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
FEBRUARY 16 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date	Award Date	Estimated Complete	Comments
State Sponsored Projects - Roadways															
DOT09-815	010-B(205)	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	ARRA	$26,272.0	$26,272.0	$26,271.6	05/27/09	✓	✓	✓	✓	7/17/09	2/12/2011	Admin Mod: Change project costs from $28.2M to $26.3M.
DOT09-818	017-A(207)	I-17: SR74-Anthem Way	Construct General Purpose Lane	ARRA	$13,314.1	$13,314.1	$13,314.1	05/27/09	✓	✓	✓	✓	6/19/09	5/31/2010	Admin Mod: Change project costs from $13.4M to $13.3M
DOT09-6C00R	060-B(201)	US 60: SR 303L - 99th Ave	Road Widening	ARRA	$22,275.7	$22,299.9	$22,299.9	03/25/09	✓	✓	✓	✓	11/20/09	12/31/2011	Admin Mod: Change project costs from $45.0M to $22.3M
DOT07-323	101-A(203)	99th Ave from I-10 to MC-85	Road Widening	STP-AZ & ARRA	$3,152.9	$3,753.9		04/22/09	✓	✓	✓				
DOT09-801	060-B(201)	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transporatation Landscaping Enhancement	ARRA	$207.3	$207.3	$207.3	04/22/09	✓	✓	✓	✓	11/20/09	12/31/2011	Admin Mod: Change project costs from $300k to $207k
DOT07-332	060-B(200)	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	$7,647.2	$7,647.2	$7,647.2	03/25/09	✓	✓	✓	✓	8/14/09	10/31/2010	Admin Mod: Change project costs from $11.2 mill to $7.6M.
DOT06-613	085-B(200)	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	ARRA	$11,042.3	$11,042.3	$11,042.3	05/27/09	✓	✓	✓	✓	9/18/09	11/26/2010	Admin Mod: Change project costs from $18.6 mill to $11.0M - pending contract award
DOT12-840	101-A(204)	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	ARRA, STP MAG & Local	$9,100.0	$27,564.4	$5,667.4	04/22/09	✓	✓	✓	✓	10/16/09	7/31/2011	
DOT08-673	074-A(200)	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	ARRA	$3,900.0	$3,900.0	$2,324.6	05/27/09	✓	✓	✓	✓	10/16/09	09/31/2011	
DOT12-841	101-A(206)	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	ARRA	$3,000.0	$3,000.0		09/30/09	✓	✓	✓				
DOT10-815	101-A(201)	Loop 101: Olive Avenue	TI Improvements	ARRA	$3,000.0	$3,000.0		09/30/09	✓	✓	✓	✓			
DOT10-6C32	074-A(201)	SR 74: MP 13 - MP 15	Construct Passing Lanes	ARRA	$3,200.0	$3,200.0		09/30/09	✓	✓	✓				
DOT10-816	017-A(211)	I-17: I-10 to Indian School	Southbound Roadway Improvements	ARRA	$1,500.0	$1,500.0		09/30/09	✓	✓	✓				
DOT10-813	101-A(205)	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	ARRA	$3,000.0	$3,000.0		09/30/09	✓	✓	✓				
DOT10-828	087-B(205)A	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	ARRA	$21,000.0	$21,000.0		09/30/09	✓	✓	✓				

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date	Award Date	Estimated Complete	Comments
State Sponsored Projects - Roadways															
DOT08-828	087-A(206)A	SR 87: MP 211.8 to 213.0	Repair cut slopes for erosion control	ARRA	$2,000.0	$2,000.0		12/09/09	✓	✓	✓				To be done in conjunction with project SR 87: Four Peaks - Dos S Ranch Road
DOT08-839	143-A( )	143 Hohokam: SR 143/Sky Harbor Blvd TI	TI Improvements, Adding Ramps	ARRA	$35,100.0	$35,100.0		12/09/09							
					$168,711.5	$187,801.2	$88,774.4								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
APJ09-801	APJ-0(201)	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	$1,348.3	$1,348.3		4/22/09	✓	✓	✓				Final PS&E submitted 1/8.
AVN09-801	AVN-0(206)	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	ARRA	$2,035.2	$2,035.2		4/22/09	✓	✓	✓				
AVN09-802	AVN-0(207)	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	ARRA & Local	$179.7	$401.8		4/22/09	✓	✓	✓				
BKY09-801	BKY-0(202)	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabiliation and Preservation	ARRA	$1,621.9	$1,621.9		4/22/09	✓	✓	✓				
CFR09-801	CFE-0(200)	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	ARRA	$35.0	$35.0		4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	Combined Project: ARRA-CFE-0(200),Town of Carefree has been combined with Cave Creek Road ARRA-CFE-0(201)A.
CFR09-802	CFE-0(201)	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	ARRA	$553.3	$553.3		4/22/09	11/12/09	✓	✓				
CVK09-807	CVK-0(201)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$614.8	$614.8		5/27/09	✓	✓	✓				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
CHN120-07C	CHN-0(025)	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	ARRA, Local & RARF	$2,288.7	$7,629.0		4/22/09	✓	✓	✓				
CHN09-801	CHN-0(211)	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	ARRA	$3,678.9	$3,678.9		4/22/09	✓	✓	✓				
ELM09-801	ELM-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	ARRA	$952.8	$952.8		4/22/09	✓	✓	✓				
FTH07-301	FTH-0(203)	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	ARRA, STP, & Local	$1,081.6	$3,376.6		6/24/09	✓	✓	✓	12/11/09			
GBD09-801	GBD-0(201)	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	ARRA	$33.0	$33.0		4/22/09	12/1/09	✓	✓				
GBD09-802	GBD-0(200)	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	ARRA	$339.5	$339.5		4/22/09	✓	✓	✓				

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
GBD09-803	GBD-0(203)	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	$170.0	$170.0		5/27/09	✓	✓	✓				
GRC09-801	GRI-0(200)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$561.3	$561.3		4/22/09	✓	✓	✓				
GLB09-801	GIL-0(203)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	$5,306.3	$5,306.3		4/22/09	✓	✓	✓				
GLN09-801	GLN-0(219)	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	ARRA	$1,100.0	$1,100.0		4/22/09	✓	✓	✓				
GLN09-802	GLN-0(218)	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	$550.0	$550.0		4/22/09	✓	✓	✓				
GLN09-803	GLN-0(217)	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	$90.0	$90.0		4/22/09	✓	✓	✓				
GLN09-804	GLN-0(215)	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	ARRA	$230.0	$230.0		4/22/09	✓	✓	✓				
GLN09-805	GLN-0(216)	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	ARRA	$200.0	$200.0		4/22/09	✓	✓	✓				
GLN09-806	GLN-0(211)	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	ARRA	$1,170.0	$1,170.0		4/22/09	✓	✓	✓				
GLN09-807	GLN-0(212)	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	ARRA	$510.0	$510.0		4/22/09	✓	✓	✓				
GLN09-808	GLN-0(214)	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	$358.4	$358.4		4/22/09	✓	✓	✓				
GLN08-604	GLN-0(033)	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	ARRA, CMAQ, & Local	$1,850.0	$5,407.4		4/22/09	✓	✓	✓				
GDY09-801	GDY-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	ARRA & Local	$782.4	$798.4		4/22/09	✓	✓	✓				
GDL09-801	GUA-0(200)	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	ARRA	$634.0	$634.0		4/22/09	✓	✓	✓				
LPK09-801	LPK-0(201)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	ARRA	$614.0	$614.0		4/22/09	✓	✓	✓				

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
MMA09-801	MMA-0(210)	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA & Local	$6,469.2	$6,478.1		4/22/09	✓	✓	✓				
MES09-801R	MES-0(209)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	$1,610.9	$1,610.9		5/27/09	✓	✓	✓				
MES09-802R	MES-0(210)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	$970.7	$970.7		5/27/09	✓	✓	✓				
MES09-803	MES-0(211)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	$2,559.3	$2,559.3		5/27/09	✓	✓	✓				
MES09-804	MES-0(212)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	$2,333.3	$2,333.3		5/27/09	✓	✓	✓				
MES09-805	MES-0(213)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	$3,310.6	$3,310.6		5/27/09	✓	✓	✓				
PVY09-801	PVY-0(202)	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	$823.2	$823.8		4/22/09	✓	✓	✓				JPA - Change amendment befor tentity signs. Going to council on 12/17/09. Need an additional $34, 271
PEO100-07AC1	PE0-0(206)	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	ARRA, STP-MAG & Local	$2,850.4	$11,489.7	$5,914.2	4/22/09	✓	✓	✓	10/22/09	12/18/09		
PEO09-801	PE0-0(205)	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	$1,130.1	$1,396.3		6/24/09	✓	✓	✓				
PHX07-316	PHX-0(209)	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	$1,000.0	$2,256.0	$661.2	4/22/09	✓	✓	✓	9/29/09	2/1/10		
PHX09-801	PHX-0(237)	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,136.2	$7,136.2		4/22/09	✓	✓	✓	12/23/09			
PHX09-802	PHX-0(238)	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$7,150.0		4/22/09	✓	✓	✓	12/23/09			
PHX09-803	PHX-0(239)	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$7,150.0		4/22/09	✓	✓	✓	12/23/09			
PHX09-804	PHX-0(229)	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$1,750.0		4/22/09	✓	✓	✓	12/30/09			
PHX09-805	PHX-0(230)	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$1,750.0		4/22/09	✓	✓	✓	12/30/09			

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
PHX09-806	PHX-0(231)	11 Locations Citywide	Design & Costruct Bridge Deck Rehabilitations	ARRA	$2,250.0	$2,250.0		4/22/09	✓	✓	✓	12/30/09			
PHX09-807	PHX-0(232)	6 Locations Citywide	Design & Costruct Bridge Joint Rehabilitations	ARRA	$1,250.0	$1,250.0		4/22/09	✓	✓	✓	12/30/09			
PHX09-808	PHX-0(236)	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	$3,000.0	$3,000.0		4/22/09	✓	✓	✓	2/12/09			
PHX09-809	PHX-0(234)	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	$1,500.0	$1,500.0		4/22/09	✓	✓	✓	1/29/10			
PHX09-810	PHX-0(233)	Citywide Corridors	Design &Procure/Install CCTV	ARRA	$1,000.0	$1,000.0		4/22/09	✓	✓	✓	1/29/10			
PHX09-811	PHX-0(235)	Citywide Corridors	Design &Procure/Install Wireless Communications	ARRA	$500.0	$500.0		4/22/09	✓	✓	✓	1/29/10			
QNC09-801	QCR-0(204)	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	ARRA	$227.3	$227.3		4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	
QNC09-802	QCR-0(205)	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	ARRA	$805.8	$805.8		4/22/09	✓	✓	✓				
SRP09-801	SRI-0(200)	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	$653.9	$653.9		5/27/09	✓	✓	✓				
SCT09-802	SCT-0(209)	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	$4,600.0	$4,600.0		7/22/09	✓	✓	✓				
SCT12-813	SCT-0(206)	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	$439.6	$500.0		4/22/09	✓	✓	✓				
SUR09-801	SUR-0(208)	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	ARRA	$2,933.4	$2,933.4		4/22/09	✓	✓	✓				
TMP09-801	TMP-0(211)	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	ARRA, & Local	$4,362.6	$6,000.0		4/22/09	✓	✓	✓				
WKN09-801	WBG-0(200)	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	ARRA	$644.1	$644.1		4/22/09	✓	✓	✓				
YTN09-801	YTN-0(200)	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	ARRA	$645.9	$645.9		4/22/09	✓	✓					Sent to C&N at ADOT.
					$101,695.7	$124,995.3									

† Obligation date based on PS&E final submittal date. Actual date will dependent on FHWA review period.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
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Project Information			Project Funding			Project Development Status†							
TIP #	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	Citywide	Purchase 2 replacement dial-a-ride vehicles	$126.0	$126.0		6/24/09	NA	✓					
GDY05-202T	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	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about $5M.
GDY06-204T	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	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about $5M.
GDY08-800T	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	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about $5M.
MES08-801T	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	$517.8	$1,800.0		9/30/09		✓					Admin Mod: Modify project costs to lower amount and change funding type to ARRA-Transit and 5309.
MES10-801T	US60/Country Club	Park-and-Ride design	$367.5	$367.5		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-802T	US60/Country Club	Park-and-Ride land acquisition	$3,238.3	$3,238.3		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-803T	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	$765.0	$765.0		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-804T	Gilbert/McDowell	Design regional park-and-ride	$765.0	$765.0		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-805T	Gilbert/McDowell	Construct regional park-and-ride	$517.8	$2,289.0		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-809T	Country Club/US 60	Park-and-Ride construction	$3,228.8	$3,228.8		3/25/09		✓					Admin Mod: Modify project costs to lower amount.
PHX08-704T	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	$1,100.0	$1,100.0		5/27/09		✓	✓	✓		Jun-12	Four design teams were interviewed at the City on January 5. An approval request for a recommended team has been submitted to the Deputy Director.
PHX08-705T	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	$5,500.0	$5,500.0		3/25/09	✓	✓	✓			Dec-10	Bus-only slip ramp portion is completed. Park-and-ride construction bids are due on January 20, 2010. . Construction is scheduled to begin March 2010.
PHX09-611T	Regionwide	Preventive Maintenance	$5,400.0	$11,964.0		3/25/09	NA	NA	✓	✓		Jun-10	Ongoing
PHX09-837T	Bell Rd/SR-51	Bus access crossover	$640.1	$640.1		3/25/09		✓	✓	✓		Jul-10	Three design teams were interviewed January 7. An approval request for a recommended team has been submitted to the Deputy Director.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information			Project Funding			Project Development Status†							
TIP #	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													
PHX09-838T	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	$3,000.0	$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	The construction team has been selected, the contract will be presented to City Council for approval in January 2010. Construction kick-off meeting was held on January 7.
PHX09-839T	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	$300.0	$300.0		3/25/09	NA	✓	✓	✓		Sep-10	Operational review has been completed and we have accepted it. Servers have arrived and are setup, Trapeze has postponed loading the software on the server because there new version of the Bus Stop Manager will be available January 2010
PHX09-840T	Citywide	Bus Stop Improvements	$4,321.2	$4,321.2		3/25/09		✓	✓	✓		Dec-11	Contract with Southwest Fabricators has been reviewed with requested changes. Contract has been signed by Southwest Fabricators and we are awaiting their list of sub-contractors and pertinent information. Goal is to have a pre-conference the middle Jan.
PHX10-818T	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	$5,000.0	$5,000.0		3/25/09		✓	✓			Jan-11	The programming, schematic and design development phases of the project are complete. A refined cost estimate, draft project schedule and 90% plans have been submitted by the consultant team and are under review by staff.
SCT09-803T	Loop 101/Scottsdale Rd	Park-and-Ride construction	$5,000.0	$5,000.0		3/25/09		✓					Receiving FTA guidance on Scottsdale's request to secure a lease for potential site. Environmental documentation underway. Part of second 50%.
TMP09-806T	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	$6,500.0	$6,500.0		3/25/09		✓	✓			Mar-11	Negotiating contract for final design and construction drawings.
VMR09-801T	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	$1,400.0	$1,400.0		5/27/09		✓	✓	✓		Jun-01	A design-build team has been selected and approved by VMR Board.
VMR09-802T	Regionwide	LRT Park and Ride Shade Canopes	$2,500.0	$2,500.0		5/27/09		✓	✓			Dec-09	A design-build team has been selected and approved by VMR Board.
VMT10-807T	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	$0.0	3/25/09	✓	✓	✓			Dec-09	Several parcels in Chandler are expected to be acquired in mid-January. Mesa has "Order of Immediate Possession" hearings schedueld for January and February afor all of their parcels.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information			Project Funding			Project Development Status†							
TIP #	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													
VMT10-807T	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	$4,154.3	3/25/09	✓	✓	✓			Jul-10	A notice to proceed is expected to be issued to D.L. Withers Construction in January. The Board is scheduled to award the contract for purchase and installation of 26 fare vending machines at the January 22 meeting. An IGA between RPTA and Metro Rail is being finalized and expected to be executed in January for Metro Rail staff to perform Construction Management Oversight on the project.
			$67,762.2	$81,823.3									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
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Project Information				Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Transportation Enhancements														
CHN09-805	CHN-0(014)	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	$750,000	$1,161,610		5/27/09	✓	✓	✓				Authorized 08/11/2009 but hold back NTP pending resolution of sole-source issue.
GLB04-303R	GIL-0(015)	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	$270,000	$680,000	$297,600	5/27/09	✓	✓	✓	9/9/09	9/18/09		
GLB08-801	GIL-0(202)	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	$578,670	$578,670		5/27/09	✓	✓	✓	9/9/09			
GLN08-611	GLN-0(201)	Old Roma Alley	Design and construct pedestrian enhancements and landscape	$732,562	$732,562		5/27/09	✓	✓	✓	12/3/09			
MMA09-725	MMA-0(201)	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	✓	✓	✓	6/25/09	7/21/09	Dec-09	Construction scheduled to begin Oct 5, 09.
MES09-806	MES-0(021)	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	✓	✓	✓				PH IIA auth; Adding PHIIV after 12-3 MAG TIP action
SCT09-703	SCT-0(200)	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	$1,632.3	$3,117.3		5/27/09	✓	✓	✓	6/23/09			Project is using $750,000 TE ARRA funds plus $882,333 MAG ARRA funds.
SCT09-801	SCT-0(203)	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	$600,000	$625,402		5/27/09	✓	✓	✓	11/2/09			
TMP09-704	TMP-0(202)	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 package being prepared.
				$5,181,232	$7,805,436									

Agenda Item #5F

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

DATE:
March 2, 2010

SUBJECT:
Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Include the Southeast Corridor Major Investment Study

SUMMARY:
The Arizona Department of Transportation (ADOT) is in the process of completing an Environmental Impact Statement (EIS) for the widening of Interstate 10/Maricopa Freeway between the SR-51/SR-202L/Red Mountain "Mini-Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. The subject of this EIS is an environmental clearance that would allow the reconstruction of the Interstate 10/SR-143/48th Street traffic interchange, connection improvements to the US-60/Superstition Freeway and the Interstate 17/Black Canyon Freeway traffic interchanges, construction of an additional high occupancy vehicle (HOV) lane between Interstate 17 and US-60, and implementation of a local-express lane system to provide additional capacity along Interstate 10 that could accommodate more than 400,000 vehicles per day. ADOT is in the process of wrapping up this EIS and proposes obtaining a Record of Decision, the final action in the EIS process, in early 2011.

Presently, the Regional Freeway and Highway Program of the MAG Regional Transportation Plan provides approximately $450 million for an initial phase of the project between 32nd Street and SR-202L/Santan-South Mountain Freeways. The remaining section of the project, from 32nd Street to SR-51/SR-202L/Red Mountain Freeway, is estimated to cost $500 million and is presently identified for implementation in the fifth phase of the Regional Transportation Plan.

During the course of the EIS, questions have been raised by MAG member agencies about the investment being made in this corridor and the need for alternative transportation options (in addition to widening Interstate 10 and improving the system traffic interchanges) to accommodate the growing travel demand between the East Valley and Central Phoenix. MAG proposes conducting the Southeast Corridor Major Investment Study for these purposes. The work program for this Study will contain the following tasks:

- Review of all transportation investments proposed for the Southeast Corridor, including those proposed along other parallel facilities, such as SR-101L/Price Freeway and SR-202L/Red Mountain Freeway.

- Study of the travel demand shed between the East Valley and Central Phoenix to identify the potential for alternative transportation mode strategies to accommodate demand in addition to freeway widening scenarios.

- Consultation with project stakeholders on the project's findings and recommendations.

- Development of a preferred investment strategy for the Southeast Corridor.

An aggressive schedule is recommended for completing this study in advance of the targeted completion date for the Interstate 10 EIS project. To accomplish this schedule, an amendment of the FY 2010 MAG Unified Planning Work Program and Annual Budget for $300,000 for consultant planning and engineering services is requested.

PUBLIC INPUT:
No public input has been received.

PROS & CONS:
PROS: As presently proposed, an investment of approximately $1 billion is proposed for the Southeast Corridor to accommodate future travel demand, primarily in facilitating widening of Interstate 10. The outcome of this study will evaluate the suitability of this investment measured against the ability to incorporate alternative transportation strategies in the corridor. In light of current economic conditions, this study's results may provide the region with options to consider in making the appropriate investments for the Southeast Corridor.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The outcome and subsequent actions taken by the Regional Council based upon the findings of this study could affect the timing of the Interstate 10 EIS and ultimately the timing of improvements in the Southeast Corridor. However, this process could result in a plan for the Southeast Corridor that provides the best value for accommodating increasing travel demand between the East Valley and Central Phoenix.

POLICY: The Southeast Corridor Major Investment Study will provide guidance to MAG, ADOT, and other affected jurisdictions and agencies with a comprehensive approach for accommodating the travel demand between the East Valley and Central Phoenix.

ACTION NEEDED:
Recommend amending the FY 2010 Unified Planning Work Program and Annual Budget for $300,000 to provide for the Southeast Corridor Major Investment Study.

PRIOR COMMITTEE ACTIONS:
No prior committee action has been taken on this matter.

CONTACT PERSON:
Bob Hazlett, MAG Senior Engineer, 602 254-6300.

Agenda Item #5G

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

DATE:
March 2, 2010

SUBJECT:
Consultant Selection for the 2010 Phase I Inner Loop Traffic Operations Model Development

SUMMARY:
The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes $500,000 to conduct Phase I of the 2010 Inner Loop Traffic Operations Model Development. This is a multi-year/multi-phase project and at MAG's discretion, the selected consultant may also be retained to complete additional phases of the project. Future phases of the project will be subject of separate contracts to be authorized at a future date by MAG.

This model is being developed to support the Central Phoenix Transportation Framework Study. It will encompass a study area bounded by Loop 101 on the north, east, and west, and the Gila River Indian Community on the south. This project represents a first step into simulation modeling for MAG and will include a period of research and design to focus this new program with meaningful results to assist not only the Central Phoenix Transportation Framework Study, but other transportation planning efforts beyond the scope of that particular study.

The Request for Proposals was advertised on December 10, 2009. Eight proposals were received from Telvent, Fehr & Peers, PBS& J, Inc., Burgess and Niple, Jacobs, Wilbur Smith Associates, Cambridge Systematics, and Caliper Corporation. A multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff reviewed the proposal documents and, on February 23, 2010, the proposal evaluation team recommended to MAG the selection of Caliper Corporation to conduct phase I of the project in an amount not to exceed $500,000.

PUBLIC INPUT:
No public input has been received.

PROS & CONS:
PROS: In contrast the MAG Travel Demand Model where the mass movements of traffic are modeled to yield forecasts, traffic operations model focus upon the individual trip taker and the efficiency of those movements on the regional network. When completed, the Inner Loop Traffic Operations Model will provide MAG and its member agencies with the ability to simulate traffic operations during peak periods and thereby test varying scenarios that represent improvements to the regional transportation network.

CONS: Delaying the above work element could delay other projects occurring in the area. An example would be the Central Phoenix Transportation Framework Study and the City of Phoenix General Plan Update. Both studies will rely upon results generated by this traffic operations model.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The procurement of consultant services will enable MAG to obtain technical expertise in the long-range framework planning process.

POLICY: None at this time. From a policy perspective, this study's recommendations provide guidance and coordinated multimodal transportation vision to the central Phoenix metropolitan area.

ACTION NEEDED:
Recommend that Caliper Corporation be selected to conduct 2010 Phase I of the Inner Loop Traffic Operations Model for an amount not to exceed $500,000.

PRIOR COMMITTEE ACTIONS:
On February 22, 2010, the proposal evaluation team recommended to MAG the selection of Caliper Corporation to conduct the 2010 Phase I of the Inner Loop Traffic Operations Model for an amount not to exceed $500,000.

Ray Dovalina, City of Phoenix Street Transportation Department
Madhuli Uddanju, City of Phoenix Street Transportation Department
Dave Meinhart, City of Scottsdale
Keith Killough, Arizona Department of Transportation
Purab Adabala, City of Glendale
Vladimir Livshits, Maricopa Association of Governments
Sarath Joshua, Maricopa Association of Governments
Leo Luo, Maricopa Association of Governments
Haidong Zhu, Maricopa Association of Governments
Tim Strow, Maricopa Association of Governments
Bob Hazlett, Maricopa Association of Governments

CONTACT PERSON:
Bob Hazlett, Senior Transportation Engineer, MAG 602 254-6300.

Agenda Item #5H

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

DATE:
March 2, 2010

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 amendment and administrative modification includes several projects, including an Arizona Department of Transportation request to add new highway design and right-of-way projects and modify project costs in the program. 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 March 26, 2010.

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, Valley Metro Rail, 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

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March 2, 2010

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
Stephen Banta, Valley Metro Rail
Lawrence Odle, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, 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 amendment and administrative modification includes several projects, including an Arizona Department of Transportation request to add new highway design and right-of-way projects and modify project costs in the program. Comments on the conformity assessment are requested by March 26, 2010.

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 December 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: Ira Domsky, 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 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 December 16, 2009 remains unchanged by this action.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Miles	Fund Type	ARRA Cost	Federal Cost	Regional Cost	Local	Total Cost	Requested Change	Conformity Assessment
BKY09-801T	Buckeye	I-10/ Jackrabbit Trail	Acquire right of way regional park-and-ride	2010	0	Public Transportation Fund (PTF)	-	$ -	$ 1,583,463		$ 1,583,463	Amend Tip to change the location of the project from Miller Rd at I-10 to Jackrabbit Trail at I-10	The new project is considered exempt from regional emissions analysis under the category "Bus terminals and transfer points". The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
BKY09-802T	Buckeye	I-10/ Jackrabbit Trail	Design regional park-and-ride (I-10/ Jackrabbit Trail)	2010	0	PTF	-	$ -	$ 278,689		$ 278,689	Amend Tip to change the location of the project from Miller Rd at I-10 to Jackrabbit Trail at I-10	The new project is considered exempt from regional emissions analysis under the category "Bus terminals and transfer points". The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-842	ADOT	I-10: 32nd St - SR202L, Santan, Phase 1	R/W Acquisition	2010	11	RARF	-	$ -	$45,000,000	$ -	$ 45,000,000	Administratively Adjust TIP to reflect cost reduction of $5,000,000; Regional cost is now $45,000,000 and was previously $50,000,000	A minor project revision is needed to reduce funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-965	ADOT	85: I-8 TI, Phase 1	Utilities Construction	2010	0	State	-	$ -	$ -	$ 1,400,000	$ 1,400,000	Administratively Adjust TIP to reflect cost reduction of $200,000; The local cost is now $1,400,000; It was previously $1,600,000.	A minor project revision is needed to reduce funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-966	ADOT	85: I-8 TI, Phase 1	Right of Way	2010	0	State	-	$ -	$ -	$ 2,000,000	$ 2,000,000	Amend TIP to reduce the scope of the project and reflect a $7,500,000 cost reduction; The scope previously included a Phase II and had a Local cost of $9,500,000.	A minor project revision is needed to reduce funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-967	ADOT	85: I-8 TI, Phase 1	Construct TI	2010	0	Highway Safety Improvement Program (HSIP)	-	$ 23,575,000	$ -	$ 1,425,000	$ 25,000,000	Amend TIP to change funding source to HSIP and increase federal cost $14,993,700; The project previously included $8,581,300 in STP-AZ funding.	A minor project revision is needed to change funding source and increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-969	ADOT	303: I-10 Reliever/MC85 to I-10	Right of Way Protection	2010	0	STP-AZ	-	$ 4,715,000	$ -	$ 285,000	$ 5,000,000	Amend TIP to add new right-of-way protection project in 2010	The addition of the new project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-970	ADOT	303: Peoria Ave to Waddell Rd	Right of Way Acquisition	2010	0	STP-AZ	-	$ 9,430,000	$ -	$ 570,000	$ 10,000,000	Amend TIP to add new right-of-way acquisition project in 2010	The addition of the new project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-971	ADOT	303: Waddell Rd to Mountain View Rd	Right of Way Acquisition	2010	0	STP-AZ	-	$ 33,665,100	$ -	$ 2,034,900	$ 35,700,000	Amend TIP to add new right-of-way acquisition project in 2010	The addition of the new project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-972	ADOT	303: I-10/SR 303 TI, Phase 1, I-10 Alignment	Right of Way Acquisition	2010	0	STP-AZ	-	$ 57,523,000	$ -	$ 3,477,000	$ 61,000,000	Amend TIP to add new right-of-way acquisition project in 2010	The addition of the new project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Agenda Item #5I

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

DATE:
March 2, 2010

SUBJECT:
Consultation on Proposed Transportation Conformity Processes for the 2010 MAG Conformity Analysis

SUMMARY:
Federal and State conformity regulations require that Metropolitan Planning Organizations consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the transportation improvement program and transportation plan. On March 2, 2010, MAG distributed for interagency consultation the conformity processes on the selection of proposed models, associated methods, and assumptions, identification of exempt projects, and ensuring the timely implementation of transportation control measures. The proposed processes will be applied beginning with the upcoming conformity analysis for the FY 2011-2015 MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan 2010 Update. Comments regarding this material are requested by March 26, 2010.

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

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

CONS: The consultation on transportation conformity requires additional time in the development of the FY 2011-2015 MAG Transportation Improvement Program and the MAG Regional Transportation Plan 2010 Update.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The 2010 MAG Conformity Analysis will be based upon the latest planning assumptions and EPA-approved emissions models.

POLICY: The consultation for the conformity processes is being conducted in accordance with federal regulations and MAG Conformity Consultation Processes adopted by the Regional Council.

ACTION NEEDED:
Consultation.

PRIOR COMMITTEE ACTIONS:
None.

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

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March 2, 2010

TO: Leslie Rogers, Federal Transit Administration
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Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON PROPOSED TRANSPORTATION CONFORMITY PROCESSES FOR THE 2010 MAG CONFORMITY ANALYSIS

The Maricopa Association of Governments is distributing for interagency consultation the proposed transportation conformity processes to be applied beginning with the upcoming conformity analysis for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update. Consultation on the proposed processes is required under MAG conformity consultation procedures that were developed to meet state and federal requirements. Please provide any comments regarding this material by March 26, 2010. Additional opportunities for comment on this consultation item are anticipated at the March 10, 2010 MAG Management Committee and March 31, 2010 MAG Regional Council meetings.

The following information is being transmitted for consultation:

- Attachment A documents the models, associated methods, and assumptions to be used in regional emissions analyses.
- Attachment B documents the process for ensuring timely implementation of transportation control measures.
- Attachment C documents the process for types of projects considered exempt from conformity requirements.

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

Attachments

cc: Ira Domsky, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

ATTACHMENT A

DRAFT

MODELS, ASSOCIATED METHODS, AND ASSUMPTIONS FOR USE IN REGIONAL EMISSIONS ANALYSES

In accordance with the transportation conformity rule 40 CFR 93.105(c)(1)(i), the Maricopa Association of Governments (MAG) is conducting interagency consultation on the models, associated methods, and assumptions to be applied beginning with the regional emissions analysis for a conformity determination on the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update (RTP). MAG conducts consultation on the models, associated methods, and assumptions for use in regional emissions analyses at the outset of the process to prepare a conformity analysis for a new TIP and RTP.

In February 1996, the MAG Regional Council adopted conformity consultation processes in response to federal and state requirements (MAG, 1996a). The MAG process M-1 directly addresses the requirement for periodic consultation on models, associated methods, and assumptions to be used in hot-spot analyses and regional emissions analyses. The process indicates that regional emissions analyses are to use the latest United States Environmental Protection Agency (EPA) approved motor vehicle emissions models and that all model inputs use the latest planning assumptions as required in 40 CFR Sections 93.110-111.

Consultation on the 2010 MAG Conformity Analysis is being conducted with the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, Valley Metro Rail, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, United States Environmental Protection Agency, and MAG member agencies (e.g. Maricopa County, cities, towns, and Indian communities).

The following sections describe the proposed approach for regional emissions analyses, including the methodology, latest planning assumptions, transportation modeling, and air quality modeling to be applied for the 2010 MAG Conformity Analysis.

I. PROPOSED METHODOLOGY FOR THE 2010 MAG CONFORMITY ANALYSIS

The criteria for determining conformity of transportation programs and plans under the federal conformity rule (40 CFR Parts 51 and 93) and the applicable conformity tests for the Maricopa County nonattainment and maintenance areas are summarized in this section. The 2010 MAG Conformity Analysis will be prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by a summary of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years.

FEDERAL AND STATE CONFORMITY RULES

Clean Air Act Amendments

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and Metropolitan Planning Organizations (MPOs) not approve any transportation project, program, or plan which does not conform with the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

> Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The expanded Section 176(c) also provided conditions for approval of transportation plans, programs, and projects; requirements that the Environmental Protection Agency promulgate conformity determination criteria and procedures no later than November 15, 1991; and a requirement that States submit their conformity procedures to EPA by November 15, 1992. The initial November 15, 1991 deadline for conformity criteria and procedures was not met by EPA.

Federal Rule

Supplemental interim conformity guidance was issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter less than or equal to ten microns in diameter. The applicable period of this guidance was designated as Phase 1 of the interim period. EPA subsequently promulgated the Conformity Final Rule, in the November 24, 1993 *Federal Register* (EPA, 1993). The Rule became effective on December 27, 1993. The federal Transportation Conformity Final Rule has been revised several times since its initial release. The first set of amendments, finalized on August 7, 1995, (EPA, 1995a) aligned the dates of conformity lapses due to SIP failures with the application of Clean Air Act highway sanctions for certain ozone areas and all areas with disapproved SIPs with a protective finding.

The second set of amendments was finalized on November 14, 1995 (EPA, 1995b). This set allowed any transportation control measure (TCM) from an approved SIP to proceed during a conformity lapse, and aligned the date of conformity lapses with the date of application of Clean Air Act highway sanctions for any failure to submit or submissions of an incomplete control strategy SIP. The second set also corrected the nitrogen oxides provisions of the transportation conformity rule consistent with the Clean Air Act and previous commitments made by EPA. Finally, the amendments extended the grace period for areas to determine conformity to a submitted control

strategy SIP, and established a grace period for determining conformity on transportation plans and programs in recently designated nonattainment areas. This grace period was later overturned in *Sierra Club v. EPA* in November 1997.

The third set of amendments was finalized August 15, 1997 (EPA, 1997a). These amendments streamlined the conformity process by eliminating the reliance on the classification system of "Phase II interim period," "transitional period," "control strategy period," and "maintenance period" to determine whether the budget test and/or emission reduction tests apply. The amendments also changed the time periods during which the budget test and the "Build/No Build" test are required.

To incorporate provisions from the *Sierra Club v. EPA* court decision, EPA promulgated an amendment to the transportation conformity rule on April 10, 2000 that eliminated a one-year grace period for new nonattainment areas before conformity applies (EPA, 2000a). Then on August 6, 2002, the EPA promulgated an amendment to the transportation conformity rule which requires conformity to be determined within 18 months of the effective date of the EPA *Federal Register* notice on an budget adequacy finding in an initial SIP submission and established a one-year grace period before conformity is required in areas that are designated nonattainment for a given air quality standard for the first time (EPA, 2002b).

On July 1, 2004, EPA published the final rule, Transportation Conformity Rule Amendments for the New Eight-Hour Ozone and PM-2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments - Response to Court Decision and Additional Rule Changes (EPA, 2004a). The rule describes transportation conformity requirements for the new eight-hour ozone and fine particulate matter (PM-2.5) standards. The rule also incorporates existing EPA and United States Department of Transportation (U.S. DOT) guidance that implements the March 2, 1999, court decision and provides revisions that clarify the existing regulation and improve its implementation. On July 20, 2004, EPA issued a *Federal Register* notice that corrects two errors in the preamble to the July 1, 2004 final rule.

On February 14, 2006, EPA and U.S. DOT jointly issued guidance on the implementation of the transportation conformity-related provisions from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The transportation bill, which became law on August 10, 2005, made several changes to the transportation conformity provisions in Section 176(c) of the Clean Air Act. On January 24, 2008, EPA issued a final rule on the transportation conformity amendments to implement the conformity provisions contained in SAFETEA-LU (EPA, 2008a). A summary of the key conformity provisions are:

- Additional time is provided for areas to redetermine conformity of existing transportation plans and programs from 18 months to two years after the date that EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.

- The requirement for frequency of conformity determinations on updated transportation plans and programs is changed from three to four years, except when the MPO elects to update a transportation plan or program more frequently, or when the MPO is required to determine conformity after EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.

- Conformity determinations for transportation plans shall include the final year of the transportation plan as a horizon year, or optionally, after consultation with the air pollution control agency and the public and consideration of comments, the MPO may elect the longest of the following periods: the first 10-year period of the transportation plan; the latest year in the implementation plan that contains a motor vehicle emissions budget; the year after the completion date of a regionally significant project if the project is included in the transportation improvement program or the project requires approval before the subsequent conformity determination.

  In addition, if the MPO elects to determine conformity for a period less than the last horizon year of the transportation plan, the conformity determination must include a regional emissions analysis for the last year of the transportation plan and for any year shown to exceed emission budgets from a previous conformity determination, for information only. The analysis years selected for the 2010 MAG Conformity Analysis are described later in this section, and include the last year of the MAG Regional Transportation Plan 2010 Update.

- Allows the substitution of transportation control measures in an implementation plan that achieve equivalent or greater emissions reductions than the control measure to be replaced and that are consistent with the schedule provided for control measures in the plan. The substitution or addition of a transportation control measure shall not require a new conformity determination for the transportation plan or a revision of the implementation plan.

- An additional 12 month grace period is provided after a missed deadline before conformity lapses on a transportation plan or program. This provision applies to two types of conformity determination deadlines: the deadline resulting from the requirement to determine conformity for the transportation plan and program at regular intervals and the deadlines resulting from the requirement for a conformity redetermination within two years of an EPA action approving or finding a motor vehicle emissions budget adequate.

- Requires a conformity SIP amendment addressing requirements from Title 40 CFR sections 93.105, 93.122(a)(4)(ii), and 93.125(c) of the federal transportation conformity regulations.

In addition, on April 5, 2006 EPA rules became effective for establishing criteria for determining which transportation projects must be analyzed for particulate emissions impacts in PM-2.5 and PM-10 nonattainment and maintenance areas.

State Rule

State rules for transportation conformity were adopted on April 12, 1995, by the Arizona Department of Environmental Quality (ADEQ), in response to requirements in Section 176(c)(4)(C) of the Clean Air Act as amended in 1990 (ADEQ, 1995). These rules became effective upon their certification by the Arizona Attorney General on June 15, 1995 and, as required by the federal conformity rule, were submitted to EPA as a revision to the State transportation conformity SIP.

To date, a State transportation conformity SIP has not received approval by EPA. Section 51.390(b) of the federal conformity rule states: "Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures." The federal transportation conformity rule therefore still governs, as a transportation conformity SIP has not yet been approved for this area.

The State rule specifies that MPOs (i.e., MAG, for this region) must develop specific conformity guidance and consultation procedures and processes. MAG has developed and adopted two conformity guidance documents to meet State requirements. MAG developed the "Transportation Conformity Guidance and Procedures" document, which was adopted initially on September 27, 1995 by the MAG Regional Council. The document was revised by the MAG Regional Council on March 27, 1996 (MAG, 1996b). This guidance document addresses both the determination of "regional significance" status for individual transportation projects, and the process by which regionally significant projects may be approved.

MAG also developed the "Conformity Consultation Processes" document, which was adopted on February 28, 1996 by the MAG Regional Council (MAG, 1996a). This guidance document details the public and interagency consultation processes to be used in the development of regional transportation plans, programs, and projects within the Maricopa County nonattainment area.

Case Law

On November 14, 1997, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Sierra Club v. EPA* involving the 1995 transportation conformity amendment that allowed new nonattainment areas a one-year grace period. Under this ruling, conformity applied as soon as an area was designated nonattainment. The EPA issued a final rule on April 10, 2000 in the *Federal Register* deleting 40 CFR 93.102(d) that allowed the grace period for new nonattainment areas (EPA, 2000a). Then, on October 27, 2000, the FY 2001 EPA Appropriations bill included an amendment to Section 176(c) of the Clean Air Act that adds the one-year grace period to the statutory language.

On March 2, 1999, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Environmental Defense Fund v. EPA* involving the 1997 transportation conformity amendments. In general, the court struck down 40 CFR 93.120(a)(2) which permitted a 120-day grace period after

disapproval of a SIP; determined that the EPA must approve a "safety margin" prior to its use for conformity in 40 CFR 93.124(b); concluded that a submitted SIP budget must be found by EPA to be adequate, based on criteria found in 40 CFR 93.118(e)(4) before it can be used in a conformity determination; and ended a provision that allowed "grandfathered" projects to proceed during a conformity lapse.

Following the court ruling, the EPA and U.S. DOT issued guidance to address implementation of conformity requirements based on the court findings. The EPA issued guidance contained in a May 14, 1999 memorandum (EPA, 1999b). In addition, the U.S. DOT issued guidance on June 18, 1999 that incorporates all U.S. DOT guidance in response to the court decision in a single document (U.S. DOT, 1999). On July 1, 2004, transportation conformity rule amendments were published in the *Federal Register* to incorporate provisions of the *Environmental Defense Fund v. EPA* court decision.

On October 20, 2006, the U.S. Court of Appeals for the District of Columbia filed an opinion vacating a provision of the transportation conformity rule at 40 CFR 93.109(e)(2)(v) that allowed areas to use the interim emission tests instead of the one-hour budgets. All other provisions regarding the use of the interim emissions tests remain unaffected by the court decision. Table A-1 summarizes the criteria for conformity determinations for transportation projects, programs, and plans, as specified in amendments to the federal conformity rule.

CONFORMITY RULE REQUIREMENTS

The federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

1) *Conformity Tests* — Sections 93.118 and 93.119 specify emission tests (budget and interim emissions) that the TIP and RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity rule issued in January 2008 requires a submitted SIP motor vehicle emissions budget to be affirmed as adequate by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's finding of adequacy.

2) *Methods / Modeling:*

   Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins, which is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation." (EPA, 2008b) This section of the conformity rule also requires reasonable assumptions to be made regarding transit service and changes in projected fares.

TABLE A-1
CONFORMITY CRITERIA FROM THE FINAL RULE

Applicability	Pollutant	Section	Requirement
All Actions at All Times	CO, Ozone, PM-10	93.110	Latest Planning Assumptions
		93.111	Latest Emissions Model
		93.112	Consultation
Transportation Plan (RTP)	CO, Ozone, PM-10	93.113(b)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
TIP	CO, Ozone, PM-10	93.113(c)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
Project (From a Conforming Plan and TIP)	CO, Ozone, PM-10	93.114	Currently Conforming Plan and TIP
		93.115	Project From a Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
Project (Not From a Conforming Plan or TIP)	CO, Ozone, PM-10	93.113(d)	TCMs
		93.114	Currently Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
	CO, Ozone, PM-10	93.118 and/or 93.119	Emissions Budget and/or Interim Emissions

Source: Adapted from (EPA, 2008b), Section 93.109(b), "Table 1 - Conformity Criteria".

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP and RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the federal regulations. These include:

- MAG is required to provide reasonable opportunity for consultation with local air quality and transportation agencies, state air and transportation agencies, and the U.S. DOT and EPA (Section 93.105(c)(1)).

- MAG is required to establish a proactive public involvement process which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

Under the interagency consultation procedures, the RTP is prepared by MAG staff with guidance from the MAG Transportation Policy Committee, the MAG Management Committee, and the MAG Regional Council. Copies of the final Draft are provided to MAG member agencies and others, including the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), ADEQ, Regional Public Transportation Authority (RPTA), Valley Metro Rail, City of Phoenix Public Transit Department, Pinal County Air Quality Control District (PCAQCD), Central Arizona Association of Governments (CAAG), Maricopa County Air Quality Department (MCAQD), and EPA. The RTP is required to be publicly available and an opportunity for public review and comment is provided.

The TIP is prepared by MAG staff with the assistance of the MAG modal committees, Transportation Review Committee, and Transportation Policy Committee. Copies of the Draft TIP are provided to MAG member agencies and others, including FTA, FHWA, ADOT, ADEQ, RPTA, Valley Metro Rail, City of Phoenix Public Transit Department, MCAQD, CAAG, PCAQCD, and EPA for review. As with the RTP, the TIP is required to be publicly available and an opportunity for public review and comment is provided.

AIR QUALITY DESIGNATIONS

Portions of Maricopa County are currently designated as nonattainment or maintenance for the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), eight-hour ozone, and particulate matter less than or equal to ten microns in diameter (PM-10). Air quality plans have been prepared to address carbon monoxide, one-hour ozone, eight-hour ozone, and PM-10:

- The Revised MAG 1999 Serious Area Carbon Monoxide Plan, reflecting the repeal of the remote sensing program by the Arizona Legislature in 2000, was submitted to EPA in March 2001 and approved by EPA effective April 8, 2005;

- The Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in June 2003 and approved by EPA effective April 8, 2005;

- The EPA approved and promulgated a Revised 1998 15 Percent Rate of Progress Plan for Ozone (Revised ROP FIP) for the Maricopa County nonattainment area, effective August 5, 1999;

- The Serious Area Ozone State Implementation Plan for Maricopa County was prepared by ADEQ and submitted to EPA in December 2000 to meet the Serious Area requirements. No budget is contained in the Serious Area Ozone Plan. EPA approved the Serious Area Ozone Plan, effective June 14, 2005;

- The One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004 and approved by EPA effective June 14, 2005;

- The MAG Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to EPA by June 15, 2007;

- The Revised MAG 1999 Serious Area Particulate Plan for PM-10 was submitted to EPA in February 2000 and approved by EPA effective August 26, 2002; and

- The MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA by December 31, 2007.

- The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area was submitted to EPA in March 2009.

The boundaries of the nonattainment and maintenance areas are identified below, followed by a summary of the attainment status for each pollutant for the Maricopa County region.

Nonattainment and Maintenance Boundaries

Nonattainment and maintenance areas in Maricopa County are shown in Figure A-1. The carbon monoxide maintenance boundary, encompasses 1,814 square miles (approximately 20 percent) of the county. This boundary was originally specified in 1974.

On March 9, 2005, EPA published a final rule redesignating portions of Maricopa County to attainment for carbon monoxide and also removed the Gila River Indian Community from the Maricopa County maintenance area, effective April 8, 2005 (EPA, 2005a).

Portions of the Maricopa County area, including the Gila River Indian Community, were designated nonattainment for one-hour ozone in September 1979. On June 14, 2005, EPA redesignated the area to attainment for one-hour ozone. The associated designations and classifications for the one-hour standard were revoked on June 15, 2005. On November 10, 2005, EPA published a direct final rule to correct the boundary of the Phoenix metropolitan one-hour ozone nonattainment area to exclude a portion of the Gila River Indian Community, effective January 9, 2006.

On April 15, 2004, EPA designated an eight-hour ozone nonattainment area located mainly in Maricopa County and Apache Junction in Pinal County. On April 30, 2004, EPA published the air quality designations and classifications for the eight-hour ozone standard that includes T1N, R8E and sections 1 through 12 of T1S, R8E in Pinal County (EPA, 2004b). As shown in Figure A-1, the eight-hour boundary excludes the Gila River Indian Community. The eight-hour ozone nonattainment area covers approximately 4,880 square miles.

Following promulgation of the PM-10 standard in 1987, EPA identified a larger PM-10 nonattainment area in 1990. The PM-10 nonattainment area encompasses 2,916 square miles, consisting of a 48 by 60 mile rectangular grid encompassing eastern Maricopa County, plus a six by six mile section that includes a portion of the City of Apache Junction in Pinal County.

Attainment Status

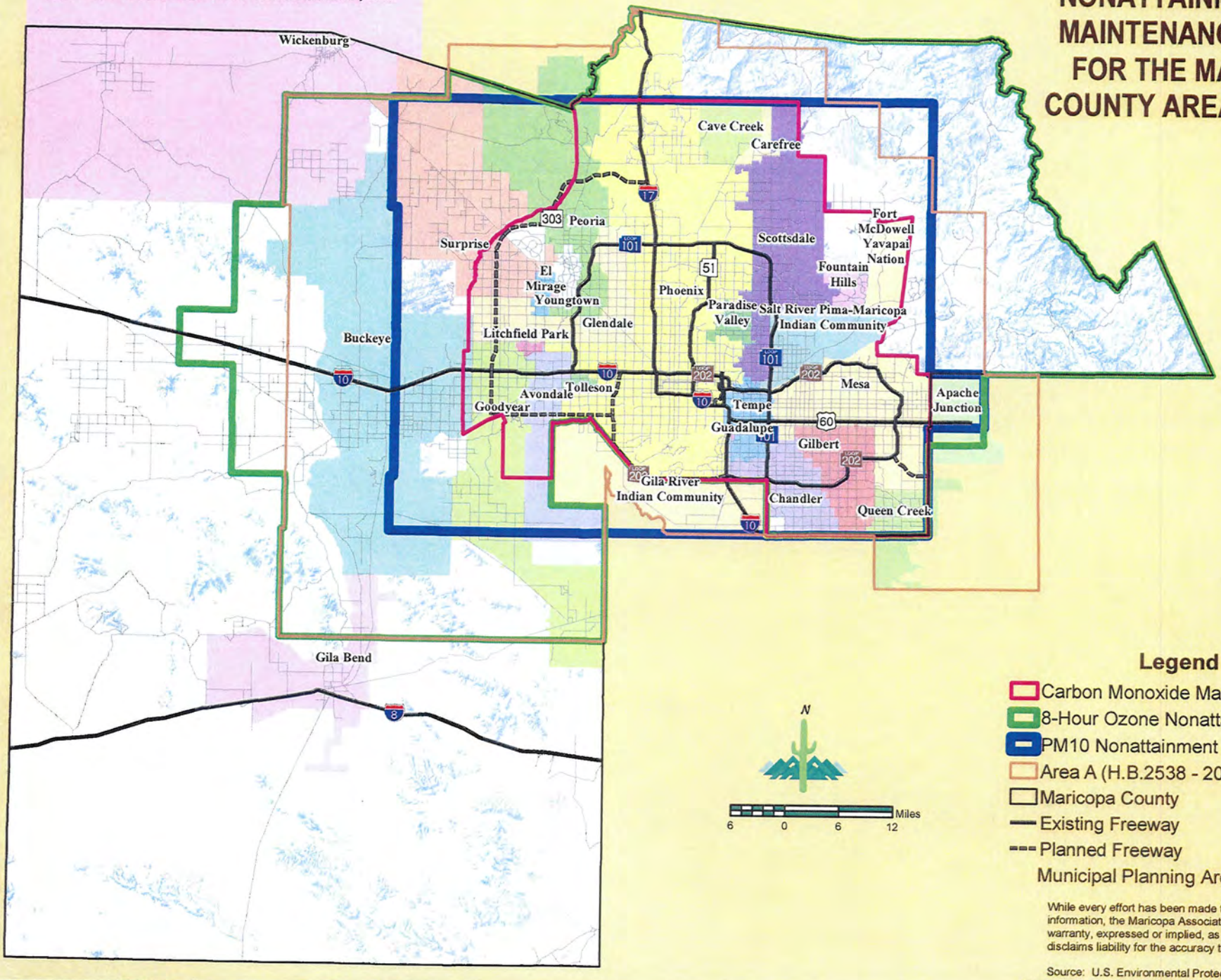
Following the requirements of the 1990 Clean Air Act Amendments, EPA initially classified the MAG region as a "Moderate" nonattainment area for the eight-hour CO standard, with a design value of 12.6 parts per million (ppm), exceeding the current NAAQS of 9.0 ppm. The standard was not achieved by the Clean Air Act deadline of December 31, 1995. The area was reclassified to "Serious" by operation of law in July 1996, with an effective date of August 28, 1996 (EPA, 1996b). The new carbon monoxide attainment date was December 31, 2000. No violations of the carbon monoxide standard have occurred since 1996. The State, in a July 23, 1999 letter, requested a carbon monoxide attainment determination from the EPA.

In June 2003, the MAG Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA. The CO Maintenance Plan demonstrated that all Clean Air Act requirements had been met and requested that EPA redesignate

MARICOPA ASSOCIATION of GOVERNMENTS

Prepared by the Maricopa Association of Governments, January 2010

FIGURE A-1: AIR QUALITY NONATTAINMENT AND MAINTENANCE AREAS FOR THE MARICOPA COUNTY AREA, ARIZONA



Legend

- Carbon Monoxide Maintenance Area
- 8-Hour Ozone Nonattainment Area
- PM10 Nonattainment Area
- Area A (H.B.2538 - 2001)
- Maricopa County
- Existing Freeway
- Planned Freeway
- Municipal Planning Areas shaded

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Source: U.S. Environmental Protection Agency,
i:/projects/air_quality/maps/85x11/aq_bounds_with_AreaA_MPA.mxd

the area to attainment for carbon monoxide. On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the Carbon Monoxide Maintenance Plan, effective April 8, 2005 (EPA, 2005a).

Under the 1990 Clean Air Act Amendments, the Maricopa County nonattainment area was classified as "Moderate" for the one-hour ozone standard. The standard was not achieved by the deadline of November 19, 1996. On November 6, 1997, EPA reclassified the area to "Serious" for ozone (EPA, 1997b), effective February 13, 1998 (EPA, 1998). The new ozone attainment date was November 19, 1999. Prior to EPA's revocation of the one-hour ozone standard in 2005, no violations of the standard had occurred since 1996. The State, in a February 21, 2000 letter, requested an ozone attainment determination. On May 30, 2001, the Environmental Protection Agency published a final attainment determination for the one-hour ozone standard (EPA, 2001a).

The MAG One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004. The MAG One-Hour Ozone Maintenance Plan demonstrated that all Clean Air Act requirements had been met and requested that EPA redesignate the area to attainment for one-hour ozone (MAG, 2004). On June 14, 2005, EPA published the final rule in the *Federal Register* approving the One-Hour Ozone Maintenance Plan and redesignating the one-hour ozone area to attainment (EPA, 2005b). EPA revoked the one-hour ozone standard on June 15, 2005.

On April 30, 2004, EPA published the final rule designating eight-hour ozone nonattainment areas, effective June 15, 2004. The eight-hour ozone nonattainment area in Maricopa and Pinal Counties is classified under Section D, Subpart 1, of the Clean Air Act referred to as "Basic" nonattainment, with an attainment date of June 15, 2009. The boundary of the eight-hour ozone nonattainment area is shown in Figure A-1. The MAG 2007 Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to the EPA by June 15, 2007. The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area was submitted to EPA in March 2009.

Under Section 107(d)(4) of the 1990 Clean Air Act Amendments, the PM-10 nonattainment area was initially classified as "Moderate," with an attainment deadline of December 31, 1994. The standard was not achieved by this date. EPA reclassified the region to "Serious" in May 1996, with an effective date of June 10, 1996 (EPA, 1996a). The new attainment date for PM-10 was December 31, 2001 for Serious areas; however the Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area contained a request to extend the attainment date to December 31, 2006, as allowed in the Clean Air Act Amendments (MAG 2000a). In the July 25, 2002 *Federal Register*, the Environmental Protection Agency published the final approval of the Revised MAG 1999 Serious Area Particulate Plan for PM-10, including the request to extend the attainment date to December 31, 2006.

On May 25, 2007, EPA issued a final rule finding that the Maricopa County nonattainment area did not attain the PM-10 standard by December 31, 2006. In accordance with Section 189(d) of the Clean Air Act, MAG prepared a Five Percent Plan for PM-10 that was submitted to EPA by December 31, 2007 (MAG, 2007b).

In addition, on July 18, 1997 EPA promulgated federal air quality standards for PM-2.5. On January 5, 2005, EPA published a notice designating the region as an attainment area for PM-2.5, effective April 5, 2005.

CONFORMITY TEST REQUIREMENTS

Specific conformity test requirements established for the carbon monoxide maintenance area and the eight-hour ozone and PM-10 nonattainment areas are summarized below. The Carbon Monoxide Redesignation Request and Maintenance Plan, submitted to EPA in June 2003, contained 2006 and 2015 emissions budgets for carbon monoxide. These carbon monoxide budgets were found to be adequate by EPA on September 29, 2003. On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Carbon Monoxide Maintenance Plan, including the emissions budgets, effective April 8, 2005.

The MAG Eight-Hour Ozone Plan, submitted to EPA by June 15, 2007, contained 2008 conformity budgets for the ozone precursors, VOC and NOx. These emission budgets were found to be adequate by EPA, effective November 9, 2007.

The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan was submitted to EPA in March 2009. The maintenance plan established 2025 conformity budgets for VOC and NOx. These budgets will be used, if EPA finds them to be adequate before the time that the 2010 MAG Conformity Analysis begins. In this case, the 2025 conformity budgets for ozone precursors will be utilized in addition to the 2008 budgets established by the MAG 2007 Eight-Hour Ozone Plan.

The MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. This plan established a PM-10 conformity budget for the attainment year of 2010. The conformity budget was found to be adequate by EPA on July 1, 2008.

The descriptions of the conformity tests that will be performed for carbon monoxide, eight-hour ozone, and PM-10, as part of the 2010 MAG Conformity Analysis, are detailed below.

Carbon Monoxide

The MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in July 1999 (MAG, 1999). The MAG 1999 Serious Area Carbon Monoxide Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 411.6 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy effective

December 14, 1999 in the *Federal Register* finding that the submitted CO motor vehicle emissions budget contained in the MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 1999a).

The Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in March 2001 (MAG, 2001a). The Revised Plan reflected the repeal of the Random Onroad Testing Requirements (Remote Sensing Program) from the Vehicle Emissions Inspection Program by the Arizona Legislature in 2000. The Revised Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 412.2 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy in the *Federal Register* on October 17, 2001, finding that the submitted CO motor vehicle emissions budget contained in the Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 2001b). The new conformity budget for CO of 412.2 metric tons per day replaced the previous budget of 411.6 metric tons per day.

In June 2003, the Carbon Monoxide Redesignation Request and Maintenance Plan was submitted to EPA (MAG, 2003). The CO Maintenance Plan used the EPA-approved MOBILE6 emissions model to develop a 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day. EPA found the 2006 and 2015 budgets to be adequate for conformity purposes, effective October 14, 2003. The 2006 budget applies to horizon years from 2006 through 2014 and the 2015 budget, to horizon years after 2014. The regional emissions analysis projected for the TIP and RTP must be less than or equal to these budgets.

On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). In addition, on March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the MAG Carbon Monoxide Redesignation Request and Maintenance Plan as part of the redesignation of Maricopa County to an attainment area for carbon monoxide, effective April 8, 2005 (EPA, 2005a).

Eight-Hour Ozone

This section discusses the conformity test requirements for the Maricopa nonattainment area for eight-hour ozone (EPA, 2008b). Ozone is a secondary pollutant, generated by chemical reactions in the atmosphere involving volatile organic compounds (VOC) and nitrogen oxides (NOx). The Eight-Hour Ozone Plan for the Maricopa Nonattainment Area (MAG, 2007a) establishes conformity budgets for VOC and NOx in the modeled attainment year of 2008. The 2008 emissions budgets for the eight-hour ozone nonattainment area are 67.9 metric tons per day for VOC and 138.2 metric tons per day for NOx. EPA published a *Federal Register* notice finding these budgets to be adequate, effective November 9, 2007. The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area (MAG, 2009a) was submitted to EPA in March 2009. The Maintenance Plan establishes conformity budgets for VOC and NOx in the

modeled maintenance year of 2025. The 2025 emissions budgets for the eight-hour ozone nonattainment area are 43.8 metric tons per day for VOC and 101.8 metric tons per day for NOx. If EPA publishes a *Federal Register* notice finding these new ozone precursor budgets to be adequate, prior to the time that the 2010 MAG Conformity Analysis begins, both the 2008 and 2025 budgets for VOC and NOx will be used.

PM-10

As required by Clean Air Act Section 189(d), the MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. The Plan established a PM-10 emissions budget for onroad mobile sources in the modeled attainment year of 2010. The 2010 conformity budget for PM-10 in the Plan is 103.3 metric tons per day for the PM-10 nonattainment area. EPA published a *Federal Register* notice finding the PM-10 budget to be adequate, effective July 1, 2008.

Section 93.122(e)(2) of the federal conformity rule requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in a PM-10 plan. The motor vehicle emissions budget established in the MAG 2007 Five Percent Plan for PM-10 includes vehicle exhaust, tire wear, brake wear, reentrained dust from travel on paved roads, travel on unpaved roads, and road construction. Therefore, emissions from road construction will be included in the PM-10 estimates developed for this conformity analysis.

ANALYSIS YEARS

In selecting analysis years, the conformity rule requires that: (1) if the attainment year is in the time frame of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be an analysis year; and (3) analysis years may not be more than ten years apart. For the 2010 MAG Conformity Analysis, onroad mobile source emissions of carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), and PM-10 will be estimated for the analysis years 2010, 2015, 2025, and 2031.

The year 2010 will be modeled for PM-10, because the attainment date of December 31, 2010 in the Five Percent Plan for PM-10 (MAG, 2007b) is within the time frame of the FY 2011-2015 Transportation Improvement Program. The year 2010 will also be modeled for CO, VOC, and NOx, because it is less than ten years from the 2002 calibration year for the MAG transportation models. The year 2015 will be modeled for CO, because there is an EPA-approved emissions budget for the maintenance year of 2015 in the Carbon Monoxide Redesignation Request and Maintenance Plan (MAG, 2003). The year 2015 will also be modeled for VOC, NOx, and PM-10, because it is an intermediate year that meets the federal conformity requirement that analysis years be no more than ten years apart. The year 2025 will be modeled for VOC and NOx, because it is the maintenance year in the Eight-Hour Ozone Redesignation Request and Maintenance Plan (MAG, 2009a). The year 2025 will also be modeled for CO and PM-10, because it is an intermediate year that meets the

federal conformity requirement that analysis years be no more than ten years apart. The year 2031 will be modeled for all pollutants, since it is the last year of the Regional Transportation Plan.

II. LATEST PLANNING ASSUMPTIONS

The Clean Air Act states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates." On January 18, 2001, the U.S. DOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (U.S. DOT, 2001). In December 2008, EPA published revisions to the 2001 guidance entitled, "Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations" (EPA, 2008c).

Key elements of this guidance are identified below:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.

- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.

- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

The latest planning assumptions proposed for use in the 2010 MAG Conformity Analysis are summarized in Table A-3. The methodology and scheduled updates for the planning assumptions are discussed below.

The latest conformity regulations (EPA, 2008b) indicate that "the conformity determination... must be based upon the most recent planning assumptions in force at the time the conformity analysis begins...as determined through the interagency consultation process." It is proposed that the "time that the conformity analysis begins" will be the day that the first traffic assignment (i.e., 2010, 2015, 2025, or 2031) has been submitted for travel demand modeling for the 2010 MAG Conformity Analysis. The latest planning assumptions and emissions models to be used are summarized in Table A-3.

TABLE A-3
LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

Assumption	Source	MAG Models	Next Scheduled Update
Population and Employment	Under Governor's Executive Order 95-2, official County projections are updated every 5 years after a census. These official projections must be used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG has also developed a set of employment projections for Maricopa County that are consistent with the DES population projections. The MAG Regional Council approved subcounty socioeconomic projections consistent with the 2005 Census Survey in May 2007.	DRAM/EMPAL; SAM-IM	Official Maricopa County socioeconomic projections based on Arizona Department of Commerce (DOC) county projections may be approved by the MAG Regional Council after the 2010 U.S. Census.
Traffic Counts	The highway models were validated in 2010 using approximately 2,200 traffic counts collected in 2006-2008.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	The highway models were calibrated in 2006 using the 2001 home interview survey. The base year for the calibration was 2002. The transit models were re-calibrated in 2008-2009 based on data from the 2007 on-board bus survey.	TransCAD	The FY 2008 Unified Planning Work Program (UPWP) contained $300,000 for an External Travel Survey and $750,000 for a Household Travel Survey. MAG received this data in early 2010 and will re-calibrate the highway models by 2011.
Speeds	The highway models were validated in 2010 using travel time survey data collected in 2007.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models.
Vehicle Registrations	July 2009 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT in MOBILE6 format.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

POPULATION AND EMPLOYMENT

In accordance with the Arizona Governor's Executive Order 95-2, the population projections used for all State agency planning purposes are updated every five years after a decennial or mid-decennial census. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County population projections. MAG allocated the DES projections for Maricopa County to TAZs using the DRAM/EMPAL and Subarea Allocation Model-Information Manager (SAM-IM) land use models. MAG has also used the DRAM/EMPAL and SAM-IM models to develop a set of employment projections for Maricopa County that are consistent with the DES population projections.

The travel and speed estimates for the analysis years in the 2010 MAG Conformity Analysis will be based on the Maricopa County subcounty population and employment projections that are consistent with the 2005 U.S. Census Survey data. These subcounty socioeconomic projections were approved by the MAG Regional Council in May 2007.

Methodology

DES prepared the official Arizona population projections by county, using census data as the base. MAG used official DES population projections consistent with the 2005 U.S. Census Survey for Maricopa County. These population and employment projections for Maricopa County were distributed to smaller geographic areas by MAG using the latest available data and state-of-the-art land use models. The nationally-recognized DRAM/EMPAL model was used to allocate county projections of households and employment to regional analysis zones (RAZs) based upon the pre-existing location of these activities, land consumption, and transportation system accessibility. The allocation of population and employment from RAZs to one-acre grids was accomplished with a GIS-based model called SAM-IM which assesses the suitability of each grid for development based on measures such as adjacent land use, highway access, and proximity to other development.

Population and employment at the one-acre level is aggregated to TAZs using SAM-IM. The Maricopa County population and employment control totals were approved by the MAG Regional Council in December 2006. The subcounty socioeconomic projections developed with the DRAM/EMPAL and SAM-IM models were approved by the MAG Regional Council in May 2007.

Next Scheduled Update

In December 2007, the DES Population Statistics Unit was transferred to the Arizona Department of Commerce (DOC). The next update of the TAZ socioeconomic projections will be based on the official Arizona Department of Commerce county-level projections, required by Executive Order 95-2. It is anticipated that the next set of DOC projections will occur after the 2010 U.S. Census.

TRAFFIC COUNTS

The highway traffic volumes estimated by the travel demand models were validated in 2010, using approximately 2,200 traffic counts collected in 2006-2008. Use of the most recent traffic counts to validate the models is consistent with the federal conformity guidance which strongly encourages areas to update the planning assumptions for network-based travel models at least every five years (EPA, 2008c).

Methodology

MAG uses TransCAD software to perform travel demand modeling. TransCAD provides a geographic information systems (GIS) interface that facilitates transportation modeling. The MAG transportation models follow a traditional four-step process: trip generation, trip distribution, mode choice, and traffic/transit assignment. Trip generation determines the number of person trips produced and attracted by traffic analysis zone. Trip distribution links the productions and attractions by TAZ. The nested logit mode choice model determines the number of person trips allocated to automobile and transit modes. The mode choice model is sensitive to highway and transit travel times, as well as pricing variables. Highway and transit route choice is determined in the assignment step, based on operating costs, travel times, and distances. Capacity-restrained traffic assignments are performed for the AM peak period, midday, the PM peak period, and nighttime. A feedback loop between traffic assignment and trip distribution is utilized to achieve near-equilibrium highway speeds. The transportation models are documented in the MAG Travel Demand Model Documentation (MAG, 2009c).

Next Scheduled Update

Comprehensive traffic counts are typically collected by MAG every 2-4 years, if funding is available.

VEHICLE MILES OF TRAVEL

The MAG transportation models that estimate highway traffic were re-calibrated in 2006 based on a 2001 household travel survey. The base year for the model calibration was 2002. The models that estimate transit ridership were re-calibrated in 2008-2009, based on a 2007 on-board bus survey. The transportation models simulate peak and daily traffic volumes on more than 30,000 highway links, as well as the transit trips on bus and light rail routes. Vehicle miles of travel (VMT) by link, output by the highway assignment process, are input to the emissions models used in conformity.

Transportation model estimates of vehicle volumes are validated using actual traffic counts. In early 2010, the MAG transportation models were validated against approximately 2,200 traffic counts collected in 2006-2008. Table A-4 summarizes the validation results by area type for freeways and arterials. Both the R-squared (R^2) and Root Mean Square Error (RMSE) statistics indicate that there is a good fit between transportation model-estimated 2008 weekday traffic volumes and traffic count data collected in 2006-2008.

TABLE A-4
AGGREGATED MODEL VALIDATION RESULTS
MODEL-ESTIMATED 2008 WEEKDAY VOLUMES VS. 2006-2008 TRAFFIC COUNTS

	Freeways and Arterials	
Area Type	**R^2**	**% RMSE**
CBD	0.985	19.3%
Outlying CBD	0.970	28.0%
Mixed Use	0.928	39.8%
Suburban	0.922	42.2%
Rural	0.963	46.9%
All	0.958	35.5%

In previous MAG conformity analyses, transportation model estimates of VMT were reconciled with the VMT reported by the Highway Performance Monitoring System (HPMS) in order to comply with Section 93.122(b) of the Transportation Conformity Regulations (EPA, 2008b). These regulations require that regional emissions analyses in serious, severe, and extreme ozone nonattainment areas and serious carbon monoxide nonattainment areas, with urbanized area populations over 200,000, meet certain network-based modeling requirements, including reconciliation of modeled VMT with HPMS.

Due to EPA approval of the MAG Carbon Monoxide and One-Hour Ozone Redesignation Request and Maintenance Plans in 2005, the Maricopa area is no longer a Serious nonattainment area for carbon monoxide or one-hour ozone. In addition, the area is not currently classified as a serious, severe or extreme nonattainment area for the 1997 eight-hour ozone standard and has not violated this standard since 2005. In the future, if the Maricopa area is classified as serious, severe or extreme for a more stringent eight-hour ozone standard, the VMT estimated by the transportation models will be reconciled against HPMS VMT for the most recent model calibration year.

As indicated above, the requirements of Section 93.122(b) no longer apply to the Maricopa area and reconciliation of modeled VMT with HPMS is not required for the 2010 MAG Conformity Analysis. However, it is important to note that the most recent comparison of model-estimated and HPMS VMT for the travel demand model calibration year of 2002 concluded that the model and HPMS VMT estimates for the PM-10 nonattainment area were nearly identical and factoring of the model outputs was not necessary (MAG, 2007c).

Next Scheduled Update

The MAG FY 2008 Unified Planning Work Program programmed $300,000 for an External Travel Survey and $750,000 to conduct a Household Travel Survey. This survey data became available in early 2010 and will be utilized to re-calibrate the transportation models by 2011.

SPEEDS

Speeds obtained from the capacity-restrained traffic assignments are "fed-back" in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until AM peak period trip tables and link volumes are in equilibrium (root mean square error of five percent or less). In addition to vehicle miles of travel, the MAG transportation models calculate system performance measures such as vehicle hours of travel and volume to capacity ratios.

Periodically, MAG conducts speed studies to compare model-estimated speeds with empirical data. The FY 2007 MAG Unified Planning Work Program contained $500,000 to conduct a Regional Travel Speed Study. Data from this 2007 speed study were used to update the speeds estimated by the MAG transportation models in 2010, as discussed below.

Methodology

MAG used the 2007 Travel Speed Study and ADOT freeway detector data to improve the speed estimates produced by the transportation models. Comparisons of 2008 transportation model-estimated speeds with speeds obtained from the MAG 2007 Regional Travel Time and Speed Study (MAG, 2008) are illustrated in Figures A-2 through A-5. Estimated versus observed speeds by area type for the A.M. peak period (6 A.M. to 9 A.M.) are shown in Figures A-2 and A-3 for arterials and freeways, respectively. A similar comparison during the off-peak period (9 A.M. to 3 P.M.) is provided in Figures A-4 and A-5.

In the transportation modeling area, the TransCAD-estimated speeds for arterials and freeways are within thirteen percent of the observed peak and off-peak speeds for all areas types, with the exception of the freeway speed in the Outlying CBD during the off-peak period, where the modeled speed is 19 percent below the observed speed. Overall, the model-estimated A.M. peak speed is three miles per hour higher than the observed speed on arterials and one mile per hour higher on freeways. During the off-peak period, the average model-estimated speed is one mile per hour higher than the observed speed for arterials and four miles per hour lower for freeways. These figures indicate that the model-estimated speeds are in reasonable agreement with observed arterial and freeway speeds during the peak and off-peak periods.

Next Scheduled Update

Typically, MAG has conducted travel speed studies every five years, if funding is available.

VEHICLE REGISTRATIONS

Vehicle registrations for July 2009 are the latest provided to MAG by the Motor Vehicle Division of the Arizona Department of Transportation (ADOT). In the 2010 MAG Conformity Analysis, the July 2009 registrations will be input to MOBILE6.2 to estimate VOC, NOx, and PM-10 emissions. MOBILE6 will derive the registrations for estimating wintertime CO emissions from the July 2009 registrations. The vehicle registration data provided by ADOT has been converted to MOBILE6 format. MAG will use newer vehicle registration data when provided by ADOT in the format required by the MOBILE6 emissions model.

IMPLEMENTATION MEASURES

In the 2010 MAG Conformity Analysis, emissions reduction credit will be assumed for the committed measures in the applicable SIPs, including the measures shown in Table A-5. The emission reductions assumed for these committed measures will reflect the latest implementation status of all measures for which emission reduction credits were assumed in the applicable SIPs.

FIGURE A-2
ESTIMATED VS. OBSERVED A.M. PEAK SPEEDS ON ARTERIALS

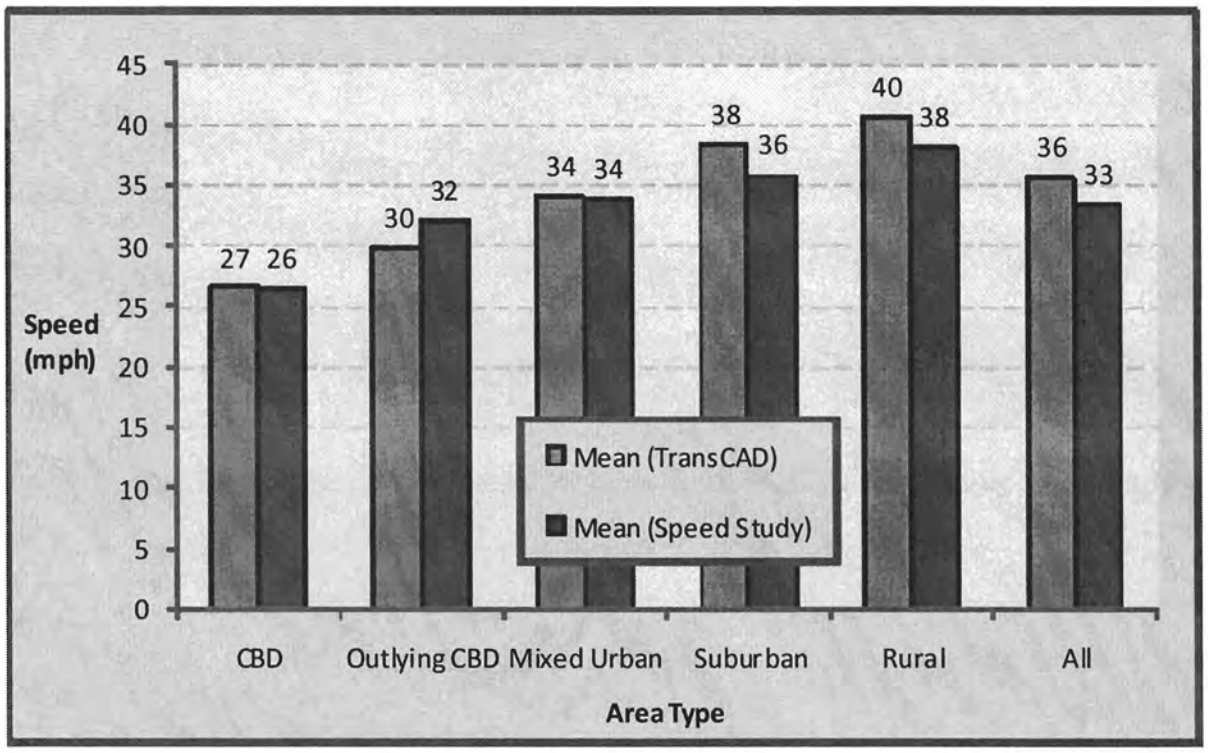


FIGURE A-3
ESTIMATED VS. OBSERVED A.M. PEAK SPEEDS ON FREEWAYS

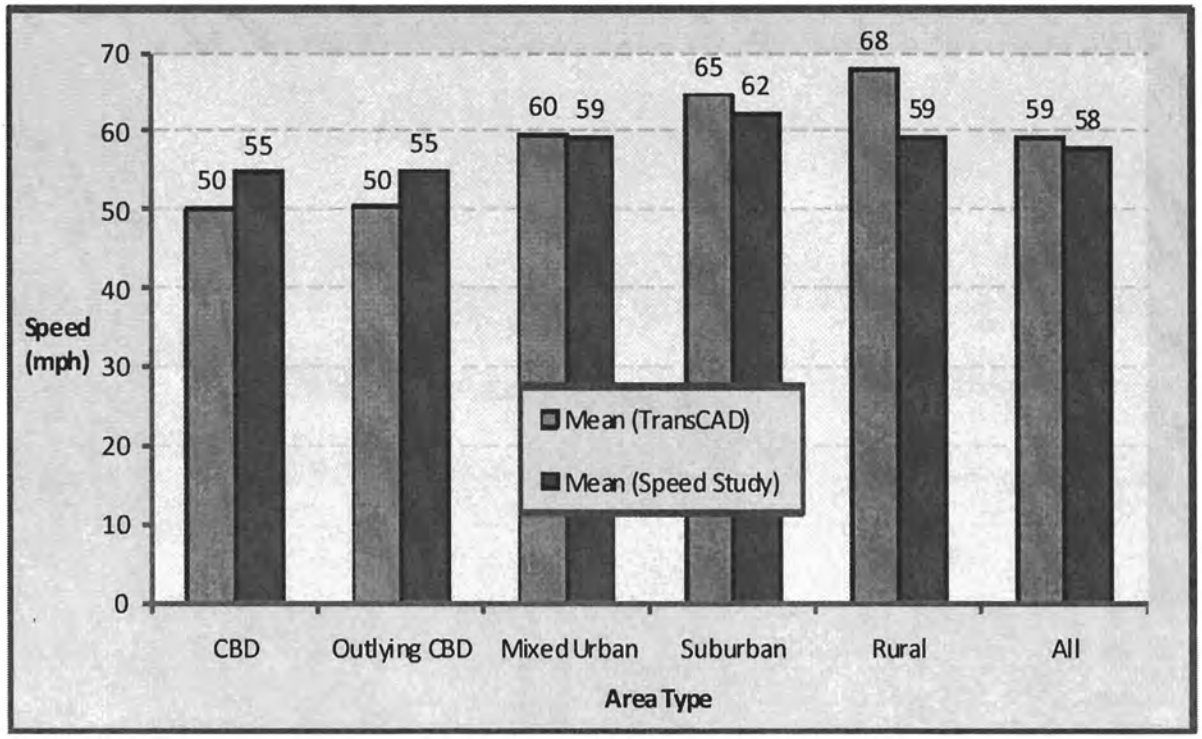


FIGURE A-4
ESTIMATED VS. OBSERVED OFF-PEAK SPEEDS ON ARTERIALS

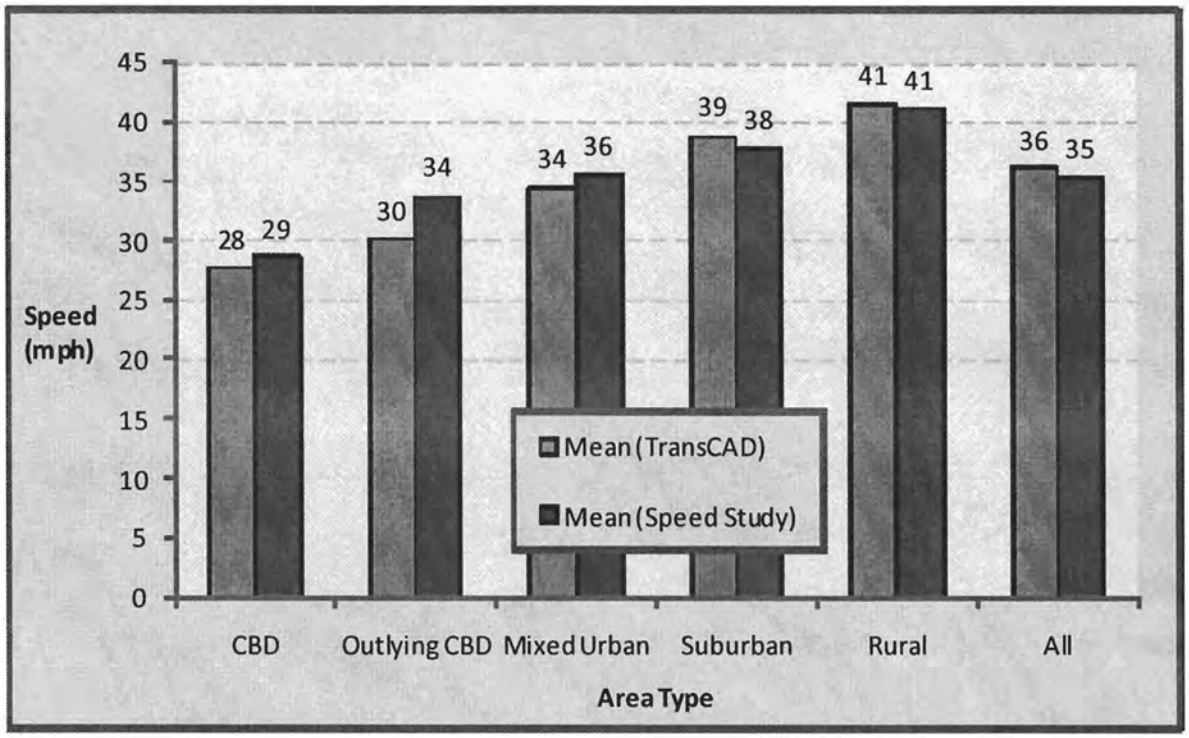


FIGURE A-5
ESTIMATED VS. OBSERVED OFF-PEAK SPEEDS ON FREEWAYS

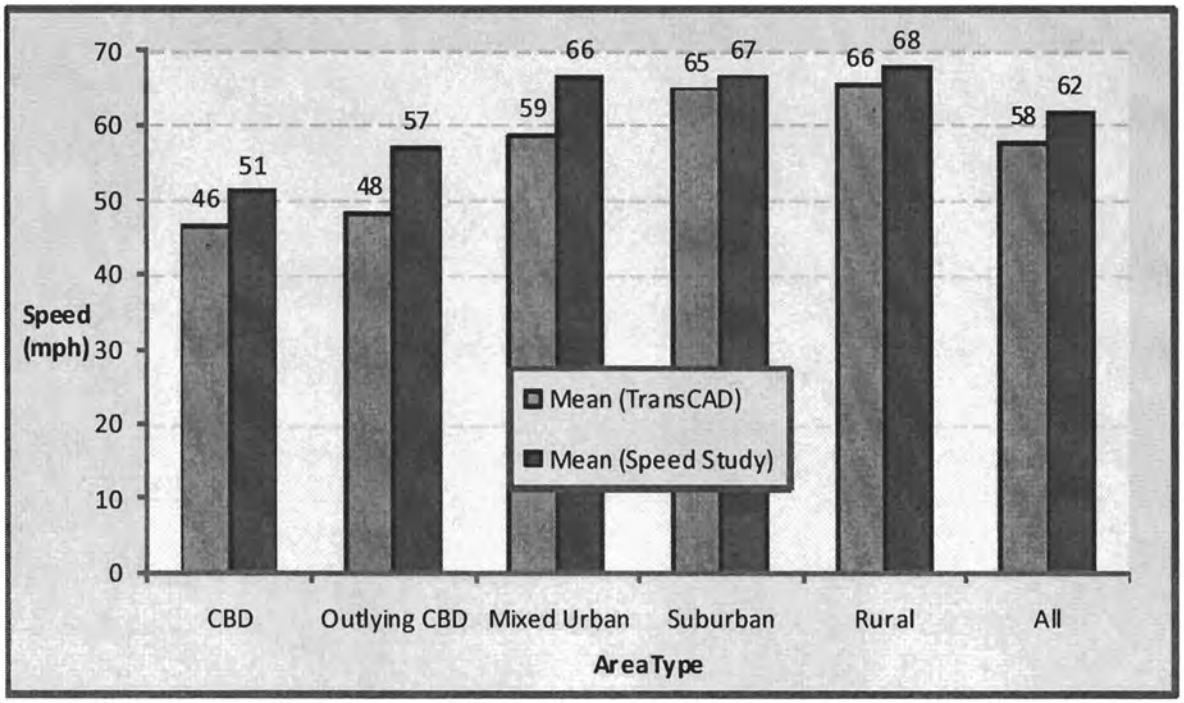


TABLE A-5
COMMITTED MEASURES ASSUMED IN THE 2010 MAG CONFORMITY ANALYSIS

Measure #	Reference	Measure Description	Pollutant(s)
1	CO Maintenance Plan[1]	CARB Phase 2 with 3.5 Percent Oxygenate in Winter	CO
1	Eight-Hour Ozone Maintenance Plan[2]	Summer Fuel Reformulation with 7 psi from May 1 through September 30	VOC, NOx
2 2	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Phased-In Emission Test Cutpoints	CO, VOC, NOx
3 3	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	One-Time Waiver from Vehicle Emissions Test	CO, VOC, NOx
5 4C 16	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan Serious Area PM-10 Plan[3]	Coordinate Traffic Signal Systems	CO, VOC, NOx, PM-10
6 5C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Develop Intelligent Transportation Systems	CO, VOC, NOx
7 4	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Tougher Enforcement of Vehicle Registration and Emission Test Compliance	CO, VOC, NOx
1C 6	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Expansion of Area A Boundaries (HB 2538)	CO, VOC, NOx
2C 1C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Gross Polluter Option for I/M Program Waivers	CO, VOC, NOx
3C 2C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Increase Waiver Repair Limit Options	CO, VOC, NOx
3C	Eight-Hour Ozone Maintenance Plan	Federal Heavy Duty Diesel Vehicle Emissions Standards	VOC, NOx
6C	Eight-Hour Ozone Maintenance Plan	Liquid Leaker Test as Part of VEI Program	VOC, NOx

[1]*Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area*, May 2003 (MAG, 2003).

[2]*Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area*, February 2009 (MAG, 2009a).

[3]*Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area*, February 2000 (MAG, 2000a).

TABLE A-5 (Cont.)
COMMITTED MEASURES ASSUMED IN THE 2010 MAG CONFORMITY ANALYSIS

Measure #	Reference	Measure Description	Pollutant(s)
1C	Five Percent Plan for PM-10[4]	Public Education and Outreach	PM-10
2	Five Percent Plan for PM-10	Extensive Dust Control Training Program[5]	PM-10
3,16	Five Percent Plan for PM-10	Dust Managers at Construction Sites of 50 Acres and Greater; Require Dust Coordinators at Earthmoving Sites of 5-50 Acres[5]	PM-10
5C	Five Percent Plan for PM-10	Certification Program for Dust Free Developments[5]	PM-10
8	Five Percent Plan for PM-10	Conduct Nighttime and Weekend Inspections[5]	PM-10
9,10,44	Five Percent Plan for PM-10	Increase the Number of Proactive Rule 310 and Rule 316 Inspections[5]	PM-10
24C	Five Percent Plan for PM-10	Sweep Streets with PM-10 Certified Street Sweepers	PM-10
26C	Five Percent Plan for PM-10	Pave or Stabilize Existing Public Dirt Roads and Alleys	PM-10
27C	Five Percent Plan for PM-10	Limit Speeds to 15 mph on High Traffic Dirt Roads	PM-10
28	Five Percent Plan for PM-10	Pave or Stabilize Unpaved Shoulders	PM-10
36, 37, 38	Five Percent Plan for PM-10	Strengthen Rule 310 to Promote Continuous Compliance[5]	PM-10
43C	Five Percent Plan for PM-10	Additional $5M in FY07 MAG TIP for Paving Dirt Roads and Shoulders	PM-10
53	Five Percent Plan for PM-10	Repave or Overlay Paved Roads with Rubberized Asphalt	PM-10
14C, 15C, 17C	Five Percent Plan for PM-10	Reduce Trackout onto Paved Roads	PM-10

Notes:
(1) The Carbon Monoxide and Eight-Hour Ozone Maintenance Plans also rely on commitments to implement measures in the Revised MAG 1999 Serious Area Carbon Monoxide Plan (MAG, 2001a).
(2) A "C" next to a Measure number indicates that it is a Contingency Measure in the applicable Plan. Like the other measures in Table A-7, the contingency measures are legally-binding commitments that have already been implemented. Therefore, credit for these measures is also taken in the conformity analysis.

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[4]*MAG 2007Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area,* December 2007 (MAG, 2007b).

[5]These measures reduce road construction emissions that are included in the conformity budget for PM-10.

III. TRANSPORTATION MODELING

MAG regional transportation modeling is performed using TransCAD software for both highway and transit network assignments. The transportation models forecast AM peak period, midday, PM peak period, and nighttime vehicle traffic, as well as daily transit ridership, for the MAG transportation modeling area. The transportation modeling area contains 1,995 traffic analysis zones and covers an area of approximately 6,500 square miles. The latest calibration of the highway models was completed in 2006, using data from the 2001 household travel survey. The base year for the calibration was 2002. The latest validation of the highway models was completed in 2010, using 2007 speeds and 2006-2008 traffic counts. The transit models were re-calibrated in 2008-2009 based on data from the 2007 on-board bus survey.

The MAG transportation models exhibit the following characteristics, which are consistent with the federal transportation conformity rule (Section 93.122(b)):

- The traffic volumes simulated by the MAG transportation models have been recently validated against approximately 2,200 traffic counts collected in 2006-2008. This validation demonstrated a good statistical fit between actual and model-estimated daily traffic volumes, as measured by an overall percent root mean square error of 35.5 percent. The transportation models are documented in the latest MAG Travel Demand Model Documentation (MAG, 2009c).

- The population, households, and employment inputs to the travel demand models are based on DES population projections consistent with the 2005 U.S. Census Survey. Official Maricopa County socioeconomic projections based on DES county projections were approved by the MAG Regional Council in May 2007. These projections were prepared using the DRAM/EMPAL land use model and the MAG Subarea Allocation Model-Information Manager (SAM-IM).

- The population and employment projections to be used in the conformity analysis are consistent with the transportation system alternatives considered. In the MAG land use models, transportation system accessibility influences the allocation of population and employment to smaller geographic areas. The DRAM/EMPAL model distributes County-level projections of households and employment to regional analysis zones (RAZs) based upon the pre-existing location of these activities, land use consumption rates, and transportation system accessibility, expressed in terms of PM peak travel times. These congested travel times are derived from an appropriate capacity-restrained traffic assignment for each forecast year. The allocation of population, households and employment from RAZs to one-acre grid cells is accomplished with SAM-IM. SAM-IM uses transportation system accessibility measures, such as proximity to the closest highway, in determining the likelihood that a one-acre grid will develop during a given forecast interval. SAM also aggregates population, households, and employment projections by one-acre grid to the TAZ-level for input to the transportation models. Congested travel times output by the

transportation models are "fed-back" into the land use models to ensure that there is consistency between the transportation system assumptions and the land use projections.

- The transportation models perform capacity-restrained traffic assignments. Restrained assignments are produced for the AM peak period, midday, PM peak period, and nighttime, with volumes and congestion estimated for each period. A peak spreading model is used to derive AM and PM peak hour traffic volumes.

- Speeds obtained from the capacity-restrained traffic assignments are "fed-back" in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until AM peak period trip tables and link volumes are in equilibrium (root mean square error of five percent or less). The travel impedances used in the mode choice model include travel times and costs associated with each of the following modes: auto-drivers, carpools (2 and 3+ persons), and transit (e.g., shuttle bus, local bus, express bus, light rail, commuter rail).

- The travel impedances used in the trip distribution and traffic assignment steps of the MAG travel demand modeling are a composite function of highway travel times and costs. The nested logit mode choice model is sensitive to highway and transit travel times, as well as pricing variables.

- As a result of the feedback loop in the MAG travel demand modeling process, the final peak and off-peak speeds are sensitive to the capacity-restrained volumes on each highway segment represented in the network. Data from the MAG 2007 Regional Travel Time and Speed Study (MAG, 2008) were used to ensure that the capacity-restrained speeds and delays output by the transportation models are consistent with empirical data. Figures A-2 through A-5 provide a comparison of observed and model-estimated speeds for the peak and off-peak periods. For both freeways and arterials, the TransCAD-estimated speeds are within thirteen percent of the observed speeds for all area types except one and the difference in overall speeds is four miles per hour or less. This indicates the capacity-restrained speeds produced by the transportation models are in reasonable agreement with the most recently-collected empirical data.

SOCIOECONOMIC PROJECTIONS

Section 93.110 of the federal conformity rule requires that the population and employment projections used in the conformity analysis be the most recent estimates that have been officially approved by the Metropolitan Planning Organization (i.e., MAG, for this region). The 2010 MAG Conformity Analysis will be based on socioeconomic projections that were approved by the MAG Regional Council in May 2007.

In accordance with the Arizona Governor's Executive Order 95-2, the population projections used for all State agency planning purposes were updated by the Arizona Department of Economic

Security (DES) consistent with the 2005 U.S. Census Survey for Maricopa County. MAG has prepared socioeconomic projections by traffic analysis zone (TAZ), based on the DES county-level population projections. MAG allocated the projections for Maricopa County to TAZs using the DRAM/EMPAL and Subarea Allocation Model - Information Manager (SAM-IM) land use models. Official Maricopa County socioeconomic projections based on DES county projections were approved by the MAG Regional Council in May 2007.

The TAZ population, households and employment projections take into account the transportation improvements contained in the conforming TIP (FY 2007-2011) and RTP (2006 Update) in effect at the time the projections were approved. For the 2010 MAG Conformity Analysis, the projections of population, households, and employment by TAZ will be input to the MAG transportation models to estimate auto and transit trips, VMT, and congestion for each analysis year.

TRANSPORTATION NETWORK ASSUMPTIONS

This section describes the development of the highway and transit networks that will be used to perform the 2010 MAG Conformity Analysis for the FY 2011-2015 Transportation Improvement Program and Regional Transportation Plan 2010 Update. Criteria for identification of "qualifying" projects are defined below. The choice of analysis years is reviewed in Section I, *Proposed Methodology for the 2010 MAG Conformity Analysis.*

Qualifying Projects. Not all of the street and freeway projects included in the TIP will qualify for inclusion in the highway network. Projects which call for study, design, right-of-way acquisition, or non-capacity improvements will not be included in the networks. When these projects result in actual facility construction projects, the associated capacity changes will be coded into the network, as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic will be included. Generally, MAG highway networks will include only the one-mile grid system of streets, plus freeways. This includes all streets classified as arterials, as well as some collectors.

Traffic on collectors and local streets not explicitly coded on the highway network will be simulated in the models by use of abstract links called "centroid connectors". These represent collectors, local streets and driveways which connect a neighborhood to a regionally-significant roadway. Centroid connectors will also include travel occurring on public and private unpaved roads.

Highway Networks. The 2010 base network will include all qualifying facilities, including freeways, which will be open to traffic by December 31, 2010. The 2015 network will assume implementation of all qualifying highway projects scheduled in the FY 2011-2015 MAG Transportation Improvement Program (TIP). The 2025 network will assume implementation of all projects in the Regional Transportation Plan 2010 Update (RTP) through the year 2025, as well as all qualifying highway projects in the TIP. The 2031 network will assume implementation of all projects in the RTP, as well as all qualifying projects in the TIP. It is important to note that regionally significant projects in the Apache Junction portion of Pinal County are included in the MAG TIP.

Coding Conventions. Specific coding conventions or criteria will be applied to determine whether a project qualifies for highway network coding. This will result in coding of all arterial streets and some collectors. The coding conventions will be:

(1) Capacity-related projects on existing links or extensions of existing links on the base highway network will be coded in future networks. This will include projects on freeways, the mile-street grid, and half-mile streets already on the base network.

(2) Capacity-related projects which are not on links or extensions of links in the base network will be coded, if the street is considered a logical part of the one-mile street grid system. If the project is on a half-mile street, it will be considered for inclusion on a case-by-case basis. The key factors to be considered in making this assessment will include:
   - the density of current and future development and travel in the area of the project;
   - whether the change may be accommodated without increasing the number of zones; and
   - whether the change is consistent with standard network coding practices.

Transit Networks. Transit networks will be input to the mode choice step of the MAG transportation models to determine the number of person trips made by transit, which in turn, removes vehicle trips from the highways. For all analysis years, the bus and rail networks will reflect the latest planning assumptions provided to MAG by the Regional Public Transportation Authority.

EMISSIONS MODEL INPUT

The MAG transportation models and the highway and transit networks described above will be utilized to estimate daily vehicle travel and transit ridership in the MAG transportation modeling area. The primary input to the air quality modeling process will be transportation model estimates of vehicle traffic and speeds for four time periods (AM peak, midday, PM peak, and nighttime) on each highway link, along with the attendant link lengths and coordinate data. A detailed description of the MAG emissions models is provided below in Section IV, *Air Quality Modeling*.

IV. AIR QUALITY MODELING

The models which will be used to estimate emissions for the 2010 MAG Conformity Analysis are (1) the latest version of MOBILE6.2, to derive motor vehicle emission factors for CO, VOC, NOx, and PM-10 (exhaust, tire wear and brake wear) and (2) M6Link, to add paved and unpaved road PM-10 emissions based on AP-42. A brief description of these models is provided below, along with a summary of the principal input and output data. For the 2010 MAG Conformity Analysis, model inputs not dependent on the TIP or RTP are generally derived from the Carbon Monoxide Maintenance Plan (MAG, 2003) for CO; the Eight-Hour Ozone Redesignation Request and Maintenance Plan (MAG, 2009a) for VOC and NOx; and the MAG 2007 Five Percent Plan (MAG, 2007b) for PM-10.

MOBILE6

Description. MOBILE6 is a model developed by EPA for the purpose of estimating motor vehicle emission factors, in units of grams per mile, for specified vehicle fleet, fuel, temperature, and speed conditions. This model estimates carbon monoxide, ozone precursor, and PM-10 (exhaust, tire wear and brake wear) motor vehicle emission factors.

On January 18, 2002, the EPA issued policy guidance on the use of MOBILE6 for transportation conformity, indicating that there would be a two-year grace period before MOBILE6 would be required for new conformity determinations (EPA, 2002a). In the January 29, 2002 *Federal Register,* EPA announced the release of MOBILE6, which triggered the start of a grace period that ended on January 29, 2004. On May 19, 2004, EPA issued a *Federal Register* notice recommending the use of MOBILE6.2 in SIPs and conformity determinations (EPA, 2004c). MOBILE 6.2 will be used in the 2010 MAG Conformity Analysis, because it is the latest emissions model available from EPA.

Inputs. There are a variety of inputs to MOBILE6. The use of a locally-derived motor vehicle registration distribution (by model year) of 25 years is recommended. For the conformity analysis, July 2009 vehicle registration data obtained from ADOT will be used as input to MOBILE6 for VOC, NOx, and PM-10. MOBILE6 will derive the January data to be used in obtaining wintertime emissions rates for CO from the July 2009 vehicle registration data. The July 2009 data represents the most recent vehicle registrations that have been transmitted to MAG by ADOT.

In addition, each modeled scenario may require several runs to reflect an I/M program and no I/M program. The results from these runs are weighted to reflect the fraction of vehicles participating in the I/M program. Fuel parameters, which include fuel volatility and the use of oxygenated fuels (market share and oxygen content), are also input. The model is executed with hourly domain temperatures and an array of speeds by link as estimated by the transportation model. The detailed temperatures and speed data are more accurate than average values, since the relationship between emission factors and temperature/speed is not linear.

Output. The output from the MOBILE6 model includes emission factors by hour, roadway facility type, pollutant, and area type. These emission factors will be utilized by the M6Link program in estimating motor vehicle emissions for the MAG region. The emission factors for the 2010 MAG Conformity Analysis will be calculated for the pollutants: CO, VOC, NOx, and PM-10.

AP-42

Description. PM-10 emission factors for reentrained dust for unpaved and paved roads will be calculated using equations found in Sections 13.2.2 and 13.2.1.3, respectively, of AP-42, EPA Compilation of Air Pollutant Emission Factors, November 2006.

Inputs. The AP-42 equation that calculates PM-10 emission factors for unpaved road fugitive dust requires as input: the road surface material silt content (11.9%), soil moisture content (0.5%), fleet

average vehicle weight (3 tons), and mean vehicle speed (25 mph). These inputs to the AP-42 equations for unpaved roads are consistent with those used in the MAG 2007 Five Percent Plan for PM-10 (MAG, 2007b).

The AP-42 equation that calculates PM-10 emission factors for reentrained paved road dust requires as input: the fleet average vehicle weight (3.18 tons), the number of days with at least 0.01 inch of precipitation (36 days in 2007), and the road surface silt loading. For the silt loadings, paved roads are split into three classes: freeways, with a silt loading of 0.02 grams per square meter; high traffic arterials (i.e., non-freeways carrying 10,000 vehicles or more per average weekday), with a silt loading of 0.067 grams per square meter; and low traffic arterials (i.e., non-freeways carrying less than 10,000 vehicles per average weekday), with a silt loading of 0.23 grams per square meter. These silt loadings and other input assumptions to the AP-42 equations for estimating paved road fugitive dust emissions are consistent with the MAG 2007 Five Percent Plan for PM-10 (MAG, 2007b).

Output. The AP-42 equations for unpaved and paved roads estimate PM-10 emission factors in grams per vehicle mile of travel (VMT). The PM-10 emission factors are input to M6Link to calculate fugitive dust PM-10 emissions on unpaved and paved roads.

M6Link

The M6Link system processes emissions for all pollutants in the conformity analysis. M6Link multiplies emission factors by the traffic volumes and the length of each link to produce PM-10 emissions from unpaved, paved roads, and onroad vehicle exhaust, tire wear, and brake wear.

Unpaved Roads. M6Link multiplies the AP-42 emission factor for unpaved roads by the total VMT on public and private unpaved roads in the PM-10 nonattainment area. The VMT on unpaved roads is derived from the 2009 MAG Unpaved Road Inventory (MAG, 2010).

Paved Roads. M6Link multiplies the AP-42 emission factors for paved roads by the VMT for freeways, high traffic arterials, and low traffic arterials to obtain total paved road emissions. The VMTs for freeways and high and low traffic arterials are derived from the MAG TransCAD transportation models. All centroid connectors are considered to be low traffic arterials.

Onroad Vehicles. M6Link processes link data files output by the MAG transportation model, TransCAD. The program calculates emissions for roadway links in the MAG highway networks. Traffic volumes for four time periods (AM peak, midday, PM peak, and nighttime) for each link are converted into hourly volumes based upon local survey data (MAG, 2000b). Hourly emission factors are developed by running MOBILE6.2 for each facility type, area type, and vehicle class using link speeds by time of day. Emissions for each hour are distributed geographically in the modeling domain based on the grid in which each link is located.

The transportation models are designed to model average weekday traffic patterns, which typically do not represent conditions on the specific episode day used to demonstrate attainment or

maintenance and establish the conformity budget. As a result, M6Link applies day of the week and month of the year conversion factors that are consistent with the CO Maintenance Plan for CO, the Eight-Hour Ozone Redesignation Request and Maintenance Plan for VOC and NOx, and the Five Percent Plan for PM-10.

Inputs. The transportation model input to M6Link consists of database formatted files that contain link-specific data and a node coordinate definitions file. M6Link also requires as input:

- Fugitive dust emission factors (output by the AP-42 equations) and unpaved road VMT.
- A table containing adjustment factors used to allocate traffic volumes for four time periods to hourly traffic volumes.
- A matrix of emission factors for a range of hours, facility types, area types, vehicle classes, and vehicle ages (generated by the MOBILE6.2 model).
- The ratio of vehicles participating in the I/M program.
- The year being modeled.

Outputs. The outputs from M6Link include an hourly, gridded onroad mobile source emissions file and several summary files containing emissions and traffic data in the modeling domain. The summary files include estimates of fugitive dust emissions on paved and unpaved roads in the PM-10 nonattainment area.

IMPLEMENTATION MEASURES

Emissions model files are adjusted, as necessary, to reflect implementation of committed control measures in the applicable SIPs. Control measures from the air quality plans for which emissions reduction credit will be taken in the 2010 MAG Conformity Analysis are presented in Table A-5, located in Section II, *Latest Planning Assumptions*.

For the 2010 MAG Conformity Analysis, emission reduction credit will be applied for committed control measures and committed contingency measures contained in the applicable MAG air quality plans. Credit may also be taken for Congestion Mitigation and Air Quality Improvement (CMAQ) projects in the MAG Transportation Improvement Program, if credit for these measures was not quantified in the air quality plans. The equations, methods, and assumptions to be used in calculating emission reductions attributable to CMAQ projects are described in the Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects (MAG, 2009b). In addition, emission reduction credit for the strengthening of existing control measures or implementation of new control measures, specifically identified in the Transportation Improvement Program and Regional Transportation Plan, will be incorporated into the analysis, where appropriate.

CALCULATION OF PM-10 EMISSIONS FROM ROAD CONSTRUCTION

As required by Section 93.122(e) of the federal transportation conformity rule, PM-10 emissions from road construction will be estimated for each conformity analysis year. The estimate of road construction emissions will be derived from the MAG 2007 Five Percent Plan for PM-10 (MAG, 2007b). In the Five Percent Plan, future road construction emissions were estimated on the basis of earthmoving permits issued by Maricopa County for road construction in 2004-2007. The average annual permitted acreage for road construction over this four year period was divided by the 2005 permitted acreage for road construction to obtain the growth factor to project 2005 road construction emissions (MCAQD, 2007) to 2010 base case road construction emissions. Implementation of the committed control measures in the Five Percent Plan is expected to reduce the 2010 base case road construction emissions by 48.2 percent.

For the 2010 MAG Conformity Analysis, the data used to estimate base case road construction emissions in the 2007 Five Percent Plan will be updated to include acreage from the earthmoving permits issued by Maricopa County in the years 2008 and 2009. Due to the severe economic downturn since mid-2008, road construction emissions in 2010 will be based on the earthmoving permit acreage in 2009. However, it will be assumed that the local economy will recover by 2015 and road construction emissions for 2015, 2025 and 2031 will be based on the average earthmoving permit acreage for the five-year period 2004-2008. For all of these years, credit will be taken for the committed control measures that reduce road construction emissions in the 2007 MAG Five Percent Plan for PM-10.

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ATTACHMENT B

DRAFT

PROCESS FOR ENSURING TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Section 93.105(c)(1)(iv) of the federal conformity rule requires a consultation process to be established for making a determination of whether past obstacles to implementation of transportation control measures which are behind the schedule established in the applicable air quality plan have been identified and are being overcome. A determination also is required as to whether State and local agencies with influence over approvals or funding for transportation control measures (TCMs) are giving maximum priority to approval or funding for TCMs. In addition, the process is required to consider whether delays in transportation control measure implementation necessitate revisions to the air quality plan to remove or substitute TCMs or other emission reduction measures.

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG 1996b) in response to federal and state requirements. The following text from the process M-6 directly addresses the requirement for consultation on the timely implementation of TCMs:

> "A consultation process is required for the determination of whether past obstacles to implementation of transportation control measures which are behind schedule have been identified and are being overcome. Also, a determination is required whether State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs. These determinations are part of the criteria for TIP conformity determinations, specified in the federal conformity regulation 40 CFR 51.418(c)(2) *(now 93.113(c)(2))*."

For the 2010 MAG Conformity Analysis, the anticipated approach will be to conduct a review of projects and funds allocated in the TIP which implement adopted pollution control measures. This will be used together with any TCM implementation annual reports described above that are available, as the basis for assessing whether or not implementing agencies are giving maximum priority to approval or funding of transportation control measures.

The TCM findings required under federal conformity regulations will be incorporated as part of the 2010 MAG Conformity Analysis, which will be made available for interagency and public review, including a public hearing, prior to a Finding of Conformity by the MAG Regional Council.

ATTACHMENT C

DRAFT

TYPES OF PROJECTS CONSIDERED EXEMPT FROM CONFORMITY REQUIREMENTS

Under U.S. Environmental Protection Agency regulations, a conformity determination is required before a regionally significant road or transit project (regardless of funding source) can be approved by any agency which is a recipient of federal road or transit funds. As part of this conformity determination, regional emissions analyses are required. However, the regulations also identify various types of projects which are exempted from the analytical requirements due to their presumed negligible air quality impacts. Interagency consultation is required to determine whether any of these normally exempted projects "should be treated as nonexempt in cases where potential adverse emissions impacts may exist for any reason."

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG, 1996b) in response to federal and state requirements. The following text from the process M-5 directly addresses the requirement for consultation on exempt projects:

> "...the Metropolitan Planning Organization (i.e. MAG, for this region) shall initiate consultation for evaluating whether projects listed as exempt from conformity in the conformity regulation should be treated as nonexempt projects where potential adverse emission impacts may exist for any reason. In this consultation process, MAG provides for the participation of the transportation and air quality agencies, as well as the public."

MAG consults on the designation of exempt status for a specific project proposal at the time the project in question is proposed for addition to the TIP and RTP. This consultation process is described in MAG process M-8.

For the 2010 MAG Conformity Analysis, the anticipated approach includes the exempt projects which are contained in the EPA conformity regulations, as listed in the three tables which follow. Table C-1 identifies the specific types of projects which require no conformity determination of any kind, by any agency. These project types include specific actions involving safety, mass transit, air quality, and other actions likely to have no adverse air quality impacts. Table C-2 lists projects for which a regional emissions analysis is not required. These projects are, however, <u>not</u> exempt from other conformity requirements. In addition, Table C-3 lists traffic signal synchronization projects which are exempt from conformity determinations prior to being funded, approved, or implemented.

TABLE C-1.
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Safety

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
*Rehabilitation of transit vehicles.
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.

*Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet. Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

TABLE C-1. (continued)
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:
- Planning and technical studies.
- Grants for training and research programs.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Noise attenuation.
Emergency or hardship advance land acquisitions (23 CFR 710.503).
Acquisition of scenic easements.
Plantings, landscaping, etc.
Sign removal.
Directional and informational signs.
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

* In PM-10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

TABLE C-2.
PROJECTS NORMALLY EXEMPT FROM REGIONAL EMISSIONS ANALYSIS, BUT NOT FROM OTHER CONFORMITY REQUIREMENTS
(From 40 CFR 93.127)

Intersection channelization projects.
Intersection signalization projects at individual intersections.
Interchange reconfiguration projects.
Changes in vertical and horizontal alignment.
Truck size and weight inspection stations.
Bus terminals and transfer points.

TABLE C-3
TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS
(From 40 CFR 93.128)

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by sections 93.118 and 93.119 for transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

Agenda Item #5J

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

DATE:
March 2, 2010

SUBJECT:
Consultation on Potentially Regionally Significant Projects for the Draft FY 2011-2015 MAG Transportation Improvement Program

SUMMARY:
Federal and State conformity regulations require that Metropolitan Planning Organizations consult with federal, state, and local air quality and transportation agencies regarding which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. The Potentially Regionally Significant Projects for the Draft FY 2011-2015 MAG Transportation Improvement Program is based on information received through March 2, 2010 and is subject to refinement. It is important to note that the Valley Metro Rail Board may identify project schedule changes prior to April 1, 2010. On March 2, 2010, MAG distributed for interagency consultation the regionally significant projects subject to conformity requirements. Comments on the list of potentially regionally significant projects are requested by March 26, 2010.

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

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

CONS: The consultation on transportation conformity requires additional time in the development of the Draft FY 2011-2015 MAG Transportation Improvement Program and the MAG Regional Transportation Plan 2010 Update.

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

POLICY: The consultation for the regionally significant projects for the Draft FY 2011-2015 MAG Transportation Improvement Program is being conducted in accordance with federal regulations and MAG Conformity Consultation Processes adopted by the Regional Council.

ACTION NEEDED:
Consultation.

PRIOR COMMITTEE ACTIONS:
None.

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

MARICOPA ASSOCIATION of GOVERNMENTS

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March 2, 2010

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/ Valley Metro
Debbie Cotton, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro Rail
Lawrence Odle, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Don Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON POTENTIALLY REGIONALLY SIGNIFICANT PROJECTS FOR THE DRAFT FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is distributing for interagency consultation the transportation projects which will be considered "regionally significant" for the purpose of performing the regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects for the Draft FY 2011-2015 MAG Transportation Improvement Program is attached for your review and comment. In addition, on February 25, 2010 a draft copy of the Project Listing, including the potentially regionally significant projects, was provided to members of the MAG Transportation Review Committee. Please provide any comments regarding the list by March 26, 2010.

The MAG designation of transportation projects as regionally significant is considered advisory to the sponsoring agencies of the projects. Federal conformity regulations specify that a regionally significant project is a transportation project that is on a facility that serves regional transportation needs, and would normally be included in the modeling of the transportation network. In addition, Section R18-2-1429(B) of the Arizona Administrative Code requires the project sponsor that is a recipient of federal highway or transit funds to determine whether or not the project is regionally significant. The criteria used to identify regionally significant projects are also detailed in the MAG Transportation Conformity Guidance and Procedures.

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

Attachment

cc: Ira Domsky, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

DRAFT FISCAL YEARS 2011 THROUGH 2015

MARICOPA ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM

LISTING OF POTENTIALLY REGIONALLY SIGNIFICANT PROJECTS

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HIGHWAY SECTION
POTENTIALLY REGIONALLY SIGNIFICANT PROJECTS

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Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	DOT12-123	303 (Estrella Fwy): Peoria Ave - Waddell Rd	Construction				State	0	0	60,000,000	60,000,000
	DOT11-112	303 (Estrella Fwy): Waddell Rd - Mountain View Rd	Construction				State	0	0	94,000,000	94,000,000
	DOT11-829	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	Construct traffic interchange (Phase 1, I-10 realignment)	0.0	0	0	RARF	0	253,000,000	0	253,000,000
	DOT11-105	85: Warner Street Bridge	Construction				State	0	0	5,300,000	5,300,000
							Total for FY 2011	0	253,000,000	159,300,000	412,300,000
2012	DOT09-826	10: TI at Desert Creek/323rd Avenue/Mp 105.6	Construct Traffic Interchange	0.1	8	10	Private	0	0	18,500,000	18,500,000
	DOT09-901	10:395th Ave	Construct Traffic Interchange	0.0	0	0	Private	0	0	18,200,000	18,200,000
	DOT12-841	101 (Agua Fria Fwy): Northern Ave to US-60 (Grand Ave)	Construct northbound auxiliary lanes	3.0	0	0	State	0	0	1,900,000	1,900,000
	DOT12-121	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Construction				State	0	0	113,000,000	113,000,000
	DOT12-124	303 (Estrella Fwy): Thomas Rd - Camelback Rd	Construction				State	0	0	72,000,000	72,000,000
	DOT99-124	PI101L10IRC -- 101L Pima Fwy: Pima Rd Extension (JPA)	Construct roadway extension	3.0	0	4	RARF	0	3,634,000	0	3,634,000
							Total for FY 2012	0	3,634,000	223,600,000	227,234,000
2013	DOT13-129	10: 32nd St - SR202L, Santan, Phase 1	Construct Local Express Lanes	11.0			NHS	157,858,200	0	9,541,800	167,400,000
	DOT13-948	10: Perryville Rd	Construct Traffic Interchange	0.0	0	0	NHS	13,800,000	0	4,200,000	18,000,000
	DOT13-928	101 (Pima Fwy): I-17 - Tatum Blvd	Construct HOV	7.0	6	8	State	0	0	41,900,000	41,900,000
	DOT13-132	202 (Santan Fwy): Gilbert Rd to Price Rd	Construct HOV and Ramp				STP-AZ	36,200,000	40,600,000	0	76,800,000
	DOT13-136	303 (Estrella Fwy): Camelback Rd - Glendale Ave	Construction				State	0	0	62,900,000	62,900,000
	DOT13-953	60 (Superstition Fwy) at Meridian Rd	Construct Traffic Interchange	0.0	0	0	State	0	0	11,700,000	11,700,000
							Total for FY 2013	207,858,200	40,600,000	130,241,800	378,700,000
2014	DOT14-144	10: 32nd St - SR202L, Santan, Phase 2	Construct Local Express Lanes	11.0			NHS	107,502,000	0	6,498,000	114,000,000
	DOT14-166	101 (Agua Fria Fwy): I-10 to US 60 (Grand Ave)	Construct HOV lanes				State	0	0	41,100,000	41,100,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2014	DOT14-147	101 (Pima Fwy): Shea Blvd to SR 202 (Red Mountain)	Construction General Purpose lanes	6.0	2	2	State	0	0	91,000,000	91,000,000
	DOT14-148	202: 17th Avenue to 51st Avenue, Segment 3	Construction				State	0	0	227,700,000	227,700,000
	DOT14-152	303 (Estrella Fwy): Grand Ave/SR303L Interchange	Construction Interim TI				State	0	0	48,400,000	48,400,000
	DOT14-155	60 (Grand Ave) : SR101L (Agua Fria Fwy) - Van Buren St, Phase 2	Construction				State	0	0	20,500,000	20,500,000
							Total for FY 2014	107,502,000	0	435,198,000	542,700,000
2015	DOT15-170	10: 32nd St - SR202L, Santan, Phase 3	Construct Local Express Lanes	11.0			RARF	0	134,600,000	0	134,600,000
	DOT08-668	10: Loop 101 (Agua Fria Fwy) to I-17, Phase 1	Construct roadway widening	9.2	8	10	STP-AZ	43,400,000	25,000,000	0	68,400,000
	DOT09-698	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 lanes to 6, plus HOV lanes	6.3	4	6	NHS	65,195,000	3,705,000	0	68,900,000
	DOT15-171	10: Sky Harbor West Airport Access	Construct Access Ramps				RARF	0	37,400,000	0	37,400,000
	DOT15-188	101 (Agua Fria Fwy): US 60 (Grand Ave) to I-17	Construct HOV lanes				State	0	0	47,400,000	47,400,000
	DOT13-950	17: Arizona Canal - SR101L	Construct General Purpose Lane	6.0	8	10	State	0	0	86,400,000	86,400,000
	DOT15-172	202 (Red Mountain Fwy): SR101L - Gilbert Rd	Construct General Purpose Lane				State	0	0	56,400,000	56,400,000
	DOT13-931	202 (Santan Fwy): Price Rd - I-10	Construct HOV and Ramp	6.0	6	8	State	0	0	50,000,000	50,000,000
	DOT15-175	202: I-10 West/202 Interchange, Segment 9	Construction				State	0	0	149,200,000	149,200,000
	DOT15-178	202: Salt River to Van Buren St, Segment 8	Construction				State	0	0	177,100,000	177,100,000
							Total for FY 2015	108,595,000	200,705,000	566,500,000	875,800,000
							Total for ADOT	423,955,200	497,939,000	1,514,839,800	2,436,734,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	AVN08-802	107th Ave: Broadway Rd to Alta Vista Rd alignment	Add 1 southbound lane	0.8	2	3	Private	0	0	1,000,000	1,000,000
	AVN08-623	99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd	Add 1 southbound through lane	0.5	4	5	Private	0	0	800,000	800,000
	AVN08-801	99th Ave: Osborn Rd to Indian School Rd	Add 1 southbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN10-813	99th Ave: Thomas Rd to Osborn Rd	Add 1 southbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN08-806	Broadway Rd: Dysart Rd to Avondale Blvd	Construct new 4 lane roadway	2.0	0	4	Private	0	0	2,500,000	2,500,000
	AVN11-102	Dysart & McDowell Roadway Improvements	Improve Intersection capacity	0.3	6	6	Local	0	0	1,500,000	1,500,000
	AVN09-903	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 southbound lane	0.5	4	5	Private	0	0	1,000,000	1,000,000
	AVN08-808	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 northbound lane	0.5	4	5	Private	0	0	1,000,000	1,000,000
	AVN08-807	Dysart Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Add 1 northbound lane	1.0	2	3	Private	0	0	500,000	500,000
	AVN08-809	El Mirage Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Widen roadway from 2 to 4 lanes	1.0	2	4	Private	0	0	1,000,000	1,000,000
	AVN08-810	Indian School Rd: 103rd to 99th Ave	Add 1 eastbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN10-904	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 eastbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN09-902	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 westbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN96-608	Thomas Rd: 103rd to 99th Ave	Add 1 westbound lane	0.5	2	3	Private	0	0	750,000	750,000
	AVN08-625	Van Buren St: 107th Ave to 105th Ave	Add 2 westbound through lane	0.5	2	4	Private	0	0	900,000	900,000
	AVN07-702	Van Buren St: 111th Ave to 107th Ave	Add 2 westbound lane	0.5	3	5	Private	0	0	900,000	900,000
							Total for FY 2011	0	0	14,350,000	14,350,000
2012	AVN07-621	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new 3 lane roadway	0.5	0	2	Local	0	0	2,620,849	2,620,849
	AVN12-103	McDowell Road: Aqua Fria Bridge to 119th Avenue	Widen McDowell from 4-lane to a 6-lane	0.5	4	6	Local	0	0	2,000,000	2,000,000
							Total for FY 2012	0	0	4,620,849	4,620,849

Agency: Avondale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	AVN13-104	Avondale Blvd: McDowell to Thomas	Add a southbound lane	0.0	2	4	Local	0	0	1,000,000	1,000,000
	AVN10-703	Van Buren St: El Mirage to 122nd Ave (North half)	Add 1 westbound through lane, paving, curb and gutter.	0.5	2	3	Local	0	0	145,000	145,000
							Total for FY 2013	0	0	1,145,000	1,145,000
2014	AVN14-106	107th Avenue & McDowell Roadway Improvements	Widen 107th Ave & McDowell Road	0.3	3	4	Local	0	0	1,900,000	1,900,000
	AVN14-105	El Mirage and Lower Buckeye Road	Widen El Mirage & Lower Buckeye Road	0.2	2	4	Local	0	0	810,000	810,000
							Total for FY 2014	0	0	2,710,000	2,710,000
2015	AVN11-705	Litchfield Rd: Broadway Rd to Lower Buckeye Rd	Add 1 through lane in each direction	1.0	2	4	Local	0	0	550,000	550,000
							Total for FY 2015	0	0	550,000	550,000
							Total for Avondale	0	0	23,375,849	23,375,849

Agency: Buckeye

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	BKY11-904	Southern Ave: Apache Rd to Watson Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.0	2	6	Local	0	0	5,145,941	5,145,941
							Total for FY 2011	0	0	5,145,941	5,145,941
2012	BKY10-903	Apache Rd: Maricopa Rd to MC 85	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks, rail crossing and canal crossing	0.5	2	4	Local	0	0	2,491,474	2,491,474
	BKY12-906	Rainbow Road: Durango St to Lower Buckeye Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.5	2	6	Local	0	0	2,572,970	2,572,970
	BKY04-401B	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	1.5	0	4	Private	0	0	1,500,000	1,500,000
	BKY12-905	Watson Rd: Durango St to Lower Buckeye Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.5	2	6	Local	0	0	2,572,970	2,572,970
	BKY07-702	Watson Rd: Extension to MC-85	Construct new roadway with crossing over Palo Verde Nuclear Generating Station water line, BID Canal and RR Tracks	1.0	0	2	Local	0	0	2,852,000	2,852,000
							Total for FY 2012	0	0	11,989,414	11,989,414
2013	BKY12-907	Dean Rd: RID Canal to Southern Ave	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2.3	2	4	Local	0	0	11,578,367	11,578,367
	BKY07-701	Miller Rd: Irwin Ave to Southern Ave	Widen roadway adding 1 through lane in each direction	2.0	2	4	Local	0	0	3,224,000	3,224,000
	BKY10-901	Miller Rd: Maricopa Rd to Narramore Ave	East half street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.8	2	6	Local	0	0	6,228,684	6,228,684
	BKY10-902	Miller Rd: Narramore Ave to Hazen Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.3	2	6	Local	0	0	3,737,210	3,737,210
							Total for FY 2013	0	0	24,768,261	24,768,261
							Total for Buckeye	0	0	41,903,616	41,903,616

Agency: Chandler

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	CHN120-07CZ2	Chandler Blvd at Dobson Rd	Construct intersection improvement	0.3	4	6	RARF	0	1,144,000	1,792,000	2,936,000
	CHN130-08C	Ray Rd at Alma School Rd	Construct intersection improvement	0.3	4	6	RARF	0	1,484,000	5,220,000	6,704,000
							Total for FY 2011	0	2,628,000	7,012,000	9,640,000
2012	CHN110-09C	Chandler Blvd at Alma School Rd	Construct intersection improvement	0.3	4	6	RARF	0	2,398,000	7,295,000	9,693,000
	CHN12-103CZ3	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	RARF	0	254,000	4,283,000	4,537,000
	CHN12-103CZ2	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	RARF	0	1,847,000	792,000	2,639,000
	CHN12-103CZ	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	RARF	0	556,000	238,000	794,000
							Total for FY 2012	0	5,055,000	12,608,000	17,663,000
2013	CHN13-101	McQueen Rd: Ocotillo to Chandler Heights	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Local	0	0	8,150,000	8,150,000
	CHN06-213	Chandler Blvd: Colorado Street to McQueen Road	Widen roadway from 4 to 6 lanes, plus turn lanes	0.8	4	6	Local	0	0	19,400,000	19,400,000
	CHN430-11ACZ2	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	RARF	0	2,368,000	11,291,000	13,659,000
	CHN09-703	Ocotillo Rd: Arizona Ave to McQueen Rd	Widen roadway to add 2 through lane in each direction	1.0	2	6	Local	0	0	16,575,000	16,575,000
							Total for FY 2013	0	2,368,000	55,416,000	57,784,000
2014	CHN14-104CZ2	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	RARF	0	1,847,000	792,000	2,639,000
	CHN14-104CZ3	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	RARF	0	254,000	4,283,000	4,537,000
	CHN14-104CZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	RARF	0	556,000	238,000	794,000
							Total for FY 2014	0	2,657,000	5,313,000	7,970,000
2015	CHN15-102	McQueen Rd: Chandler Heights to Riggs Road	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Local	0	0	7,015,000	7,015,000
	CHN12-806	Chandler Heights Rd: Arizona Ave to McQueen Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Local	0	0	13,520,000	13,520,000
	CHN08-607	Frye Rd: Consolidated Canal to Cooper Rd	Construct bridge over the Canal and extend Frye Rd to Cooper Rd	0.1	0	2	Local	0	0	2,962,000	2,962,000
	CHN10-101CZ2	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	RARF	0	4,078,000	1,748,000	5,826,000

Agency: Chandler

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2015	CHN10-101CZ	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	RARF	0	2,894,000	1,240,000	4,134,000
	CHN10-102CZ	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	RARF	0	2,808,000	1,203,000	4,011,000
	CHN10-102CZ2	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	RARF	0	2,000,000	3,589,000	5,589,000
	CHN15-105CZ	Ray Rd at Dobson Rd	Construct intersection improvement	0.3	4	6	STP-MAG	5,552,000	0	2,380,000	7,932,000
							Total for FY 2015	5,552,000	11,780,000	33,657,000	50,989,000
							Total for Chandler	5,552,000	24,488,000	114,006,000	144,046,000

Agency: El Mirage

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	ELM11-101	Dysart Road from Cactus Road to Thunderbird Road	Design and Construction	1.0	4	6	Local	0	0	1,150,000	1,150,000
							Total for FY 2011	0	0	1,150,000	1,150,000
2012	ELM11-102	Olive Avenue from Dysart Road to El Mirage Road	Design and Construction	1.0	2	4	Local	0	0	1,600,000	1,600,000
							Total for FY 2012	0	0	1,600,000	1,600,000
							Total for El Mirage	0	0	2,750,000	2,750,000

Agency: Fountain Hills

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	FTH11-102	Shea Blvd: Eastern Town Limit to Technology Drive	Construct 3rd WB lane, Bicycle Lane and Intersection Improvement	0.0	5	6	Local	0	0	0	0
							Total for FY 2011	0	0	0	0
2014	FTH12-002	Fountain Hills Blvd: Glenbrook Blvd to North Town Limit	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	1.5	2	4	Private	0	0	5,200,000	5,200,000
							Total for FY 2014	0	0	5,200,000	5,200,000
2015	FTH12-001	Fountain Hills Blvd: Shea Blvd to El Lago	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	2.0	2	4	Local	0	0	6,800,000	6,800,000
							Total for FY 2015	0	0	6,800,000	6,800,000
							Total for Fountain Hills	0	0	12,000,000	12,000,000

Agency: Gilbert

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	GLB11-801	Chandler Heights Rd: Greenfield Rd to Higley Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	3,000,000	3,000,000
	GLB11-802	Germann Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,500,000	3,500,000
	GLB11-803	Germann Rd: Val Vista Dr to Greenfield Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,500,000	3,500,000
	GLB11-003CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	RARF	0	947,000	1,157,000	2,104,000
	GLB09-720	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	2,500,000	2,500,000
	GLB10-731C	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	RARF	0	3,347,000	5,802,000	9,149,000
	GLB02-808	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB05-113	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	0.4	2	6	Private	0	0	1,500,000	1,500,000
							Total for FY 2011	0	4,294,000	24,959,000	29,253,000
2012	GLB12-806	Greenfield Rd: Queen Creek Rd to Ocotillo Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB12-807	Lindsay Rd: Queen Creek Rd to Ocotillo Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB12-808	Ocotillo Rd: 148th St to Greenfield Rd	Reconstruct roadway to add one lane in each direction	1.5	2	4	Private	0	0	3,000,000	3,000,000
	GLB12-810	Val Vista Dr: Ocotillo Rd to Chandler Heights Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	4,500,000	4,500,000
							Total for FY 2012	0	0	15,500,000	15,500,000
2013	GLB13-002CZ	Greenfield Rd: Elliot Rd to Ray Rd	Construct roadway widening	2.0	4	6	RARF	0	1,716,000	736,000	2,452,000
	GLB13-004CZ	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	RARF	0	2,160,000	926,000	3,086,000
	GLB11-804CZ2	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	RARF	0	2,352,000	1,009,000	3,361,000
	GLB11-804	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	RARF	0	2,352,000	1,009,000	3,361,000
	GLB13-011CZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Construct roadway widening	2.0	2	4	RARF	0	6,568,000	3,130,000	9,698,000
	GIL13-913	Recker Rd: Queen Creek to Ocotillo Rds	Add 1 lane in each direction	1.0	2	4	Private	0	0	2,000,000	2,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	GIL13-912	Riggs Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	5,000,000	5,000,000
	GIL13-911	Riggs Rd: Val Vista Rd to Greenfield Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	5,000,000	5,000,000
							Total for FY 2013	0	15,148,000	18,810,000	33,958,000
2014	GLB14-008CZ	Warner Rd at Greenfield Rd	Construct intersection improvement	0.5	4	6	RARF	0	2,365,000	1,013,000	3,378,000
							Total for FY 2014	0	2,365,000	1,013,000	3,378,000
2015	GLB15-102CZ	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	RARF	0	2,266,000	971,000	3,237,000
	GLB15-102CZ2	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	RARF	0	2,266,000	971,000	3,237,000
	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	RARF	0	7,795,000	3,341,000	11,136,000
	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	RARF	0	3,843,000	1,647,000	5,490,000
							Total for FY 2015	0	16,170,000	6,930,000	23,100,000
							Total for Gilbert	0	37,977,000	67,212,000	105,189,000

Agency: Glendale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2012	GLN12-803	Sarival Ave: Northern Ave to Olive Ave	Widen roadway with curb, gutter, sidewalk, and landscaping.	1.0	3	6	Private	0	0	3,000,000	3,000,000
							Total for FY 2012	0	0	3,000,000	3,000,000
2013	GLN07-601	Bethany Home Rd: 91st to 83rd Aves	Construct new 4 lane roadway	1.0	0	4	Local	0	0	2,000,000	2,000,000
							Total for FY 2013	0	0	2,000,000	2,000,000
							Total for Glendale	0	0	5,000,000	5,000,000

Agency: Goodyear

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	GDY10-712	Estrella Pkwy: MC-85 to Vineyard Ave	Reconstruct road from 2 to 4 lanes with bridge widening at Gila River	1.5	2	4	Local	0	0	34,000,000	34,000,000
	GDY97-008	Lower Buckeye Rd: Estrella Pkwy to 159th Ave	Reconstruct 2 lanes, curb, gutter, sidewalk & landscape	0.5	2	4	Private	0	0	500,000	500,000
	GDY10-902	Van Buren: Estrella Parkway to 158th Avenue	Street Improvement - Widen south side of Van Buren with second lane. Relocate RID facility	0.5	3	5	Local	0	0	1,750,000	1,750,000
							Total for FY 2011	0	0	36,250,000	36,250,000
2012	GDY12-904	Cotton Lane: Indian School to Thomas	Street Improvement - Construct four lane arterial street	1.0	2	4	Local	0	0	4,800,000	4,800,000
	GDY12-905	Sarival: Harrison to Yuma	Street Improvement - Add second south bound lane and relocate power poles	0.5	2	3	Local	0	0	600,000	600,000
	GDY12-906	Sarival: I-10 to McDowell Road	Street Improvement - Add second lanes north/south bound, relocate power poles	0.5	2	4	Local	0	0	600,000	600,000
	GDY12-907	Sarival: MC85 to Eddie Albert	Street Improvement - Add two north bound and one south bound lanes	0.5	2	5	Local	0	0	900,000	900,000
	GDY12-908	Sarival: Mesquite to Harrison	Street Improvement - Add second south bound lane and relocate power poles	0.5	2	3	Local	0	0	300,000	300,000
	GDY12-909	Sarival: Yuma to Elwood	Street Improvement - Add two south bound lanes, curb, gutter, sidewalk, relocate power poles, street lights and storm system	1.5	2	3	Local	0	0	3,600,000	3,600,000
	GDY12-903	Yuma Road: Sarival to 167th Avenue	Street Improvement - 3 eastbound lanes, curb gutter, sidewalk, street lights, relocate power poles, add second lane westbound to 165th avenue	0.5	2	6	Local	0	0	2,400,000	2,400,000
							Total for FY 2012	0	0	13,200,000	13,200,000
2013	GDY13-911	Cotton Lane: Indian School to Thomas	Street Improvement - Construct four lane arterial street	1.0	2	4	Local	0	0	4,800,000	4,800,000
	GDY13-916	Elliot Road: 185th to Rainbow Valley Road	Expand to 6 lanes	1.5	2	4	Local	0	0	3,750,000	3,750,000
	GDY13-912	Estrella Parkway Bridge over the Gila River	Bridge - Widen Bridge from 2 lanes to 6	0.5	2	6	Local	0	0	52,000,000	52,000,000
	GDY13-913	McDowell: Cotton Lane to Perryville	Street Improvement - Construct four lane arterial street	2.0	2	6	Local	0	0	9,200,000	9,200,000
	GDY13-107	Rainbow Valley Road and Riggs Road to State Road 238	Construct Sonoran Valley Parkway	20.0	0	2	Local	0	0	75,000,000	75,000,000
	GDY13-914	Sarival: Indian School to Camelback	Street Improvement - Construct four lane arterial street	1.0	0	0	Local	0	0	4,800,000	4,800,000
	GDY13-910	Sarival: Van Buren to Portland	Street Improvement - Add second north bound lane and relocate power poles	0.8	2	3	Local	0	0	1,200,000	1,200,000

Agency: Goodyear

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	GDY09-901	Van Buren - 161st Avenue to Sarival	Street Improvement - Add second west bound lane	0.5	3	4	Local	0	0	480,000	480,000
	GDY13-106	Yuma Road: Estrella Parkway to Litchfield Road	Construct six lanes with landscaped median	2.0	2	6	Local	0	0	12,000,000	12,000,000
							Total for FY 2013	0	0	163,230,000	163,230,000
2014	GDY10-711	Elliot Rd: 185th Ave to Rainbow Valley Rd	Reconstruct road from 2 to 4 lanes	1.0	2	4	Local	0	0	3,750,000	3,750,000
							Total for FY 2014	0	0	3,750,000	3,750,000
							Total for Goodyear	0	0	216,430,000	216,430,000

Agency: Maricopa County

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	MMA11-107CZ	El Mirage Rd: Bell Rd to Deer Valley Drive	Construction	3.0	2	4	Local	0	0	4,285,000	4,285,000
	MMA09-608	MC-85: 107th Ave to 91st Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2.0	4	6	Local	0	0	15,000,000	15,000,000
	MMA10-009CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	4	STP-MAG	15,248,000	0	6,535,000	21,783,000
	MMA09-812	Williams Field Rd: Gilbert Rd to Eastern Canal	Widen roadway from 2 to 4 lanes	1.5	4	6	Local	0	0	7,190,000	7,190,000
							Total for FY 2011	15,248,000	0	33,010,000	48,258,000
2012	MMA11-816	Ellsworth Rd: Hunt Hwy to S of Chandler Heights Rd	Widen roadway from 2 to 6 lanes, DCR Only	1.8	2	6	Local	0	0	7,800,000	7,800,000
	MMA08-605	MC-85: 91st Ave to 75th Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2.0	4	6	Local	0	0	29,848,000	29,848,000
	MMA11-930	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	4	STP-MAG	19,530,000	0	8,370,000	27,900,000
							Total for FY 2012	19,530,000	0	46,018,000	65,548,000
2013	MMA10-813	7th St: Carefree Hwy to Desert Hills Dr	Widen roadway from 2 to 4 lanes	3.0	2	4	Local	0	0	12,445,000	12,445,000
	MMA11-719	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	1.8	0	4	Local	0	0	25,000,000	25,000,000
							Total for FY 2013	0	0	37,445,000	37,445,000
2015	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	0.0	0	6	STP-MAG	5,766,000	0	17,083,000	22,849,000
	MMA15-102CZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Construct roadway widening	2.0	2	6	RARF	0	7,747,000	3,320,000	11,067,000
	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.6	4	6	STP-MAG	10,028,000	0	23,535,000	33,563,000
	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	2.0	4	6	STP-MAG	7,134,000	0	7,467,000	14,601,000
							Total for FY 2015	22,928,000	7,747,000	51,405,000	82,080,000
							Total for Maricopa County	57,706,000	7,747,000	167,878,000	233,331,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	MES310-11AC	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	RARF	0	820,000	1,294,000	2,114,000
	MES11-111CZ	Hawes Rd: Santan Fwy to Ray Rd	Construct roadway widening	0.0	0	6	RARF	0	1,493,000	1,014,000	2,507,000
	MES11-116CZ	Ray Rd: Sossaman Rd to Ellsworth Rd	Construct roadway widening	0.0	0	6	RARF	0	1,544,000	2,529,000	4,073,000
							Total for FY 2011	0	3,857,000	4,837,000	8,694,000
2012	MES12-107CZ	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	RARF	0	820,000	1,294,000	2,114,000
	MES150-10C	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	RARF	0	4,853,000	8,446,000	13,299,000
							Total for FY 2012	0	5,673,000	9,740,000	15,413,000
2013	MES13-102CZ	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	RARF	0	5,277,000	7,885,000	13,162,000
	MES13-103CZ	Country Club Dr at University Dr	Construct intersection improvement	1.0	4	6	RARF	0	1,579,000	2,786,000	4,365,000
	MES08-801	Elliot Rd: Hawes Rd to Loop 202 (Santan Fwy)	Widen roadway to add 2 through lanes in each direction and a center turn lane	0.5	2	6	Private	0	0	2,800,000	2,800,000
	MES08-802	Elliot Rd: Signal Butte Rd to Mountain Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	0.5	4	6	Private	0	0	2,000,000	2,000,000
	MES08-803	Ellsworth Rd at Pecos Rd	Widen intersection along all four legs to add 2 through lanes in each direction and center turn lanes	0.3	2	6	Private	0	0	3,200,000	3,200,000
	MES08-804	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	0.5	2	4	Private	0	0	2,000,000	2,000,000
	MES08-805	Hawes Rd: Elliot Rd to Paloma Ave alignment	Widen roadway to add 2 through lanes in each direction and a center turn lane	0.5	2	6	Private	0	0	2,800,000	2,800,000
	MES470-12AC	Lindsay Rd at Brown Rd	Construct intersection improvement	0.5	4	6	RARF	0	636,000	273,000	909,000
	MES470-12ACZ2	Lindsay Rd at Brown Rd	Construct intersection improvement	0.5	4	6	RARF	0	1,004,000	430,000	1,434,000
	MES08-806	McKellips Rd: Hawes Rd to Ellsworth Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	1.0	2	4	Private	0	0	2,000,000	2,000,000
	MES08-808	Signal Butte Rd: Elliot Rd to Ray Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	1.0	2	4	Private	0	0	2,000,000	2,000,000
	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	RARF	0	4,106,000	3,133,000	7,239,000
	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	RARF	0	4,106,000	3,133,000	7,239,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	MES13-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	RARF	0	1,641,000	2,798,000	4,439,000
	MES13-122CZ	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	RARF	0	3,221,000	2,136,000	5,357,000
							Total for FY 2013	0	21,570,000	39,374,000	60,944,000
2014	MES14-104CZ	Country Club Dr at Brown Rd	Construct intersection improvement	0.5	4	6	RARF	0	1,641,000	1,395,000	3,036,000
	MES151-11C	Mesa Dr at Broadway Rd	Construct intersection improvement	1.0	4	6	Local	0	0	10,364,000	10,364,000
	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	0	2,986,000	2,278,000	5,264,000
	MES14-120CZ	Southern Ave at Higley Rd	Construct intersection improvement	0.5	4	6	RARF	0	4,106,000	3,133,000	7,239,000
	MES14-123CZ	Val Vista Dr: Southern Ave to University Dr	Construct roadway widening	2.0	4	6	RARF	0	3,220,000	1,381,000	4,601,000
							Total for FY 2014	0	11,953,000	18,551,000	30,504,000
2015	MES15-109CZ	Guadalupe Rd: Power Rd to Hawes Rd	Construct roadway widening	2.0	4	6	RARF	0	4,625,000	4,366,000	8,991,000
	MES15-119CZ	Southern Ave at Lindsay Rd	Construct intersection improvement	0.5	4	6	STP-MAG	3,229,000	0	2,463,000	5,692,000
							Total for FY 2015	3,229,000	4,625,000	6,829,000	14,683,000
							Total for Mesa	3,229,000	47,678,000	79,331,000	130,238,000

Agency: Peoria

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	PEO11-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	7,769,000	11,317,000	19,086,000
	PEO11-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	1,211,000	1,764,000	2,975,000
							Total for FY 2011	0	8,980,000	13,081,000	22,061,000
2012	PEO12-101	75th Ave at Thunderbird Rd	Widen intersection to add additional through and right turn lanes and dual lefts.	0.3	4	6	Local	0	0	6,400,000	6,400,000
	PEO09-718	83rd Ave: Butler to Mountain View Rd	Widen roadway to add 1 through lane in each direction	0.5	2	4	Local	0	0	18,000,000	18,000,000
	PEO12-101CZ3	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	1,461,000	2,128,000	3,589,000
	PEO12-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	5,655,000	8,238,000	13,893,000
	PEO12-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	4,163,000	6,065,000	10,228,000
	PEO12-102	Lone Mountain: El Mirage to Loop 303	Build a 2 lane roadway with curb, gutter, streetlights	1.0	0	2	Private	0	0	6,000,000	6,000,000
							Total for FY 2012	0	11,279,000	46,831,000	58,110,000
2015	PEO09-712	67th Ave at Peoria Ave	Widen intersection	0.2	4	6	Local	0	0	1,200,000	1,200,000
	PEO09-802	El Mirage Rd: Vistancia Blvd to Westland Rd	Construct new 6 lane roadway	2.0	4	6	Private	0	0	12,000,000	12,000,000
							Total for FY 2015	0	0	13,200,000	13,200,000
							Total for Peoria	0	20,259,000	73,112,000	93,371,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	PHX08-613	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	1.0	2	4	Local	0	0	3,000,000	3,000,000
	PHX11-843	32nd St: Washington St to McDowell Rd	Construct roadway narrowing removing one northbound lane	1.0	6	5	Local	0	0	6,071,820	6,071,820
							Total for FY 2011	0	0	9,071,820	9,071,820
2013	PHX13-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	7,261,000	0	3,112,000	10,373,000
	PHX100-12C	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	0.0	0	6	STP-MAG	8,559,000	0	3,668,000	12,227,000
	PHX12-860	Pinnacle Peak Rd: 51st Ave to 43rd Ave	Reconstruct roadway to 74ft section, adding 2 through lanes	1.0	2	4	Local	0	0	5,180,000	5,180,000
	PHX13-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	RARF	0	5,684,000	7,156,000	12,840,000
							Total for FY 2013	15,820,000	5,684,000	19,116,000	40,620,000
2014	PHX14-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	8,521,000	0	3,651,000	12,172,000
	PHX13-102CZ	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	0.0	0	6	STP-MAG	8,559,000	0	3,668,000	12,227,000
	PHX14-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	RARF	0	4,275,000	5,848,000	10,123,000
							Total for FY 2014	17,080,000	4,275,000	13,167,000	34,522,000
2015	PHX15-183	16th St at Thomas Rd	Widen intersection	0.8	4	6	Local	0	0	148,000	148,000
	PHX10-629	32nd St: Southern Ave to Broadway Rd	Reconstruct roadway to 64ft section, adding 2 through lanes	1.0	2	4	Local	0	0	3,960,000	3,960,000
	PHX15-182	7th St at Camelback Rd	Widen intersection	0.3	5	6	Local	0	0	150,000	150,000
	PHX09-620	91st Ave: Indian School Rd to Camelback Rd	Reconstruct roadway to 74ft section, adding 1 through lane in each direction	1.0	2	4	Local	0	0	6,000,000	6,000,000
	PHX15-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	5,262,000	0	2,255,000	7,517,000
	PHX15-138	Baseline Rd: 59th Ave to 51st Ave	Construct roadway widening from 4 lanes to 6	1.0	4	6	Local	0	0	3,400,000	3,400,000
	PHX15-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	RARF	0	11,503,000	15,736,000	27,239,000
							Total for FY 2015	5,262,000	11,503,000	31,649,000	48,414,000
							Total for Phoenix	38,162,000	21,462,000	73,003,820	132,627,820

Agency: Queen Creek

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	QNC07-701	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC07-713	Ellsworth Rd: Rittenhouse Rd to Ellisworth Loop Rd	Widen roadway	0.5	2	4	Private	0	0	1,000,000	1,000,000
	QNC07-719	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	1.0	2	4	Private	0	0	2,000,000	2,000,000
	QNC07-721	Hawes Rd: Rittenhouse Rd to 1000 ft south of Queen Creek Rd	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC07-722	Ocotillo Rd: 209th Way to Ellsworth Loop Rd	Widen roadway	0.5	2	4	Private	0	0	700,000	700,000
	QNC07-729	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway	0.3	2	4	Private	0	0	500,000	500,000
	QNC07-728	Ocotillo Rd: Rittenhouse Rd to Crismon	Widen roadway	0.5	2	4	Local	0	0	3,000,000	3,000,000
	QNC07-730	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC09-778	Rittenhouse Rd: Queen Creek Wash to Cloud Rd	Widen roadway, adding 2 through lanes and add Bridge	0.5	2	4	Private	0	0	4,000,000	4,000,000
							Total for FY 2011	0	0	12,700,000	12,700,000
2012	QNC07-707	Ellsworth Rd: Ocotillo Rd to Queen Creek Wash	Widen roadway and add Bike Lane	0.5	2	3	Local	0	0	500,000	500,000
	QNC08-747	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	New 6 lane road	1.0	0	6	Private	0	0	3,000,000	3,000,000
	QNC09-768	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway	1.0	2	6	Private	0	0	4,000,000	4,000,000
	QNC07-724	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC09-769	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway	1.0	2	4	Private	0	0	2,000,000	2,000,000
	QNC08-751	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway	1.0	2	4	Private	0	0	1,000,000	1,000,000
	QNC08-759	Rittenhouse Rd: Germann to 203rd	Widen roadway	2.0	2	4	Local	0	0	6,000,000	6,000,000
							Total for FY 2012	0	0	17,000,000	17,000,000
2013	QNC09-766	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway	1.0	2	4	Local	0	0	2,000,000	2,000,000
	QNC08-748	Meridian Rd: Chandler Heights Rd to Riggs Rd	New 6 lane road	2.0	0	6	Local	0	0	10,000,000	10,000,000

Agency: Queen Creek

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2013	QNC08-750	Ocotillo Rd: Recker Rd to Power Rd	New 4 lane road	1.0	0	4	Private	0	0	4,000,000	4,000,000
	QNC09-773	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	0.5	2	5	Private	0	0	1,500,000	1,500,000
	QNC07-735	Queen Creek Rd: Crismon Rd to 213th St	Widen roadway	0.5	2	4	Private	0	0	1,000,000	1,000,000
	QNC08-801	Queen Creek Rd: Crismon Rd to Signal Butte Rd	Widen roadway	1.0	2	4	Private	0	0	1,000,000	1,000,000
	QNC08-802	Queen Creek Rd: Signal Butte Rd to Meridian Rd	Widen roadway	1.0	2	4	Private	0	0	1,000,000	1,000,000
	QNC13-903	Riggs Rd: Ellisworth Rd to Meridian Rd	Widen roadway	3.0	0	4	Local	0	0	20,000,000	20,000,000
	QNC09-774	Rittenhouse Rd (re-aligned): Sossaman Rd to Hawes Rd	Construct new roadway	1.0	2	4	Local	0	0	3,000,000	3,000,000
	QNC09-775	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	0.5	2	4	Local	0	0	2,000,000	2,000,000
	QNC09-776	Rittenhouse Rd: Octillo Rd to Queen Creek Wash	Widen roadway	2.0	2	4	Local	0	0	4,000,000	4,000,000
	QNC09-779	Signal Butte Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, from 2 to 4 lanes	1.0	2	4	Private	0	0	3,000,000	3,000,000
	QNC09-781	Sossaman Rd: Ocotillo Rd to Via Dejardian	Widen roadway	0.5	2	4	Local	0	0	1,500,000	1,500,000
							Total for FY 2013	0	0	54,000,000	54,000,000
							Total for Queen Creek	0	0	83,700,000	83,700,000

Agency: Scottsdale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	SCT100-11C2	Pima Rd: McKellips Rd to Via Linda	Construct roadway widening	8.0	2	6	RARF	0	14,523,000	6,224,000	20,747,000
	SCT11-001CZ	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	1.5	4	6	RARF	0	8,925,000	3,825,000	12,750,000
	SCT210-10AC	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	RARF	0	3,732,000	1,600,000	5,332,000
							Total for FY 2011	0	27,180,000	11,649,000	38,829,000
2012	SCT12-014CZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	RARF	0	3,732,000	1,600,000	5,332,000
							Total for FY 2012	0	3,732,000	1,600,000	5,332,000
2013	SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	RARF	0	3,481,000	1,492,000	4,973,000
	SCT13-007CZ	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	RARF	0	9,686,000	4,151,000	13,837,000
							Total for FY 2013	0	13,167,000	5,643,000	18,810,000
2014	SCT14-103CZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	RARF	0	3,856,000	1,652,000	5,508,000
	SCT14-104CZ	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	4	RARF	0	1,110,000	476,000	1,586,000
							Total for FY 2014	0	4,966,000	2,128,000	7,094,000
2015	SCT15-106CZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.0	0	2	RARF	0	563,000	241,000	804,000
	SCT15-102CZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct roadway widening	0.0	0	2	RARF	0	4,630,000	1,985,000	6,615,000
	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	RARF	0	2,217,000	950,000	3,167,000
	SCT15-107CZ2	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	RARF	0	681,000	292,000	973,000
	SCT15-107CZ	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	RARF	0	1,522,000	652,000	2,174,000
	SCT15-109CZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	Local	0	0	29,491,000	29,491,000
							Total for FY 2015	0	9,613,000	33,611,000	43,224,000
							Total for Scottsdale	0	58,658,000	54,631,000	113,289,000

Agency: Surprise

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	SUR11-110	165th Avenue - DUSD #19 Access Road between Pat Tillman Blvd to .32 miles south	Construct new 2 lanes with curb, gutter, and sidewalks	0.3	0	2	Private	0	0	680,000	680,000
	SUR11-115	Autoshow Avenue between Cactus and Peoria	Construct new 4 lane with center left turn lane, curb, gutter, raised median, and 4 right turn lanes	1.0	0	4	Private	0	0	4,000,000	4,000,000
	SUR11-118	Bullard Avenue between Bell Road and Paradise Lane	Construct new 2 lanes and slurry seal of existing 2 lanes withcurb, gutter, raised median wit landscaping, left turn lanes, right turn lane, and bike lane	0.5	2	4	Local	0	0	2,000,000	2,000,000
	SUR11-109	Cotton Lane between Greenway Road and South .5 miles	construct new Southbound 1 lane with 2 right turn lanes, curb and gutter, and sidewalk	0.5	3	4	Private	0	0	500,000	500,000
	SUR11-111	Cotton Lane between greenway Road and south 1/2 mile	Construct new 2 Northbound lanes and 2 right turn lanes with curb, gutter, and sidewalk	0.5	2	4	Private	0	0	1,000,000	1,000,000
	SUR11-103	Dysart Road at intersection of Grand Avenue 700 feet on north and south of Grand Avenue	Constructing 1 southbound lane with curb and gutter, sidewalk, median, and turn lane	0.5	3	4	Local	0	0	2,600,000	2,600,000
	SUR11-108	Greenway Road between Cotton Lane and 1/4 mile west	Construct new Eastbound 1 lane with right turn lane and sidewalk	0.3	3	4	Private	0	0	250,000	250,000
	SUR11-101	Greenway Road Between Litchfield Road and Bullard Avenue	Construct new arterial roadway, sidewalk, curb and gutter, and median.	1.0	2	4	Local	0	0	2,700,000	2,700,000
	SUR11-112	Greenway Road From Cotton Lane East 1/4 miles	Construct new 2 lanes with 2 right turn lanes, median, curb, gutter, and sidewalk	0.3	2	4	Private	0	0	500,000	500,000
	SUR11-120	Litchfield Road between Desert Cove and Cactus	Construct new 2 northbound and 2 southbound lanes	0.5	2	4	Local	0	0	2,472,000	2,472,000
	SUR11-119	Litchfield Road between Sweetwater and Cactus	Construct new 2 northbound and 2 southbound lanes on arterial roadway	0.5	2	4	Local	0	0	2,189,000	2,189,000
	SUR11-106	Litchfield Road between Waddell Road and Sweetwater Avenue	Construct new 2 south bound lanes on arterial roadway	0.5	2	4	Local	0	0	1,315,000	1,315,000
	SUR11-116	Peoria Avenue between Perryville Road and East 1/4 mile	Construct new 2 westbound lanes with curb, gutter, sidewalk, raised median, and 1 turn lane	0.3	2	4	Private	0	0	500,000	500,000
	SUR11-104	Perryville Road between Peoria Ave and Cactus Road	Construct new 2 lane arterial roadway	1.0	0	2	Private	0	0	1,000,000	1,000,000
	SUR11-114	Reems Road between Cactus Road and Peoria Ave	Reconstructed 2 lane arterial road adding 1 southbound and 1 northbound lane with curb, gutter, median, and sidewalk	1.0	2	4	Local	0	0	2,600,000	2,600,000
	SUR11-113	Union Hills Road between 111th Avenue to 115th Avenue	Construct new 1 lane westbound with curb, gutter, and sidewalk	0.5	2	3	Local	0	0	500,000	500,000
	SUR11-102	Waddell Road between Dysart Road and west 900 feet	Constructing the south side of Waddell Road	0.3	2	6	Local	0	0	2,300,000	2,300,000
	SUR11-107	Waddell Road between Litchfield and 1/4 mile west	Construct new 3 lanes on south side of Waddell	0.3	3	6	Private	0	0	1,000,000	1,000,000
							Total for FY 2011	0	0	28,106,000	28,106,000

Agency: Surprise

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
							Total for Surprise	0	0	28,106,000	28,106,000

TRANSIT SECTION
POTENTIALLY REGIONALLY SIGNIFICANT PROJECTS

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Agency: Buckeye

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	BKY10-805T	I-10/Jack Rabbit Trail	Construct regional park-and-ride (I-10/Miller Rd)	11.33.04	PTF	0	2,898,201	0	2,898,201
					Total for FY 2011	**0**	**2,898,201**	**0**	**2,898,201**
					Total for Buckeye	**0**	**2,898,201**	**0**	**2,898,201**

Agency: Glendale

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	GLN12-812TB	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.04	5309-FGM	1,322,436	330,609	0	1,653,045
	GLN12-812TA	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.04	5307	174,425	43,606	0	218,031
					Total for FY 2011	**1,496,861**	**374,215**	**0**	**1,871,076**
2012	GLN12-812TC	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.01	5309-fgm	5,064,421	1,266,105	0	6,330,526
					Total for FY 2012	**5,064,421**	**1,266,105**	**0**	**6,330,526**
					Total for Glendale	**6,561,282**	**1,640,320**	**0**	**8,201,602**

Agency: Phoenix

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	PHX11-801T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	None	Local	0	0	130,540,000	130,540,000
				Total for FY 2011		**0**	**0**	**130,540,000**	**130,540,000**
2012	PHX11-105T	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	11.33.04	5307	9,850,558	2,462,639	0	12,313,197
	PHX12-801T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	None	Local	0	0	84,650,000	84,650,000
				Total for FY 2012		**9,850,558**	**2,462,639**	**84,650,000**	**96,963,197**
2015	PHX15-101T	59th Ave/Laveen	Construct regional park-and-ride (59th Ave/Laveen)	None	5309-FGM	2,951,760	737,940	0	3,689,700
				Total for FY 2015		**2,951,760**	**737,940**	**0**	**3,689,700**
				Total for Phoenix		**12,802,318**	**3,200,579**	**215,190,000**	**231,192,897**

Agency: Valley Metro Rail

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	VMR11-102T	I-10 WEST Phoenix	Phoenix West Transit Ramp	13.23.01	CMAQ	12,500,000	3,125,000	0	15,625,000
	VMR11-705T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	13.23.01	PTF	0	884,800	0	884,800
	VMR11-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	13.23.01	CMAQ-Flex	800,000	200,000	0	1,000,000
					Total for FY 2011	**13,300,000**	**4,209,800**	**0**	**17,509,800**
2012	VMR12-841T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	13.23.01	5309	4,400,000	4,400,000	0	8,800,000
					Total for FY 2012	**4,400,000**	**4,400,000**	**0**	**8,800,000**
2013	VMR13-925T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	3,220,000	805,000	0	4,025,000
	VMR13-936T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	20,000,000	8,175,000	0	28,175,000
	VMR13-104T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	360,000	90,000	0	450,000
	VMR13-933T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	8,500,000	4,600,000	0	13,100,000
					Total for FY 2013	**32,080,000**	**13,670,000**	**0**	**45,750,000**
2014	VMR14-102T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	17,000,000	24,000,000	0	41,000,000
	VMR14-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	8,200,000	2,050,000	0	10,250,000
	VMR14-108T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	3,750,000	937,500	0	4,687,500
	VMR14-109T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	6,100,000	0	24,100,000
					Total for FY 2014	**46,950,000**	**33,087,500**	**0**	**80,037,500**
2015	VMR15-104T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction	13.23.01	5309	13,400,000	3,150,000	0	16,550,000
	VMR15-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	9,200,000	2,300,000	0	11,500,000
	VMR15-102T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	None	19,000,000	25,700,000	0	44,700,000

Agency: Valley Metro Rail

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2015	VMR15-109T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	7,100,000	0	25,100,000
	VMR15-108T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	3,000,000	750,000	0	3,750,000
					Total for FY 2015	**62,600,000**	**39,000,000**	**0**	**101,600,000**
					Total for Valley Metro Rail	**159,330,000**	**94,367,300**	**0**	**253,697,300**

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Agenda Item #5K

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

DATE:
March 2, 2010

SUBJECT:
Development of the FY 2011 MAG Unified Planning Work Program and Annual Budget

SUMMARY:
Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the draft FY 2011 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 13, 2010, and February 10, 2010. Because of the uncertainty of economic conditions, beginning with the FY 2009 Work Program, MAG Dues and Assessments were held constant between FY 2008 and 2009. With the continuing uncertainty of economic conditions, MAG dues were reduced by fifty percent in FY 2010. Staff is proposing to maintain the overall reduction to the FY 2011 draft Dues and Assessments of fifty percent with changes for individual members due to population shifts.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2011 were first presented at the February 10, 2010, Management Committee meeting and the February 24, 2010, Regional Council meeting.

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

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

- Draft of the FY 2011 "MAG Programs in Brief." The draft documents presents the newly proposed projects.
- Draft FY 2011 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

The information is considered draft and is subject to change as the budget continues through the review process.
The draft of the FY 2011 MAG Unified Planning Work Program and Annual Budget has narrative by division and associated program costs, and draft schedules in the budget appendix, including overall

program allocations, allocation of funding by funding source, dues and assessments, and consultant pages for new and carryforward consultants.

The draft budget also has information on the MAG region as a Transportation Management Area and as a Metropolitan Planning Organization. MAG is required (by Federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: In January and February proposed new projects and dues and assessments were reviewed. MAG is presenting a draft summary for the FY 2011 budget document, "MAG Programs in Brief." The format for this document is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

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

ACTION NEEDED:
Information and input on the development of the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:
This item was on the February 24, 2010, Regional Council agenda.

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 Michele Kern, El Mirage
* President Clinton Pattea, Fort McDowell Yavapai Nation
# Mayor Jay Schlum, Fountain Hills
* Mayor Ron Henry, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor John Lewis, Gilbert
* Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Councilwoman Gloria Cota for Mayor Yolanda Solarez, Guadalupe
* Supervisor Mary Rose Wilcox, Maricopa Co.
Mayor Scott Smith, Mesa
* Mayor Vernon Parker, Paradise Valley
Vice Mayor Ron Aames for Mayor Bob Barrett, Peoria
Mayor Arthur Sanders, Queen Creek
* President Diane Enos, Salt River

Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
Councilwoman Sharon Wolcott, 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
Roc Arnett, Citizens Transportation Oversight Committee

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

This item was on the February 16, 2010, Executive Committee agenda.

MEMBERS ATTENDING
Councilwoman Peggy Neely, Chair
Mayor Thomas L. Schoaf, Litchfield Park, Vice Chair
Mayor Hugh Hallman, Tempe, Treasurer
Mayor Marie Lopez Rogers, Avondale
Mayor James M. Cavanaugh, Goodyear
Mayor Scott Smith, Mesa
Mayor Jim Lane, Scottsdale* Not present

Participated by video or telephone conference call

This item was on the February 10, 2010, Management Committee agenda.

MEMBERS ATTENDING
Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
* Phil Dorchester, Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Brent Stoddard for Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dave Richert, Scottsdale
Joy Grainger for Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
* John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
David Boggs, Valley Metro/RPTA

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

Regional Council: This item was on the January 27, 2010, Regional Council agenda.

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 Michele Kern, 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
Mayor John Lewis, Gilbert
Mayor Elaine Scruggs, Glendale
Councilmember Frank Cavalier for Mayor James M. Cavanaugh, Goodyear
Mayor Yolanda Solarez, Guadalupe
Supervisor Mary Rose Wilcox, Maricopa Co.
Mayor Scott Smith, Mesa
* Mayor Vernon Parker, Paradise Valley
* Mayor Bob Barrett, Peoria
Mayor Arthur Sanders, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
* Mayor Jim Lane, Scottsdale
# Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
* Felipe Zubia, State Transportation Board
* Victor Flores, State Transportation Board
# Roc Arnett, CTOC

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

Executive Committee: This item was on the January 19, 2010 MAG Regional Council Executive Committee agenda.

MEMBERS ATTENDING
Councilwoman Peggy Neely, Chair
Mayor Thomas L. Schoaf, Litchfield Park, Vice Chair
Mayor Hugh Hallman, Tempe, Treasurer
* Mayor Marie Lopez Rogers, Avondale
Mayor James M. Cavanaugh, Goodyear
* Mayor Scott Smith, Mesa
Mayor Jim Lane, Scottsdale

* Not present # Participated by video or telephone conference call

Management Committee: This item was on the January 13, 2010 Management Committee agenda.

MEMBERS ATTENDING
Mark Pentz, Chandler, Chair
Susan Daluddung for Carl Swenson, Peoria
George Hoffman, Apache Junction
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
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dave Richert, Scottsdale
Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John Fink for John Halikowski, ADOT
Kenny Harris 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.

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

Agenda Item #7

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

DATE:
March 2, 2010

SUBJECT:
Proposed Federal Economic Stimulus Legislation and Recommended Transit Allocation

SUMMARY:
Preceding and since passage of the American Recovery and Reinvestment Act (ARRA), the Maricopa Association of Governments (MAG) staff has been working with member agencies to identify projects that can be supported with ARRA funds. In December 2009, the U. S. House of Representatives introduced and passed H.R. 2847 which identifies $75 billion to fund a variety of programmatic areas in a bill similar to ARRA with the intent of addressing the ongoing economic recession. As it relates to transportation issues, some spending provisions of this legislation have deadlines that are faster than what we saw with the ARRA.

A significant difference in H.R. 2847 compared to ARRA are the use-it-or-lose-it deadlines. **The new legislation has provisions that fifty percent of transportation projects (both highway and transit) need to be under contract within shorter time frames than ARRA obligations deadlines.** The legislation in its current form would allocate $27.5 billion to Highway Infrastructure Investment which is nearly identical to ARRA. For Transit Capital Assistance there is currently $8.5 billion identified which is approximately $750 million less than the ARRA.

The potential for a second round of stimulus funding has been on the agenda for information and discussion during MAG committee meetings since January 2010. While the timeline and the certainly of a bill passing is still unknown at this time, it is anticipated that if a bill does pass, it will have similar or shorter spending provision deadlines than that of the original ARRA program. Unlike the original 90-day obligation period, the spending provision requires projects to be **under contract** within a 90-day period. The legislation in its current form allocates $8.5 billion to transit which is approximately $750 million less than ARRA.

There will be challenges to program any new projects for funding due to the mandated federal project development process. Given the need for operating and preventative maintenance and potential short deadline for funds, MAG staff recommends any transit funds that need to be under-contract within the 90-day period be allocated toward operating costs, preventative maintenance, Americans With Disabilities Act (ADA) operations and ADA preventative maintenance. In November 2009, the Regional Public Transit Authority (RPTA) recommended a set of methodologies by which cost savings from ARRA projects are allocated toward operations, preventative maintenance, ADA operations and ADA preventative maintenance. The recommendations are outlined below:

1. Operating assistance – bus and rail (Up to maximum allowable)
    - Split using operating costs (Approximately 87percent bus /13percent rail)
    a. Operating assistance - bus
        - Allocated based on revenue miles of service provided within urbanized area
    b. Operating assistance – light rail
        - Allocated based on track miles of service provided within urbanized area
2. ADA Assistance (10 percent)
    - Allocated based on ADA trips provided within urbanized area
3. Preventive maintenance – bus and rail (balance of funds)

- Split using operating costs (Approximately 87 percent bus /13 percent rail)

a. Operating assistance - bus
   - Allocated based on revenue miles of service provided within urbanized area

b. Operating assistance – light rail
   - Allocated based on track miles of service provided within urbanized area

PUBLIC INPUT:
None.

PROS & CONS:
PROS: Approval of these recommendations would address the need for operating and preventative maintenance assistance for transit operators in the MAG region. As well, it would help ensure that sub-allocated transit funds are not lost to the MAG region.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The 2008 - 2012 TIP would need to be amended to include items for operations, ADA operations and ADA preventative maintenance, and preventative maintenance.

POLICY: The method by which funds would be allocated to transit operators are the same principles applied to savings from ARRA projects.

ACTION NEEDED:
Recommend approval that transit funds that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate.

PRIOR COMMITTEE ACTIONS:
MAG Transportation Review Committee: On February 25, 2010, the committee recommend that funds that are required to be under contract within ninety days be allocated towards operations (up to maximum allowable), ADA assistance (10 percent), and preventative maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008-2012 MAG TIP as appropriate.

MEMBERS ATTENDING

Peoria: Andy Granger for David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
Fountain Hills: Randy Harrel
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Maricopa County: Mike Sabatini for John Hauskins
Mesa: Jeff Martin for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Wylie Bearup for Ed Zuercher
* Queen Creek: Wendy Kaserman
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant
Tempe: Jyme Sue McClaren for Chris Salomone
Valley Metro Rail: Wulf Grote for John Farry
* Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook
* ITS Committee: Debbie Albert
Bicycle/Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

MAG Transit Committee: On February 11, 2010 , the Committee recommended approval that funds that are required to be under contract within ninety days be allocated towards operations (up to maximum allowable), ADA assistance (10percent), and preventative maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008-2012 MAG TIP as appropriate.

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair
ADOT: Mike Normand
Avondale: Rogene Hill
Buckeye: Andrea Marquez
Chandler: RJ Zeder
El Mirage: Pat Dennis
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Cathy Colbath
Goodyear: Cato Esquivel
Maricopa County: Mitch Wagner
Mesa: Mike James
Paradise Valley: William Mead
Peoria: Maher Hazine
*Queen Creek: Wendy Kaserman
Scottsdale: Theresa Huish
#Surprise: Michael Celaya
Tempe: Robert Yabes for Jyme Sue McLaren
#Tolleson: Chris Hagen
Valley Metro Rail: Wulf Grote
Regional Public Transportation Authority: Carol Ketcherside

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

CONTACT PERSON:

Alice Chen, Transportation Planner, (602) 254-6300.

Agenda Item #8

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

DATE:
March 2, 2010

SUBJECT:
Regional Transit Framework Study

SUMMARY:
MAG is responsible for system level transit planning activities that have the potential of impacting the Regional Transportation Plan (RTP). In cooperation with MAG member agencies, Valley Metro Rail (METRO), and the Regional Public Transportation Authority (RPTA), MAG has developed a Regional Transit Framework. The Framework will identify regional transit needs beyond what is currently funded through the RTP. The study will also help establish a regional transit vision for 2050, with more detailed project descriptions for year 2030. A copy of the Executive Summary is enclosed, and the full study report is available at www.bqaz.org.

The Framework identifies high leverage transit investments that are more competitive with other travel options. This approach is more "market based" than past transit planning efforts in the MAG region, and is dependent on determining what factors affect the choices that transportation system users make in selecting a mode of travel. A market based approach also needs to be informed by system compatibility factors such as land use, local plans and policies, and other regional and statewide efforts such as Building a Quality Arizona (BqAZ). In particular, this study has revealed that in order to attract new transit riders, the future regional transit system will need to provide clear benefits in terms of convenience and time.

To understand how transit services in the MAG region compare to other transit systems, six peer regions were reviewed, including Atlanta, Dallas, Denver, Salt Lake City, San Diego, and Seattle. The peer regions process included a review of population and development patterns, transit services operated, and overall investments in transit. Representatives of five of the peer regions provided a combined briefing to the MAG Transportation Policy Committee, Valley Metro/RPTA Board, and Valley Metro Rail Board on November 19, 2008. The peer review panel provided several observations, including the following: 1) the reliability and level of service trumps geographic coverage for attracting riders; 2) the region should focus on transit market demand, as serving areas with high demand potential is important for attracting choice riders; 3) the region should commit to strengthening the relationship of land use to transit ridership and pursue local/regional policies that support transit; and 4) the current transit system is a collection of transit routes and services, and future efforts should focus on developing a regional transit system.

Three transit modeling scenarios were developed to meet the goals of the Regional Transit Framework. Transit service and capital investments included in each scenario were derived from an understanding of related studies, existing and future transit services, projected travel demand characteristics, land use and growth patterns, and regional connectivity. A brief summary of each scenario is provided below.

Basic Mobility Scenario
The Basic Mobility Scenario includes minimal service expansion with the same types and levels of service provided today and currently programmed in the Regional Transportation Plan (RTP). The purpose of this scenario is to illustrate what could be accomplished in the region if all current transit

revenue sources are extended through 2030. In 2008 dollars, the Basic Mobility Scenario would require an additional $2.05 billion over the assumed $14 billion RTP Base Scenario.

Enhanced Mobility Scenario
The Enhanced Mobility Scenario assumes that the region funds transit service at a level comparable to the average of the peer regions evaluated through this study. Additional service would be provided for improved bus service frequencies, expanded express bus service with some routes operating all day, expanded arterial Bus Rapid Transit (BRT) service, the construction and operation of new high-capacity transit corridors, and a seamless regional Americans With Disabilities (ADA) paratransit program. In 2008 dollars, the Enhanced Mobility Scenario would require an additional $11.05 billion over the assumed $14 billion RTP Base Scenario.

Transit Choice Scenario
The Transit Choice Scenario assumes that the region funds transit service at a level comparable to the Seattle region, which had the highest per capita investment level among the peer regions evaluated for this study. The Transit Choice Scenario accomplishes all of the elements in the Enhanced Mobility Scenario, and it also includes additional high-capacity transit corridors and a larger network of supergrid bus routes to serve more areas of the region. In 2008 dollars, the Transit Choice Scenario would require an additional $21.5 billion over the assumed $14 billion RTP Base Scenario.

PUBLIC INPUT:
The Framework was discussed at more than 50 public and agency coordination meetings. The study process included seven focus group meetings to gauge people's perceptions and attitudes toward transit. Two focus group meetings were held with transit riders, two with transit non-riders, and three with representatives of the disability community. Participants identified barriers to using transit, including substantial wait times, inadequate hours and frequency of operation, and inadequate route coverage. Current riders want more routes, greater frequency, and longer service hours.

PROS & CONS:
PROS: This study provides a coordinated, regional framework for implementing future transit services throughout the MAG region.

CONS: Additional funding would be required to implement the recommendations for new transit services identified in the Regional Transit Framework.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: To provide a balanced approach for measuring the relative potential for alternative transit investments, the study process established specific transit performance standards and indicators. The performance standards and indicators were used to identify potential transit markets and to analyze alternative transit services. The evaluation of needs also involved an analysis of existing and future (2030) transit services and deficiencies. This analysis revealed that the transit system currently does not provide a comprehensive and cohesive system that allows transit riders to efficiently travel from one part of the region to another. Further, the analysis indicated that the RTP will expand fixed route service to cover a wider area, but planned service span and headway improvements are minimal.

POLICY: The Regional Transit Framework provides a technical foundation for future policy discussions related to transit system implementation, prioritization, and funding.

ACTION NEEDED:
Recommend acceptance of the findings of the Regional Transit Framework as the public transportation framework for the MAG region; acceptance of the enclosed Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan; and

recommend consideration of future planning actions identified in the study through the MAG Unified Planning Work Program process.

PRIOR COMMITTEE ACTIONS:
The Transportation Review Committee recommended to accept the Regional Transit Framework on February 25, 2010.

MEMBERS ATTENDING
Peoria: Andy Granger for David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer for 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: Paul Ward for Woody Scoutten
Maricopa County: Mike Sabatini for John Hauskins
Mesa: Jeff Martin for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Wylie Bearup for Ed Zuercher
* Queen Creek: Wendy Kaserman
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant
Tempe: Jyme Sue McClaren for Chris Salomone
Valley Metro Rail: Wulf Grote for John Farry
* Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING
Street Committee: Dan Cook
* ITS Committee: Debbie Albert
Bicycle/Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

The MAG Transit Committee recommended to accept the Regional Transit Framework on February 11, 2010.

MEMBERS ATTENDING
Phoenix: Debbie Cotton, Chair
ADOT: Mike Normand
Avondale: Rogene Hill
Buckeye: Andrea Marquez
Chandler: RJ Zeder
El Mirage: Pat Dennis
Gilbert: Tami Ryall
Glendale: Cathy Colbath
Goodyear: Cato Esquivel
Maricopa County: Mitch Wagner
Mesa: Mike James
Paradise Valley: William Mead
Peoria: Maher Hazine
* Queen Creek: Wendy Kaserman
Scottsdale: Theresa Huish
Surprise: Michael Celaya
Tempe: Robert Yabes for Jyme Sue McLaren
Tolleson: Chris Hagen
Valley Metro Rail: Wulf Grote
Regional Public Transportation Authority: Carol Ketcherside

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

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

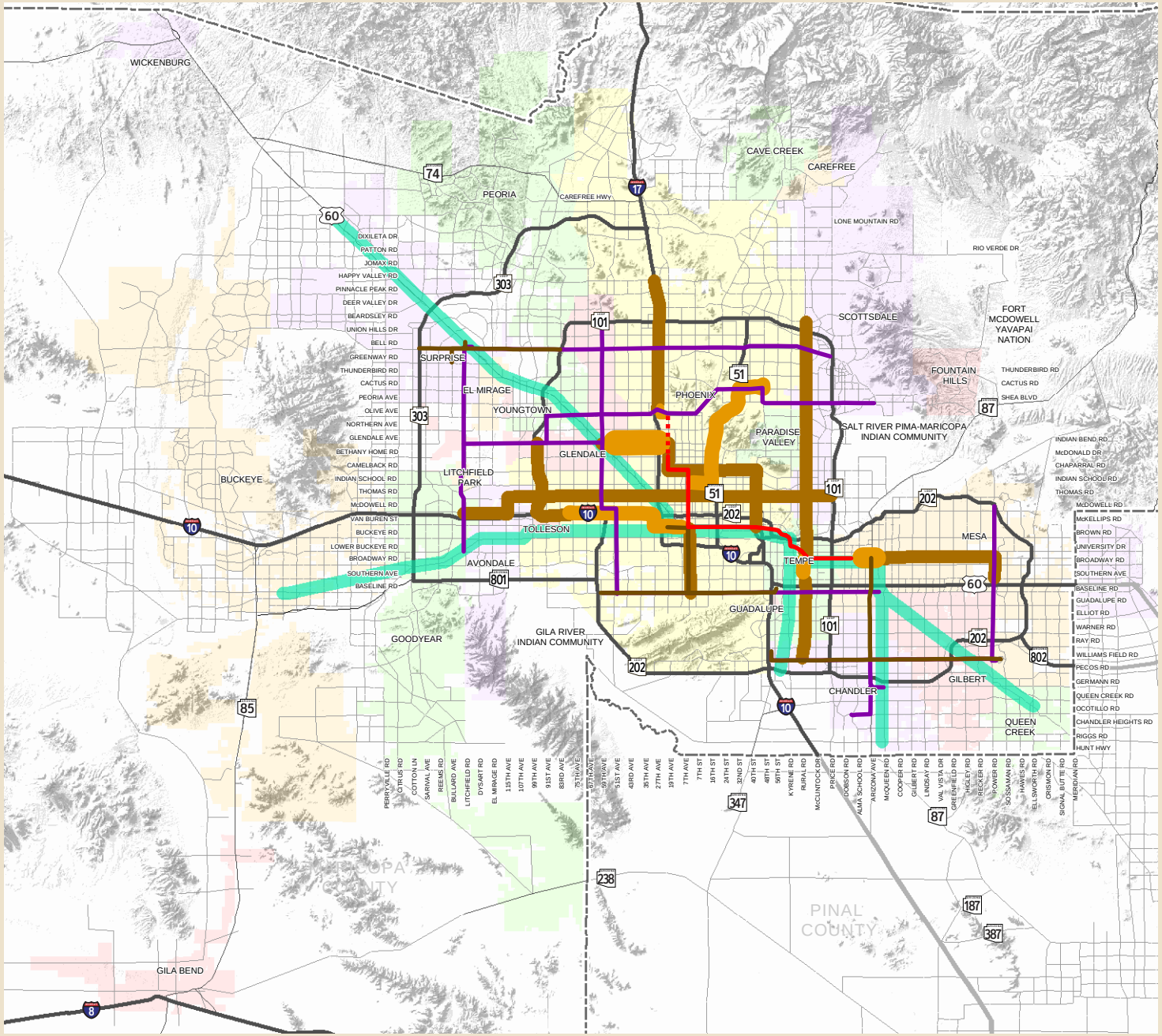
2010 Update
Regional Transportation Plan

DRAFT

REGIONAL TRANSPORTATION PLAN

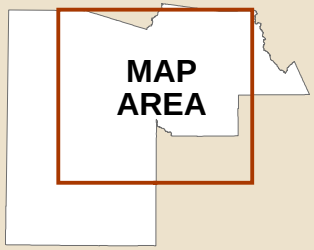
MARICOPA ASSOCIATION of GOVERNMENTS

Illustrative Transit Corridors



- Initial 20-mile Light Rail Segment
- Northwest Extension (Scheduled to open 2012)
- Adopted High Capacity Transit Corridors
- Illustrative High Capacity Transit (All-day Service)
- Illustrative High Capacity Transit (Peak Service)
- Adopted Arterial Bus Rapid Transit
- Illustrative Arterial Bus Rapid Transit
- Freeways
- Highways
- Other Roads
- County Boundary

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

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Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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DRAFT

MAG Regional Transit Framework

Executive Summary

www.bqaz.org

October 2009

METRO

MARICOPA ASSOCIATION of GOVERNMENTS

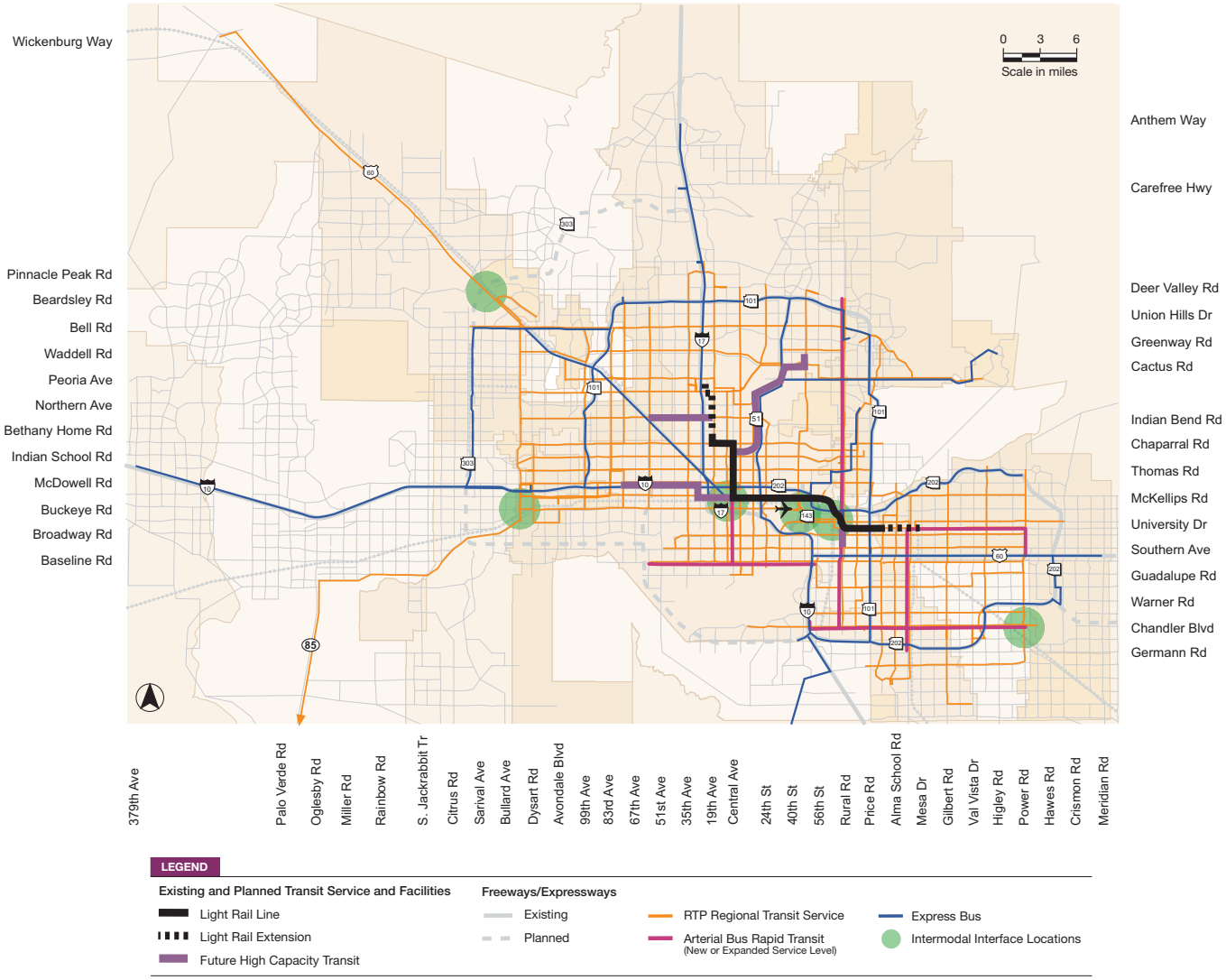
Valley Metro
Smartmove

Project Background and Process

Nearly 700,000 new residents were added to Maricopa County between 2000 and 2006. The U.S. Census Bureau estimates the county's population to be approximately 3.8 million people today, but regional forecasts indicate that Maricopa County may be home to 6.1 million by 2030. Significant development is predicted on the edge of the existing urban area and beyond, where few or no transit services are currently planned. Despite a Regional Transportation Plan (RTP) — with transit funded by the same half-cent sales tax that pays for freeway expansion – and financial support from local communities, additional public transit funding will be required to keep up with growth. An approach embracing all modes of transportation, including public transit, is essential to address the region's growing transportation demand.

The MAG Regional Transit Framework identified and prioritized needs for regional transit improvements to supplement the existing RTP through 2030, with consideration for longer range transportation needs through 2050. The analysis of land use, socioeconomic (population and employment) conditions, existing and planned transit service, and infrastructure, along with input from transit riders and nonriders, enabled MAG to identify transit needs, deficiencies, opportunities, and constraints. Three scenarios for transit services and facilities were then developed to address future travel needs.

MAG 2030 Planned Regional Transit System



Review of Peer Regions

To understand how the transit system in the MAG region compares to others, six similar (peer) regions were reviewed. Peer regions were selected based on their location, size, transit system characteristics, land use patterns, and other factors. The six peer regions were: Atlanta, Dallas, Denver, Salt Lake City, San Diego and Seattle.

Population and Population Density

REGION	2006 UZA Population	2000 UZA Land Area	Population per Square Mile
Atlanta	4,051,000	1,963	2,064
Dallas	4,809,000	1,529	3,146
Denver	2,316,000	585	3,959
Salt Lake City	945,000	231	4,094
San Diego	2,722,000	782	3,479
Seattle	2,875,000	954	3,015
Average[1]	2,531,143	1,007	2,932
MAG Region	3,228,000	779	4,040

Source: National Transit Database
[1] Average does not include MAG Region

Population and Population Density

Total population and its density affect the performance of and need for public transportation. In comparing the urbanized area (UZA) of the peers, the MAG region ranks third (of seven) in population and second in population density.

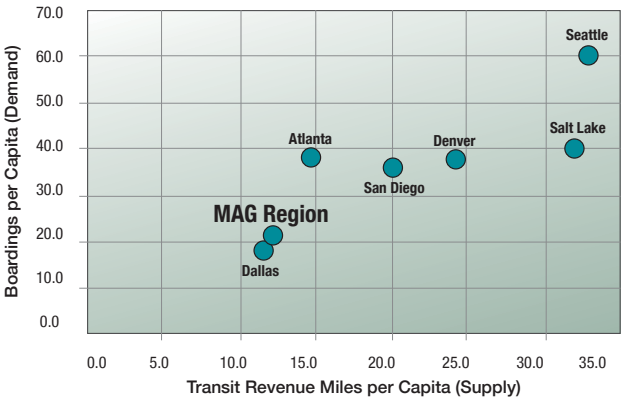
Peer Region Transit Services

All of the peer regions, including the MAG region, operate bus and vanpool service. Each operates light rail or (in Atlanta) heavy rail service. The primary difference between light and heavy rail is the number of people that they can carry, both are designed to operate frequent, all-day service. In addition to these modes, commuter rail is a service designed to have a limited number of stops over long distances, and to connect suburbs with busy activity centers during peak periods. Atlanta, Denver and the MAG region currently lack commuter rail service.

Transit Supply and Demand

Knowing how many people use transit, and how much transit service is available, is important for understanding the differences between regional transit systems. Transit supply is a measure of the number of miles operated by all transit modes (buses, trains, etc.) in a region. Transit use, or demand, is a measure of the number of passengers boarding transit in a region. In general, data from the peer regions indicates that as transit revenue miles (supply) per capita increase, passenger boardings per capita (demand) also increase. This pattern does not directly account for other variables such as land use and development patterns, traffic congestion, vehicle ownership rates, and parking costs.

2006 Transit Boardings & Miles of Service

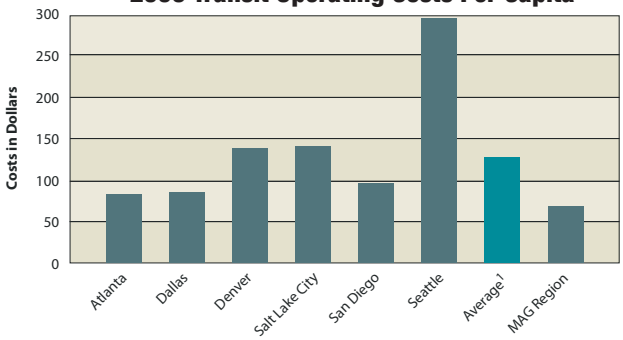


Source: National Transit Database

Investment in Transit

Regional investments in transit service vary greatly. On average, the peer regions invest approximately $130 per person per year. The MAG region invests just over $71 per year.

2006 Transit Operating Costs Per Capita



Public Involvement

MAG and its partners, Valley Metro Rail (METRO) and Valley Metro, conducted a comprehensive public outreach process geared towards both transit riders and non-riders. Its goal was to reach a broad range of citizens to obtain feedback on Maricopa County's current transit system, and on the types of regional transit service that the community would like to see. The process involved a series of focus groups and a telephone survey of Maricopa County residents who were not regular public transit riders. Public feedback helped to identify future transit needs and played a key role in defining regional transit deficiencies for the RTFS.

Regional Transit Problem Definition

The RTFS was intended to identify improvements designed to attract new transit riders and improve transit service for existing customers. To accomplish this, it was necessary to understand the factors that affect the decision to use transit, as well as the relationships among transit, land use, local plans and policies, and other transportation planning efforts. Through research and stakeholder input (such as the focus groups and telephone survey), the MAG study team identified the following regional transit deficiencies:

- Transit demand exceeding capacity (in areas and corridors with high demand for service), causing overcrowding
- Insufficient service expansion (as funded and programmed in the twenty-year RTP)
- Capital deficiencies (i.e., insufficient infrastructure, facilities and vehicles)
- Unmet needs for convenient services
- Unserved sparsely developed areas (with a need for rural or inter-community service)
- Unserved growth areas
- Route patterns not well suited to support broadly dispersed employment, which makes conventional transit service less efficient and more costly to provide
- Congested roadways (slowing transit service, making it less efficient and less appealing)
- Insufficient support for economic competitiveness (which is becoming more dependent on good public transit)
- Lack of funding for new transit investments

In general, deficiencies of the public transportation system in Maricopa County fall within three overlapping categories: service area coverage, passenger convenience, and funding.

Service Area Coverage

Most long-term population growth is projected to occur in areas outside the Loop 101 and 202 freeways—areas that currently have little or no transit service. While the RTP provides for some expansion to these areas, geographic coverage will still be limited, as will hours and frequency of service. Addressing future transit needs on the periphery of the metropolitan area will require consideration of both residential and employment concentrations.

Passenger Convenience

Regional focus groups and the survey revealed many forms of inconvenience that discourage transit ridership among those who have other travel options, including long waits at transfer points, safety and security concerns (e.g., lighting, safe crosswalks, visibility), lack of amenities at many transit stops, absence of real-time arrival information, overcrowding, roadway congestion, and inadequate park-and-ride capacity. The RTP addresses only some of these issues at a limited number of locations.

Funding and Seamless Service

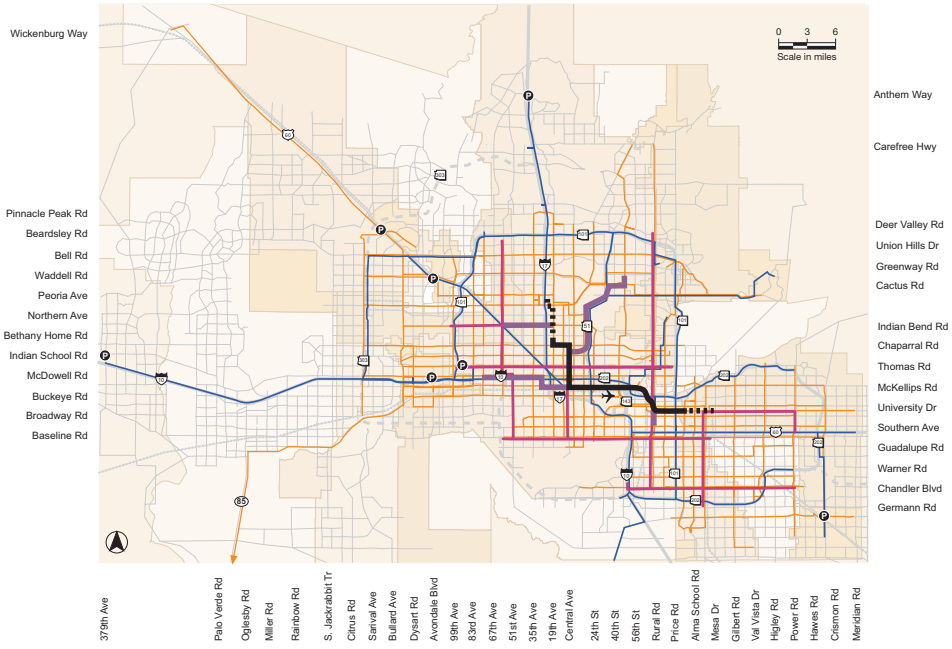
Not only is transit funding in Maricopa County modest compared with many peer regions, it also comes from a mix of regional and local sources. As a result, the level of service will continue to vary from one community to another, even when the RTP improvements have been fully implemented. A truly seamless and consistent regional system would require funding beyond the level provided through the RTP.

The analysis of transit deficiencies led the MAG study team to identify four categories of regional transit needs around which the recommended scenarios were developed: (1) new and expanded transit services, (2) new service corridors, (3) higher-speed travel opportunities, and (4) new revenue sources.

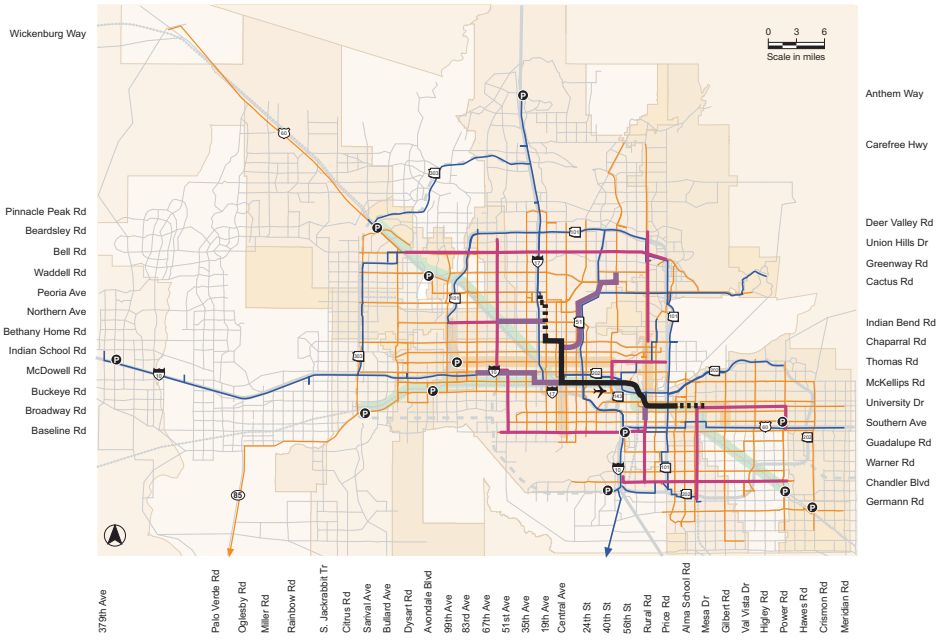
Year 2030 Transit Scenarios

Three regional transit scenarios were developed for 2030 to provide options for improving transit service in the MAG region. The scenarios build on the transit enhancements identified in the MAG RTP (funded through proposition 400 and local sources) and are based on a defined level of financial investment. New enhancements beyond those already defined in the RTP include improvements to existing transit service, expansion of transit service to new areas, and the inclusion of new transit service options (e.g., express bus, arterial bus rapid transit, high-capacity transit).

Scenario I - Basic Mobility



Scenario II - Enhanced Mobility



LEGEND

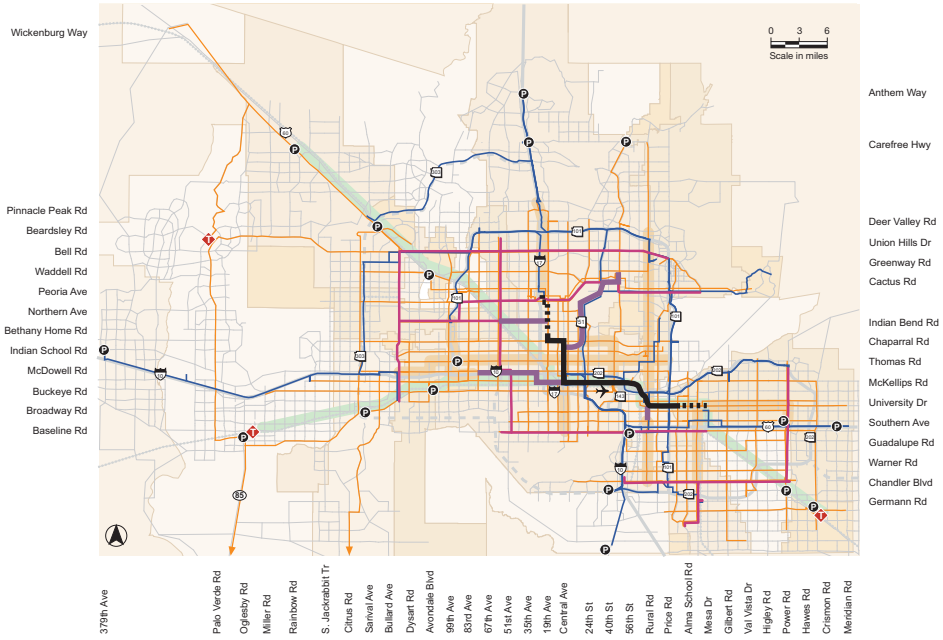
Existing and Planned Transit Service and Facilities

- Light Rail Line
- Light Rail Extension
- Future High Capacity Transit
- Express Bus
- Regional Supergrid and Connector Bus
- Arterial Bus Rapid Transit
- Emerging Transit Corridors Beyond 2030
- Park-and-Ride Facility
- Transit Center
- Intermodal Interface Locations

Freeways/Expressways

- Existing
- Planned

Scenario III - Transit Choice



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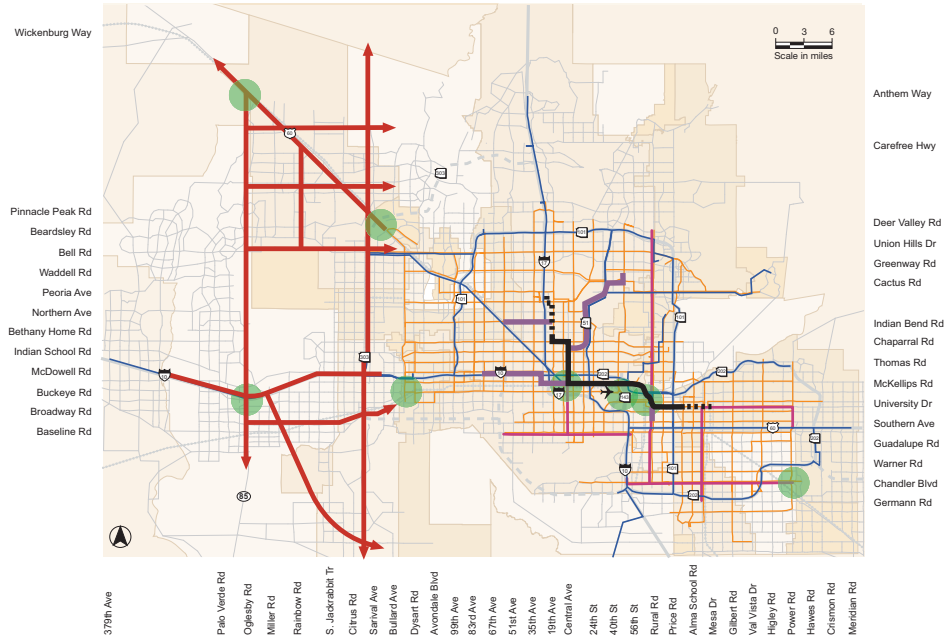
Freeways/Expressways

- Existing
- Planned

Beyond 2030



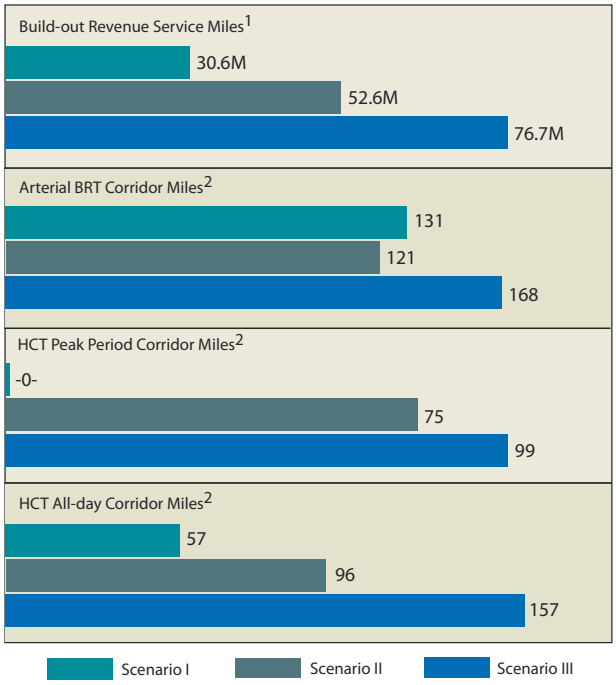
Scenario	Investment Level	Philosophy	Characteristics
I: Basic Mobility	Lowest (extend existing sources)	Continuation of RTP • Minimal service expansion with same types of services and programs as currently programmed in the RTP	• Expands service to new areas • Improves service levels within a limited number of high demand transit corridors • Many deficiencies not addressed
II: Enhanced Mobility	Moderate (comparable to peer regions level)	Concentrated Expansion • Moderate service expansion • Moderate increase in service area • Improved frequencies to meet standard service levels • Higher speed options (express bus, arterial BRT & HCT) • Activity centers outside urbanized area primarily connected through frequent, limited stop express services	• Expands regional transit service levels • Improves transit travel speeds in highest priority corridors • Deficient service levels improved
III: Transit Choice	Higher (comparable to Seattle level)	Growth Expansion • Most aggressive service expansion • Comparatively greatest increase in service area • Improved frequencies to meet standard service levels • More high-speed options in urban/non-urban area • Activity centers outside urbanized area connected through frequent, limited stop express services and Supergrid bus	• Expands regional transit service levels • Provides a more comprehensive regional transit system • Improves transit travel speeds in many more corridors • Nearly all deficiencies are addressed

Investment Options	Scenario I	Scenario II	Scenario III
Local Transit Service Improvements	---	●	●
Basic Expansion of ADA Paratransit Service	●	●	●
Regional Paratransit Service	---	●	●
Regional Connector – New Routes	---	---	●
Supergrid - Route Extensions	●	●	●
Supergrid - Increased Frequency	---	●	●
Express – New Routes & Increased Frequency	●	●	●
Express – Two-way All-day Service	●	●	●
Arterial BRT – New Routes	●	●	●
Arterial BRT – Increased Frequency	●	●	●
HCT Peak Period – New Routes	---	●	●
HCT All Day – Route Extensions	---	●	●

Descriptions of each transit mode in the transit service scenarios are provided below. Photos of similar services are displayed in the column to the left.

- **A** ADA Paratransit (dial-a-ride) – Curb-to-curb shared ride service for eligible persons with disabilities who are unable to travel alone by bus.
- **B** Regional Connectors—Intercity buses connecting outlying communities with activity centers.
- **C** Supergrid—Bus service on major arterial streets serving major activity centers with consistent levels of service operating across jurisdictional boundaries.
- **D** Express Bus—Services using the regional freeway system and HOV lanes to connect park-and-ride lots with major employment centers.
- **E** Arterial Bus Rapid Transit (BRT)—Arterial bus service that operates faster than supergrid routes, by making a limited number of stops and taking advantage of features such as traffic signal priority.
- **F** High-Capacity Transit All-Day—Frequent, all-day rail or bus service that typically operates in a dedicated guideway and stops for passengers only at designated stations.
- **G** High-Capacity Transit Peak-Period—Long-distance rail (i.e., commuter rail) or bus service operating in a dedicated guideway, making infrequent stops, and operating primarily during the morning and afternoon peak periods.

Comparison of Scenarios



1 Includes all regional transit modes (local services not included)
2 Includes all corridor miles operated including original RTP funded corridors

The transit service scenarios provide the community with three separate visions for the future. The first scenario (Basic Mobility) includes minimal service expansion with the same types and levels of service provided today and currently programmed in the RTP. The purpose of this scenario is to illustrate what could be accomplished in the region if all current transit revenue sources are extended through 2030.

The second scenario (Enhanced Mobility) assumes that the region funds transit service at a level comparable to the peer regions average, providing for improved bus service frequencies, expanded express bus service with some routes operating all day, expanded arterial BRT service, the construction and operation of new high-capacity transit corridors, and a seamless regional ADA paratransit program. This scenario provides a greater emphasis on concentrating transit services in areas with the greatest population and employment densities. Low-density areas are connected to activity centers and other regional transit services through direct express routes and other services.

Scenario III accomplishes all of the elements in Scenario II, but includes additional high-capacity transit corridors and a larger network of supergrid bus routes to serve more areas of the region with high-quality transit service. This scenario assumes that the regional transit program would be funded at a level comparable to the Seattle region. The Seattle region invests approximately four times more in transit than the Phoenix region (adjusted for population).

Funding

The Regional Transit Framework scenarios were developed based on the region's needs and deficiencies, as well as other considerations including regional connectivity and integration with other transportation modes. Expenditures or costs were another factor in determining the transit services and capital investments identified for each scenario.

Expenditures represent estimated costs associated with implementing, developing or purchasing the transit elements defined in each scenario (see below). Since the framework establishes a guide for future regional planning, not a financially constrained implementation plan, potential revenue sources are not specified.

Transit and Sustainable Development

Maricopa County's investment today in transit is an important element in shaping the region's future travel behavior. Focus groups, telephone survey respondents, the general public and peer regions expressed support for transit investment to provide a convenient system that supports economic development and provides mobility choices. To attain these goals in other regions, transit districts are working with municipal agencies to develop a foundation for successful transit investments through better land use integration. They recognize that the relationship between regional land use development and transit service is a key to building and sustaining ridership. Transit authorities have promoted zoning regulations that implement desired land use patterns around transit stations, and are working with their communities to enhance transit connections through bus, bike and pedestrian facilities. These agencies have also considered parking strategies and their effect on transit use.

Transit-Supportive Land Use

Transit use is strongly dependent on development density and land use. Typically, concentrated, mixed-use development produces higher residential and employment densities, which boost transit ridership. In particular, downtown employment centers, especially ones with limited or costly parking, generate a strong transit ridership base.

Transit Oriented Development (TOD) is defined as compact mixed-use (e.g., residential, office, retail, entertainment) development, located within an easy walk of a transit station or stop. By focusing compact development around transit stations, transit-supportive developments capitalize on public investments. The typical components of transit-supportive development near a station include moderate to high-density development, a mix of land use types, parking behind buildings or on the street, plazas or public spaces, and public art.

Activity Centers

Activity centers can produce significant transit ridership. An activity center can be a recreational or sports facility, a major shopping destination, or an entertainment venue. Structured parking is often built next to the site along with other uses. At some locations, parking is shared between uses to allow more intense land use. The combination of limited parking and activity center demand can mean higher transit ridership to these locations.

Parking and Transit

In addition to station proximity and transit service quality, parking policies influence ridership. An ample and easily accessible supply of parking, such as that found in many suburban office parks, encourages auto use and reduces attractiveness to transit riders. Conversely, the concentrated uses and limited and costly parking supply found in many major downtowns leads to higher ridership. The decreased amount of land dedicated to parking not only generates transit ridership, but supports the development of denser land uses.

Comparison of Estimated Expenditures by Scenario (in 2008$)

Scenario	Local/Other	Regional	Total	Program Years
RTP Base	$6.85 billion[1]	$7.15 billion[2]	$14.00 billion	2008 – 2028
Scenario I	$0	$2.05 billion	$2.05 billion	2027 – 2030
Scenario II	$2.90 billion	$8.15 billion	$11.05 billion	2015 – 2030
Scenario III	$3.80 billion	$17.70 billion	$21.50 billion	2015 – 2030

1 RTP local/other supported by fares, local sales tax, general funds, etc. (local taxes/gen fund = 69.3% of local/other category)
2 RTP regional supported by regional sales tax and federal funds (Prop 400 sales tax = 59.5% of regional category)
Source: MAG Study Team, 2009

Relationship to Statewide Transportation Planning Framework Study

The MAG RTF identifies future transit needs for the entire county. The same concerns for meeting future travel demand are shared by communities across the state. To address the issue statewide, other framework studies have been completed throughout Arizona. The MAG RTF will join these studies as input into a statewide multi-modal transportation planning framework. This coordinated planning framework process is known as Building a Quality Arizona (bqAZ).

Regional Transit Program for the Future

Developed through a demand-based approach, the regional transit framework scenarios provide a blueprint for a better coordinated and integrated regional transit system. Implementation of the concepts in these scenarios would transform the current regional transit system to one that more effectively and efficiently addresses travel needs throughout the region. To advance the transit service scenarios beyond a mere blueprint, the region must reach consensus on the future transit vision, identify resources and develop a detailed implementation strategy.

FOR MORE INFORMATION

Visit bqaz.org and select "MAG Regional Transit Framework Study," or contact Kevin Wallace of Maricopa Association of Governments, phone: 602-254-6300 e-mail: kwallace@mag.maricopa.gov

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue
Suite 300
Phoenix, AZ 85003

AGREEMENT BETWEEN AND AMONG THE MARICOPA ASSOCIATION OF GOVERNMENTS, THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY, VALLEY METRO RAIL , THE CITY OF PHOENIX AND THE TRANSIT OPERATORS IN THE MAG REGION REPRESENTED ON THE REGIONAL COUNCIL REGARDING TRANSIT PLANNING, PROGRAMMING AND FUND ALLOCATION.

Regarding the coordination of ongoing transit planning for programming federal funds that support the ongoing and future deployment of transit services affecting the Phoenix-Mesa Urbanized Area and the Avondale Urbanized Area, hereinafter referred to as the Urbanized Area (UZA).

This AGREEMENT is between and among the MARICOPA ASSOCIATION OF GOVERNMENTS (MAG), THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA), VALLEY METRO RAIL (METRO), the CITY OF PHOENIX, and other transit operators that are represented on the MAG Regional Council.

This AGREEMENT replaces the Resolution on Metropolitan Transportation Planning and Programming approved by the MAG Regional Council on May, 23, 2007.

WITNESS THAT:

WHEREAS, the RPTA, METRO, the CITY OF PHOENIX, transit operators, and other local government agencies in the MAG region are eligible to apply for and receive Federal Transit Administration (FTA) and/or Federal Highway Administration (FHWA) transit funding for capital, operating, and planning assistance for the delivery of public transportation; and

WHEREAS, MAG is the Metropolitan Planning Organization (MPO) for the UZA, directed by a duly comprised Regional Council of elected officials with a committee structure that represents all of the transit operators in the region to advise the MAG Regional Council on transportation planning and policy questions; and

WHEREAS, this AGREEMENT describes the planning and programming relationship among those agencies; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas, which are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems to serve the mobility of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, MAG, the RPTA, METRO, the CITY OF PHOENIX and other participating local government agencies rely upon a cooperative relationship to foster regional transit planning which feeds directly into state and national planning;

NOW, THEREFORE, in consideration of the mutual benefits to the transit operators and jurisdictions hereto, and in consideration of the covenants and conditions herein contained, the transit operators and jurisdictions agree as follows:

Purpose. The purpose of this AGREEMENT is to set forth the basic structure for cooperative planning and decision making regarding transit planning and programming between MAG, RPTA, METRO, the CITY OF PHOENIX and other participating local government agencies.

Representation on MAG Transit Committee. All MAG member agencies are invited to serve as voting members of the MAG Transit Committee. The Arizona Department of Transportation (ADOT), RPTA and METRO are also invited to serve as voting members of the MAG Transit Committee. The MAG Transit Committee serves as the primary MAG committee to coordinate regional transit planning and programming of federal transit related funds.

Regional Transit Coordination. MAG, RPTA, METRO and the CITY OF PHOENIX agree to work cooperatively with each other and with the other transit operators and local government agencies in ensuring the provision of coordinated, regionwide transit services. Items to be considered should include fares, transfer and pass policies, transit information, marketing, schedules, service coordination, data needed to meet periodic reporting requirements, and other activities as required.

Regional Transportation Plan. MAG agrees to prepare, adopt and maintain, as required, a Regional Transportation Plan (RTP). MAG, RPTA, METRO and the CITY OF PHOENIX agree to work cooperatively with each other and with the other transit operators and local government agencies in the refinement of the RTP through the conduct of and participation in multimodal transportation studies.

Transportation Improvement Program (TIP) Development Process. The MAG TIP development process shall serve as the focal point for making an annual determination regarding the distribution of federal funds available for allocation by MAG within the UZA. The transit operators and local government agencies agree that it is desirable to ensure that a stable funding stream is available for all operators that allows the operators to carry out coordinated services throughout the UZA.

MAG develops its annual program of projects in consultation with interested transit operators and local government agencies. Following direct consultation among the transit operators and jurisdictions to this AGREEMENT, MAG distributes notices of intent to develop or amend the TIP, publishes the proposed program of projects to be adopted, and carries out a public involvement and review process for TIP adoption or amendment, in compliance with 23 CFR Sections 450.312 and 450.324. The same notices of intent, publication of proposed projects, and public involvement and review also shall be used to fulfill the public hearing requirements of 49 U.S.C. Section 5307, covering review and approval of FTA grant applications for TIP projects. RPTA, METRO, other transit operators, and MAG member agencies seeking TIP programming and subsequent grant approvals, will provide MAG with sufficient project detail to convey understanding of the projects by all interested agencies and persons, meet FTA grant application requirements, and provide a clear linkage to TIP project descriptions. MAG will advertise the proposed public hearing(s), projects to be programmed, and fund amounts to be programmed through their existing public participation process.

The CITY OF PHOENIX, as the Designated Recipient, implements the Annual Grant for the FTA. As part of this process, the CITY OF PHOENIX balances the FTA portion of the transportation annual appropriations and provides, to MAG, revisions to the TIP to reconcile the grant and the first year of the TIP. Following reconciliation, MAG works cooperatively with the CITY of PHOENIX to determine if the TIP is in agreement with the Annual Grant. If agreement is reached, MAG concurs with the reconciliation and informs the FTA of its determination.

The MAG Transit Committee meets to draft a program of projects for the TIP. This program of projects is forwarded to the MAG Transportation Review Committee, Management Committee, Transportation Policy Committee and the Regional Council to be considered for inclusion into the MAG TIP. Following the enactment of an annual federal budget and publication of funding apportionments and discretionary awards in the Federal Register, the CITY OF PHOENIX informs MAG of the amounts of the formula and other designated federal funds coming to the UZA. MAG then consults with the transit operators and local government agencies working through the MAG Transit Committee to finalize the recommended programming of those funds into the TIP, making adjustments as necessary to the draft program of projects completed earlier.

As part of the TIP process, projects are programmed in the TIP on behalf of all transit providers receiving federal funds. MAG, working through the MAG Transit Committee, will develop a recommended prioritized list of projects for the allocation of federal funds, which would include all FTA 5307 funds apportioned to the UZA plus additional federal funds that may be available for distribution from FTA and FHWA. The MAG Transit Committee will identify priority projects and endeavor to program the use of said funds based on factors that are cooperatively developed by the MAG Transit Committee with final approval by the MAG Regional Council.

Grant Application for Transit Funding. The CITY OF PHOENIX is the Designated Recipient for federal formula funds allocated under the Federal Transit Act, as amended, in the UZA. The MAG Transit Committee will develop projects to be submitted to the CITY OF PHOENIX. The CITY OF PHOENIX will prepare applications to the FTA and FHWA for federal transit funding. Draft applications will be submitted to MAG using an agreed upon method, in advance of the FTA or FHWA submittal to confirm accuracy and consistency with TIP programming requirements and with the MAG RTP, as required by federal guidelines. All transit operators and jurisdictions agree to work in good faith to develop consistent programming, documentation, and funding requests in a manner consistent with FTA or FHWA requirements.

Progress Reporting. MAG is responsible for tracking the overall progress of all projects in the TIP, is required to produce an annual list of projects for which federal funds have been obligated in the preceding year, and ensures that it is made available for public review.

Transit operators and local government agencies receiving federal transit funding will assist MAG's and the CITY OF PHOENIX's efforts to track the overall progress of transit projects in the TIP. At a minimum, milestone/progress reports submitted to FTA and reviewed by MAG shall contain all of the information required in FTA Circular 5010, as amended from time to time, for grant administration of procedures. If project specific questions are raised by FTA or MAG that cannot be answered through review of the Transportation Electronic Award and Management (TEAM) documentation, the affected transit operator

or jurisdiction will, upon request, provide MAG or the CITY OF PHOENIX, as applicable, additional information. Examples of information that may be periodically requested include the following:

1. A classification of the projects by the individual categories, as identified in the TIP.
2. A documentation of the stage of project implementation.
3. An explanation for any project delays if the project is behind schedule.
4. The reasons for any cost overruns if the project is over budget.
5. A status on the amount of federal funding obligated, received, and used to support projects.
6. Any identified needs for a TIP amendment.
7. Project savings to be reverted, if any, at project completion.

TIP Amendments. Each transit operator and local government agency receiving transit funding is responsible for notifying MAG if there is the need to amend the TIP. Amendments may require three to four months to process for approval. MAG typically processes TIP amendments on a quarterly basis. A formal request for changes in project cost, scope, or schedule must be made to be incorporated in an amendment. Certain minor adjustments and administrative and project budget modifications can be made outside the formal amendment process, but must be requested in writing.

As part of the quarterly progress report, or more frequent reporting if required, each transit operator or local government agency receiving transit funding will notify MAG regarding the reasons an amendment to the TIP is needed. TIP amendments may be needed to address issues such as funding shortfalls, delays in project implementation and/or new projects that need to be included in the TIP. Subrecipients of FTA funding shall regularly update the CITY of PHOENIX on project status, and the CITY of PHOENIX shall periodically provide a grant status review to the MAG Transit Committee.

Public Comment. The federal regulations for metropolitan planning under SAFETEA-LU are incorporated within the MAG adopted public involvement process. Federal law requires that the MPO work cooperatively with the state department of transportation and the regional transit operators to provide citizens, affected public agencies, representatives of transportation agencies, freight shippers, private providers of transportation, representative users of public transit, and other interested transit operators and jurisdictions a reasonable opportunity to comment on proposed transportation plans and programs. All MAG public involvement efforts are consistent with Title VI of the Civil Rights Act and the Executive Order on Environmental Justice.

Public Involvement Process. MAG's adopted public involvement process is divided into four phases:

1. Early phase
2. Mid phase
3. Final phase
4. Continuous Involvement

During each of these phases, MAG will work closely with ADOT, RPTA, METRO, and the CITY OF PHOENIX. Responses to public comment in the Mid Phase and Final Phase Public Input Opportunity Reports are coordinated with the above listed agencies. The public hearing for the TIP and RTP includes

representation from the above listed agencies. These groups may also co-host public involvement events, including public hearings and meetings and information booths at special events throughout the region.

Air Quality. In nonattainment areas for air quality standards, the MPO is responsible for determining conformity of the TIP and RTP with the State Implementation Plan to achieve air quality standards. The goal is to ensure that transportation plans, programs, and projects do not cause or contribute to violations of the air quality standards.

Conformity consultation in the MAG region is to be done in accordance with 40 CFR 93.105 and Arizona Administrative Code R18-2-1405. Under these requirements, MAG consults with local governments and appropriate State and federal agencies on the TIP, the RTP, conformity analysis, and the MAG Unified Planning Work Program and Annual Budget. For local government consultation, the MAG Management Committee is the primary contact. This includes RPTA, the CITY OF PHOENIX and other local government agencies that provide transit service.

Human Services Coordination Plan. The MAG Unified Planning Work Program and Annual Budget includes the Human Services Coordination Transportation Plan as required by SAFETEA-LU regulations. This plan is drafted cooperatively by MAG with the CITY OF PHOENIX and other stakeholders. This activity results in the identification of coordination strategies to make human services transportation more efficient and seamless, particularly as it pertains to the FTA Job Access Reverse Commute (JARC, section 5316), New Freedom (section 5317), and Elderly and Persons with Disabilities (section 5310) projects. The CITY OF PHOENIX develops and facilitates the application process for JARC and New Freedom funding. This process requires that applicants demonstrate they are utilizing the coordination strategies identified in the Human Services Coordination Transportation Plan. The plan is updated by MAG in partnership with the CITY OF PHOENIX and other stakeholders as needed.

MAG Unified Planning Work Program and Annual Budget. The MAG Unified Planning Work Program (UPWP) and Annual Budget is developed in a collaborative process with federal, state and local agencies and input is sought from the public on key issues facing the MAG region. Planning for the UPWP is a continuous process. In developing the UPWP, MAG meets with RPTA, METRO, the CITY OF PHOENIX and ADOT to ensure coordination of projects. Portions of the UPWP are brought incrementally to the MAG Regional Council Executive Committee, serving as the MAG Finance Committee, and to the MAG Management Committee and MAG Regional Council. Budget presentations are made from January through May each year.

In the spring of each year, the draft budget is provided to local, state and federal agencies for review in anticipation of the Intermodal Planning Group (IPG) meeting where questions and comments are heard and, if necessary, adjustments are made regarding state and federal agency comments. At the IPG meeting, MAG, RPTA, METRO, the CITY OF PHOENIX and ADOT participate in the presentations and the meeting. The final budget is presented to the MAG Regional Council in the month of May and, upon approval, is sent in the month of June to ADOT and the FHWA.

Review and Refinement of Transit Planning and Programming Roles and Responsibilities. During FY 2010, a staff Working Group with representatives from MAG, the CITY OF PHOENIX, RPTA, and

METRO undertook an examination of the regional transit programming and planning roles performed by the four agencies. This examination was undertaken to achieve the following objectives:

1. Provide better integration of all modes of travel in the Regional Transportation Plan (RTP).
2. Continue development of a transit program that reflects regional priorities identified in the RTP.
3. Ensure that MAG is meeting its responsibilities under federal and state law to develop an integrated long range transportation plan; develop and administer the Transportation Improvement Program; develop and execute the annual Unified Planning Work Program; and provide administrative oversight of the utilization of Proposition 400 funds.
4. Clarify roles and responsibilities among the four agencies to reduce duplication and to ensure a more efficient and integrated planning process.

The Working Group reached consensus on several issues. Four of the Working Group recommendations further clarify the coordination of ongoing transit planning, as outlined below:

1. MAG is responsible for transit system planning activities for the region, including the transit component of the Regional Transportation Plan, transit corridor studies (prior to the identification of project funding), transit system studies and subregional studies. In some instances, MAG may determine to have a transit operator conduct a specific subregional or corridor study.

2. For projects that require a federal Alternatives Analysis (AA) process, MAG, in cooperation with the affected agencies/jurisdiction(s), shall determine the appropriate agency to conduct and manage the AA. The Locally Preferred Alternative (LPA) resulting from the AA will be reviewed and approved through the MAG committee process. The process for review and approval of an LPA includes the following steps: 1) review and adoption by the affected jurisdiction(s); 2) informational review and acceptance by the METRO and/or RPTA Boards, as appropriate; and 3) review through the MAG committee process, with final approval of the LPA by the MAG Regional Council. To ensure continuity in the planning process, RPTA and METRO will provide periodic updates to the MAG Transit Committee on federal Alternatives Analysis projects.

   Draft Design Concept Reports (DCR) and other major project scoping documents will be reviewed and approved for concurrence through the MAG committee process, in addition to any other agency approvals. MAG will join the operating agency and affected jurisdictions as a member of the Project Management Team for project planning studies, and MAG will provide oversight and quality control over the use of the MAG Travel Demand Model.

3. Regional sustainability issues should be coordinated at MAG, and project/facility specific sustainability initiatives, in connection with the federal application process, should be coordinated by METRO and RPTA in conjunction with the local jurisdiction(s).

4. Regional Transit Oriented Development planning issues should be coordinated at MAG, and project/facility specific Transit Oriented Development initiatives, in connection with the federal application process, should be coordinated by METRO and RPTA in conjunction with the local jurisdiction(s).

Amendments to the Agreement. This AGREEMENT may be amended at any time by the mutual agreement of the parties hereto.

Agreement Termination. Participation in the AGREEMENT may be terminated by any of the parties hereto provided that the terminating party provides notice to each of the other parties at least ninety (90) days prior to the date of termination. Termination by any one party does not relieve any other party to this AGREEMENT of its responsibilities under this AGREEMENT.

Agreement Authorization.

MARICOPA ASSOCIATION OF GOVERNMENTS

_____
Dennis Smith
Executive Director

_____
Date

REGIONAL PUBLIC TRANSPORTATION AUTHORITY

_____
David A. Boggs
Executive Director

_____
Date

VALLEY METRO RAIL

_____
Stephen Banta
Chief Executive Officer

_____
Date

CITY OF PHOENIX

_____
Debbie Cotton
Public Transit Director

_____
Date

DRAFT

Be it enacted by the Legislature of the State of Arizona:

Section 1. Section 48-5103, Arizona Revised Statutes, is amended to read:

48-5103. Public transportation fund

A. A public transportation fund is established for the authority. The fund consists of:

1. Monies appropriated by each municipality that is a member of the authority or the county, if it elected to enter into the authority. Each member municipality and member county shall appropriate monies to the public transportation fund in an amount determined by the board.

2. Monies appropriated by a county that has not elected to enter into the authority in an amount determined by the county board of supervisors.

3. Transportation excise tax revenues that are allocated to the fund pursuant to section 42-6104 or 42-6105. The board shall separately account for monies from transportation excise tax revenues allocated pursuant to section 42-6105, subsection E, paragraph 3 for:

(a) A light rail public transit system.

(b) Capital costs for other public transportation.

(c) Operation and maintenance costs for other public transportation.

4. Monies distributed under title 28, chapter 17, article 1.

5. Grants, gifts or donations from public or private sources.

6. Monies granted by the federal government or appropriated by the legislature.

7. Fares or other revenues collected in operating a public transportation system.

8. Local transportation assistance monies that are distributed to each member under section 28-8102 and as provided in section 48-5104.

9. Local transportation assistance monies that are distributed to a member pursuant to section 28-8102 and that must be used for public transportation.

10. Local transportation assistance monies that are distributed pursuant to section 28-8103, subsection A, paragraph 1.

B. On behalf of the authority ~~REGIONAL PLANNING AGENCY~~, the fiscal agent shall administer monies paid into the public transportation fund. Monies in the fund may be spent pursuant to or to implement the PUBLIC TRANSPORTATION ELEMENT OF THE regional ~~public~~ transportation ~~system~~ plan DEVELOPED AND APPROVED BY THE REGIONAL PLANNING AGENCY, including reimbursement for utility relocation costs as prescribed in section 48-5107, adopted pursuant to section 48-5121 and for projects identified in the regional transportation plan adopted by the regional planning agency pursuant to section 28-6308.

C. Monies in the fund shall not be spent to promote or advocate a position, alternative or outcome of an election, to influence public opinion or to pay or contract for consultants or advisors to influence public opinion with respect to an election regarding taxes or other sources of revenue for the fund or regarding the regional ~~public~~ transportation ~~system~~ plan.

Sec. 2. Section 48-5106, Arizona Revised Statutes, is amended to read:

48-5106. Budget process

A. The board shall adopt a budget process, IN COOPERATION WITH THE REGIONAL PLANNING AGENCY, that ensures that the estimated cost of the regional public transportation system, including corridors, corridor segments and bus purchase and operating costs, does not exceed the total amount of revenues estimated to be available for the regional public transportation system. CHANGES TO THE BUDGET THAT ~~HAVE A SIGNIFICANT~~ **MATERIALLY** IMPACT ON THE PERFORMANCE OF THE REGIONAL TRANSPORTATION PLAN, OR THAT ADD

OR DELETE CURRENT OR PLANNED REGIONAL SERVICE IN A CORRIDOR, SHALL BE APPROVED BY THE REGIONAL PLANNING AGENCY.

B. THIS SECTION DOES NOT APPLY TO THE OPERATING BUDGET OF THE AUTHORITY.

Sec. 3. Section 48-5121, Arizona Revised Statutes, is amended to read:

48-5121. ~~Regional~~ Public transportation ELEMENT OF THE REGIONAL TRANSPORTATION ~~system~~ plan

A. In counties with a population of one million two hundred thousand persons or more, the ~~board~~ REGIONAL PLANNING AGENCY shall develop ~~a~~ , IN COOPERATION WITH STATE AND LOCAL PUBLIC TRANSPORTATION AUTHORITIES AND OPERATORS, THE ~~regional~~ public transportation ~~system~~ ELEMENT OF THE REGIONAL TRANSPORATION plan that is coordinated with the regional transportation plan adopted pursuant to section 28-6308.

B. Among other things, the ~~regional~~ public transportation ~~system~~ ELEMENT OF THE REGIONAL TRANSPORATION plan shall:

1. Define and identify regional public transportation corridors.

2. Define the public transportation problems, goals and needs for each corridor.

~~3. Define land use goals.~~

~~4.~~ 3. Determine environmental, economic, energy and social policies to guide public transportation investment decisions.

~~5.~~ 4. Order the priority of regional public transportation corridors for development.

~~6.~~ 5. Determine the mix of alternative public transportation modes appropriate for development in light of the public transportation goals and needs for each corridor.

~~7. Select appropriate public transportation technology including high occupancy vehicle lanes and related facilities.~~

~~8. Determine the capacity for exclusive public transportation technology.~~

~~9.~~ 6. Determine ~~operating~~ performance criteria and costs for public transportation systems.

~~10. Locate routes and access points to the public transportation systems.~~

~~11. Determine the ridership of public transportation systems.~~

C. The ~~regional~~ public transportation ~~system~~ ELEMENT OF THE REGIONAL TRANSPORTATION plan shall include, in addition to the appropriate items prescribed in subsection B of this section, the following items presented on an individual fiscal year basis:

1. The capital and operating costs of the planned ~~regional~~ public transportation ELEMENT.

2. The revenue needed by source, according to section 48-5103, to fund the PUBLIC TRANSPORATION ELEMENT OF THE regional ~~public~~ transportation ~~system~~ plan.

D. If the plan includes a rail component and if the ~~board~~ ~~REGIONAL PLANNING AGENCY~~ RAIL OPERATOR adopts estimates of capital and maintenance and operation costs of the rail system, each member municipality in which the rail system is constructed shall pay to the public transportation fund amounts by which the actual capital, maintenance and operation costs exceed the estimated costs by more than fifteen per cent, computed in constant dollars. The excess costs shall be allocated among the affected member municipalities according to the proportion of the rail system facilities that are located in each municipality. The affected member municipalities shall:

1. Pay the monies from their respective general funds to the public transportation fund in the fiscal year following the fiscal year in which the excess costs were incurred.

2. Not pay to the public transportation fund under this subsection monies that it received from any source pursuant to title 28.

3. Not reduce its support of transportation projects funded by any source pursuant to title 28 in order to make payments under this subsection.

E. The board may RECOMMEND MODIFICATIONS TO ~~modify~~ the ~~regional~~ public transportation ~~system~~ ELEMENT OF THE REGIONAL TRANSPORATION plan to reflect changes in population density or technological advances in the approved public transportation modes. A majority of the members of the board voting at a public hearing called for that purpose must approve THE RECOMMENDED MODIFICATIONS ~~a modification to the plan~~.

Sec. 4. Section 48-5122, Arizona Revised Statutes, is amended to read:

48-5122 Board powers and duties

The board shall:

1. IMPLEMENT THE REGIONAL PUBLIC TRANSPORTATION ELEMENT OF THE TRANSPORTATION PLAN FUNDED BY THE PUBLIC TRANSPORTATION FUND.

~~1.~~ 2. Determine ~~the exclusive public transportation systems to be acquired and constructed, the means to finance the systems and~~ whether to operate ~~the~~ PUBLIC TRANSPORTATION systems or to let contracts for their operation.

~~2.~~ 3. Adopt an annual budget and fix the compensation of its employees.

~~3.~~ 4. Adopt an administrative code by ordinance that:

(a) Prescribes the powers and duties of the employees of the authority that are not inconsistent with this chapter.

(b) Prescribes the method of appointing board employees.

(c) Prescribes methods, procedures and systems of operating and managing the board.

(d) May provide for, among other things, appointing a general manager and organizing the employees of the board into units for administration, design and construction, planning and operation, property acquisition and community relations and other units as the board deems necessary.

~~4.~~ 5. Cause a postaudit of the financial transactions and records of the board to be made at least annually by a certified public accountant.

~~5.~~ 6. Adopt all ordinances and make all rules proper or necessary to:

(a) Regulate the use, operation and maintenance of its property and facilities, including its public transportation systems and related transportation facilities and services operating in its area of jurisdiction.

(b) Carry into effect the powers granted to the board.

~~6.~~ 7. Appoint advisory commissions as it deems necessary.

~~7.~~ 8. Do all things necessary to carry out the purposes of this chapter.

Sec. 5. Section 48-5141, Arizona Revised Statutes, is amended to read:

48-5141. Regional bus system

~~A. The board shall establish and operate a regional bus system. The monies distributed under section 28-6305, subsection B shall be spent for incremental increases in a regional bus system and for community funded transportation services including dial-a-ride programs and special needs transportation services and shall not be used to supplant any existing sources of monies currently being used in operating an existing bus system. The monies shall only be spent for community funded transportation services including dial-a-ride programs and special needs transportation services and to establish and operate a regional bus system, including~~

1 ~~extending existing bus routes into regional routes, adding new regional routes, increasing the~~
2 ~~service on existing regional routes and capital expenditures.~~
3 ~~B.~~ The board may contract with a public agency or with a person on the terms and conditions
4 the board finds in its best interest to operate a regional bus system.