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November 1, 2005

TO: Members of the MAG Management Committee

FROM: Mike Hutchinson, Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, November 9, 2005 - noon (Meeting will begin promptly at noon)  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

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

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

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

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

A Voluntary Association of Local Governments in Maricopa County

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

**MAG MANAGEMENT COMMITTEE  
TENTATIVE AGENDA  
November 9, 2005**

**COMMITTEE ACTION REQUESTED**

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

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

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

**MINUTES**

\*5A. Approval of October 12, 2005 Meeting Minutes

5A. Review and approve the October 12, 2005 meeting minutes.

## TRANSPORTATION ITEMS

\*5B. Consultant Selection for the MAG Human Services and Senior Transportation Assessment and Coordination Project

The FY 2005 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, includes \$65,000 of Surface Transportation funding for the development of the MAG Human Services and Senior Transportation Assessment and Coordination Project. The purpose of the project is to develop recommendations on coordinating a human services transportation plan in conjunction with the state Arizona Rides program and the federal United We Ride program. A request for proposals was advertised and two proposals were received. A multi-agency review team evaluated the proposals and recommended to MAG the selection of RLS and Associates, Inc. Please refer to the enclosed material.

\*5C. Proposed Amendment and Administrative Adjustment to the FY 2006-2010 Transportation Improvement Program (TIP) for Highway and Transit Projects

Since approval of the Transportation Improvement Program (TIP) in July 2005, MAG has been notified of two projects from Phoenix and one from Scottsdale that need to be added to the TIP. A TIP Amendment is necessary to carry out these additions. Furthermore, there are several other changes needed that can be accomplished by means of an Administrative Adjustment. These include: (1) several changes to the funding of Valley Metro transit projects; (2) the deferral of two projects in Tempe and one in Paradise Valley; (3) a change to the funding of an intersection project in Mesa; (4) a restructure of a project in Glendale to advance design a FY 2009 project to FY 2006; (5) and a change to the funding of an ADOT Santan freeway project. Consultation on the air quality conformity assessment for both of the proposed Amendment and Adjustment changes is considered under a separate agenda item. The TRC recommended approval of the project

5B. Recommend approval to select RLS and Associates, Inc. for the MAG Human Services and Senior Transportation Assessment and Coordination Project for an amount not to exceed \$65,000.

5C. Recommend approval of a TIP Amendment and Administrative Adjustment to the FY 2006-2010 MAG Transportation Improvement Program to add one new Safety (STP-HES) Funded project and one new High Priority (HPP) Funded project in Phoenix and one new Enhancement (STP-TEA) Funded project in Scottsdale and to make several adjustments to transit projects, and changes to existing highway projects as shown in the attached tables.

changes described above. Please refer to the enclosed material.

\*5D. Requested Changes to Federal Functional Classification of Roads

MAG member agencies recently submitted requests for upgrades to the functional classification of rural roadways in the region. In addition, the City of Scottsdale has requested a change to downgrade an urban road segment from urban collector to local street. The MAG Street Committee and the TRC unanimously recommended concurrence with these changes. Upon concurrence by the MAG Regional Council, these requested changes will be forwarded to ADOT for further action. Please refer to the enclosed material.

\*5E. Request by Gila Bend to Utilize the HURF Exchange Mechanism

The FY 2006-2010 MAG TIP was approved by the Regional Council on July 28, 2005. The TIP contains a Gila Bend project to carry out pedestrian improvements to a facility along Martin Avenue in the vicinity of Pima Street, also known as State Route 85. This project is currently funded with \$188,600 in MAG Surface Transportation Program (STP) funds and a local match of \$11,400. The Town would like to take the option to exchange the STP-MAG funds for State Highway User Revenue Funds (HURF) utilizing the HURF Swap mechanism. This would allow the Town to develop the project as a locally funded project and not as a federally funded project, which simplifies the process. ADOT could then utilize the STP funds wherever they feel is appropriate on another part of the State highway system. Generally, MAG member agencies are not eligible to utilize the HURF Swap option, but the funds concerned are a special subset of STP funds (known as "Outside Urban" funds, or State-Flex funds) and are therefore eligible for this exchange program. A TIP Administrative Adjustment is also requested to allow this project to proceed. The Street Committee and the TRC unanimously recommended approval. Please refer to the enclosed material.

5D. Recommend concurrence with the changes in Federal Functional Classification as recommended by the TRC and as shown in the attached map.

5E. Recommend approval of allowing Gila Bend to utilize the HURF Swap mechanism for the project along Martin Avenue in the vicinity of Pima Street, also known as State Route 85, and to authorize a TIP Administrative Adjustment to allow the project to proceed.

**AIR QUALITY ITEMS****\*5F. Conformity Consultation**

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program. The proposed amendment includes new Safety and Transportation Enhancement funded projects for addition to FY 2006. In addition, some projects that were previously requested for deferral, need to be added to the TIP. The amendment includes projects that are categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

**\*5G. Update on Critical Issues with the Maricopa County Dust Control Program**

Maricopa County has continued its efforts to address the enforcement of the Maricopa County Dust Control Rules. In total, the County Dust Control Program has 40 positions: 30 positions are filled and 10 are vacant. The recruitment notice for the remaining ten vacant positions was posted October 28, 2005.

5F. Consultation.

5G. Information and discussion.

**GENERAL ITEMS****\*5H. Draft MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge**

The City of Glendale is requesting that MAG amend the 208 Water Quality Management Plan to include the West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge. The project is within three miles of the City of Avondale, City of El Mirage, City of Litchfield Park, City of Peoria, City of Phoenix, Luke Air Force Base, and unincorporated Maricopa County. To date, six of the seven entities have indicated that have no objections. A public hearing on the draft amendment was conducted on October 12, 2005. Following the hearing, the MAG Water Quality

5H. Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge.

Advisory Committee unanimously recommended approval of the Draft 208 Plan Amendment. Please refer to the enclosed material.

\*5I. Proposed 2006 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2006 revisions to the MAG Standard Specifications and Details for Public Works Construction and these revisions are currently being reviewed by MAG Member Agency Public Works Directors and/or Engineers. It is anticipated that the annual update packet will be available for purchase in early January 2006. Please refer to the enclosed material.

\*5J. Status Report on 2005 Census Survey

The 2005 Census Survey is now in progress. The results of the survey will be used to distribute billions of dollars in state shared revenue to cities and towns from 2006 to 2011. The telephone and personal visit follow-up and survey costs have recently been updated. Please refer to the enclosed material.

5I. Information and discussion.

5J. Information and discussion.

### ITEMS PROPOSED TO BE HEARD

#### TRANSPORTATION ITEMS

6. Annual Report on the Implementation of Proposition 400

A.R.S. 28-6354 requires that MAG issue an annual report on the status of project funded by the sales tax. This item will also include presentations on the status of the development of the life cycle programs as required by A.R.S. 28-6352 (A) for freeways, 28-6352 (B) for streets and 48-5106 for transit. Please refer to the enclosed material.

7. Commuter Rail Update

In June 2003, the MAG Regional Council approved the recommendations of the High Capacity Transit (HCT) Study. One of the study's

6. Information and discussion.

7. Information and discussion.

components was to evaluate the feasibility of commuter rail for this region. As a result of the study, \$5 million was placed in the Regional Transportation Plan to examine future implementation issues regarding commuter rail. Recently, interest has been expressed in reexamining commuter rail for this region. To update members regarding the commuter rail results in the HCT Study, a summary of results will be presented to the Committee. If further action on commuter rail is desired by member agencies, an update of commuter rail information could be considered as a consultant study in the FY 2007 MAG Unified Planning Work Program and Annual Budget.

8. Presentation and Discussion on the Cost Estimation Process for Freeway Projects

Project cost estimation is a key element in managing the freeway construction program, including planning cash flow and maintaining a long-term balance between project costs and projected revenues. An update will be provided on the cost estimating procedures followed in the ADOT Freeway Life Cycle Program, as well as recent trends construction costs.

9. Presentation and Discussion of the Status of Freeway Projects by Corridor

With the passage of Proposition 400, ADOT has been moving forward rapidly to complete ongoing freeway corridor studies and initiate additional studies. These studies will define right-of-way requirements and design features for construction of new freeways and the improvement of existing facilities. A briefing will be provided on the status of this engineering and environmental work. In addition, the status of ongoing construction to complete the Proposition 300 Freeway Program will be presented.

8. Information and discussion.

9. Information and discussion.

#### GENERAL ITEMS

10. Request by Maricopa County for Financial Participation in the Human Services Campus

In December 2005, Maricopa County is expected to open a Human Services Campus that will house

10. Information and discussion.

state, county and non-profit services for the homeless, including Central Arizona Shelter Services, Maricopa County Healthcare for the Homeless, Northwest Organization and Voluntary Alternatives, St. Vincent de Paul and St. Joseph the Worker. Total construction costs are estimated to be \$24.6 million, to be paid through a private and public partnership including Maricopa County and the City of Phoenix. Maricopa County is requesting assistance from the remaining MAG member agencies to help with \$1 million of funding for the project.

11. Election of Management Committee Officers

At the June 15, 2005 Management Committee meeting, an election was held to select the positions of Chair and Vice Chair. Recently, Mike Hutchinson, Chair of the Management Committee, has announced that he is retiring from his city management position by the end of calendar year 2005. Traditionally, the Chair and Vice Chair have served for two one-year terms. The current Chair and Vice Chair are nearing the end of serving their two one-year terms (June 30, 2006). In the past, these positions have rotated to achieve geographic balance for the officers. The practice has been to have the outgoing Chair be responsible for working with members to nominate a Manager for the vacated Vice Chair position. In doing so, the Chair would pay particular attention to seeking a nominee which provides geographic balance in the Chair and Vice Chair positions. The current Vice Chair would, as in the past, be nominated for the Chair position.

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.

11. Elect a Chair and a Vice Chair to serve the remainder of the term to June 30, 2006.

12. Information.

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
October 12, 2005  
MAG Office Building - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

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

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

1. Call to Order

The meeting was called to order by Chair Mike Hutchinson at 12:11 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Hutchinson announced that George Hoffman, Tim Pickering and Lynn Farmer were attending via teleconference and Al Tupek from the U.S. Census Bureau was attending via videoconference. Chair Hutchinson stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage. Chair Hutchinson stated that materials for agenda item #5G, 5H, 10 and 11 were at each member's place.

### 3. Call to the Audience

Chair Hutchinson 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 Hutchinson 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 Hutchinson stated that for members of the audience who wish to speak, comment cards were available from the staff.

Chair Hutchinson recognized public comment from Dianne Barker, who announced that she arrived at the meeting via bus and her folding bicycle. She thanked the Committee for the transit tickets. Ms. Barker mentioned she was asked if that type of bicycle was safe and she replied that it is as safe as any other mode of transportation as long as road rules are followed and helmets are worn. Being a proponent of many different modes, Ms. Barker is interested in seeing the system of all the components fit together. She explained that in the past, Mr. Blue Crowley stated that all of the infrastructure should be considered in the beginning. Ms. Barker feels this would help in the future and there would not be a need to tear out. Ms. Barker stated there will be new vehicles for the light rail and hopes that one will be out at the airport. She suggested that a rail system go right into the airport. Ms. Barker understands they are heavy and secure enough to be on an elevated system. She reminded the Committee of several upcoming meetings in October. Ms. Barker wished the Committee good luck on their transportation plans. Chair Hutchinson thanked Ms. Barker for her comments.

Chair Hutchinson recognized public comment from William 'Blue' Crowley and announced that an extra minute was granted to Mr. Crowley, per his request. Mr. Crowley stated that he was blind-sided at the MAG Manager's meeting when Mr. Fairbanks announced that the light rail station was going to be at 25<sup>th</sup> Avenue and Rose Mofford. Mr. Crowley noted that when he asked Mr. Simonetta, CEO of Valley Metro Rail, how much it would cost, he was told \$300 million. Mr. Crowley commented that the light rail was supposed to go to the transit center that is already at Metro Center. He stated \$15 million was spent on passenger facilities, an upgrade of 469 percent, which covered parking spaces, 185 of which are at Metro Center. Mr. Crowley asked if that meant the pockets of one of the CTOC members were filled because he is a member of the WestMarc board? Mr. Crowley stated that he just found out that when a bus says "on time performance," that it really means six minutes late. He understands there needs to be some flexibility, but he would go for three minutes maximum. Mr. Crowley commented that when he attends public meetings he does not want to waste anyone's time and in return, he does not want his time wasted. Mr. Crowley suggested that public input at CTOC, Board of Supervisors and other public meetings or committees should all be included in the three phases of the Input Opportunity process.

Mr. Crowley informed the Committee that he is homeless and when he asked how he should be counted for the 2005 Census, he was told that he needed to be out in the street between midnight and 5:00 am in order to be counted. Mr. Crowley feels this is unacceptable and that it has been 25 years since it has been done correctly. Mr. Crowley gave a thumbs up to the Domestic Violence Awareness Month. He stated that he was beaten in first and second grade for being

left handed. Mr. Crowley feels that people are not punching bags and need to respect one another. He went on to announce that he did not attend the Early Phase Stakeholders meeting, which he admitted was his fault since he did not check his post office box until after the meeting was held. He was surprised to find out that the early phase was already completed. Mr. Crowley stated that when he and Ms. Barker attend and provide public comment at RPTA, CTOC and other public meetings, he would like to see those comments included in the report. Chair Hutchinson thanked Mr. Crowley for his comments.

4. Executive Director's Report

Dennis Smith reported the League of Cities and Towns held their annual conference last week. At the conference a presentation was given on MAG 2050 growth. Mr. Smith explained the scenario demonstrated how the state would grow by the year 2050. He stated the presentation has been shown more than 25 times to various groups. Mr. Smith thanked Rita Walton, Anubhav Bagley, Mark Roberts, Tom Remes, Kelly Taft and Gordon Tyus for all their effort with this project. Mr. Smith explained that at the next Executive Committee they will discuss having a statewide dialogue on growth with all of the planning agencies in the state and focus on issues that need to be addressed. He stated that the planning agencies that are performing the data collection need to come together at least once a year.

Mr. Smith reported on the Library District Stakeholders Group recommendations. Mr. Smith explained that the reciprocal borrowing agreement was going to be improved to \$24.50 and the IGAs should be out to the cities and towns later this month.

Mr. Smith reported that for the seventh consecutive year, MAG received the Government Finance Officers Association (GFOA) award for the Comprehensive Annual Finance Report (CAFR). He thanked Rebecca Kimbrough, Fiscal Services Manager, and her staff for their effort.

Chair Hutchinson thanked Mr. Smith for his report. Mr. Dille asked if the MAG 2050 Growth presentation was available on the MAG Web site. Mr. Smith responded that there is a presentation on the Web site but it may not be the exact presentation that was shown at the League meeting. Mr. Smith stated that he will provide Mr. Dille with a CD of the actual presentation. No further questions were noted.

5. Approval of Consent Agenda

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

Chair Hutchinson recognized public comment from Mr. Crowley, who thought it was fascinating that he could not speak on anything that is informal unless he puts it in public comment. He stated that the only thing he can comment on is action and there are 13 action items and only three minutes to address them. Mr. Crowley asked the Committee to turn to page 17 on the

Transportation Safety Report. He stated that he needs his “paint as a weapon” and do it right in the first place. He explained that he rode to the meeting from Central and Camelback. Mr. Crowley stated that page 17 of the Transportation Safety Report reflected bicycle accidents which occurred between 5:00 p.m. and 8:00 p.m. He wanted to know why more accidents occurred around 7:00 p.m. and why Wednesday was the worst day for accidents. Mr. Crowley stated that pedestrian and bicycle safety are of major importance to him because when he is not on the bus, he is a street walker. He feels more education would help drivers realize that bicyclists have a right to share the road. Mr. Crowley would like to see paint used as a weapon on cross walks, bike lanes and all major and minor arterials. He explained that if it is good enough for a car, it should be good enough for a bicycle. He stated that \$600 million was spent on the rail this past year and he wanted to know where the rest of the money was going. Chair Hutchinson thanked Mr. Crowley for his comments.

Chair Hutchinson asked members if there was discussion on any of the consent agenda items. Hearing none, he called for a motion. Mr. Pettit moved to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H. Mr. Dille seconded, and the motion carried unanimously.

5A. Approval of September 7, 2005 Meeting Minutes

The Management Committee, by consent, approved the September 7, 2005 meeting minutes.

5B. Amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to Include the Interstate 10-Hassayampa Valley Roadway Framework Study

The Management Committee, by consent, recommended amending the FY 2006 MAG Unified Planning Work Program and Annual Budget to include the Interstate 10-Hassayampa Valley Regional Framework Study for an amount of \$500,000, with approximately \$110,000 provided by MAG using contingency funds. A regional study is being requested to preserve and protect Interstate 10 in the Western Maricopa County generally west of the White Tank Mountains/Hassayampa Valley. Several agencies would participate financially in the study, including ADOT, MAG, Maricopa County and the Town of Buckeye and City of Surprise. The purpose of the study is to develop a roadway framework plan for connections to the Interstate and other regional roadways, including US-60/Grand Avenue, SR-85, Bell Road, and SR-303L/Estrella Freeway. Given the regional nature of this project, MAG would serve as the lead agency. The project is preliminarily estimated to cost \$500,000. MAG’s portion (approximately \$110,000) for the project would come from MAG’s contingency funds.

5C. Amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to Accept Federal Transit Administration and Federal Highway Administration Funds

The Management Committee, by consent, recommended approval of an amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget for the award of FY 2005 FTA planning funds and FY 2006 FHWA planning related funds. Each year, MAG prepares a Unified Planning Work Program and Annual Budget that lists anticipated revenues for the coming year. Recently the Arizona Department of Transportation provided the official amount of FY 2005 Federal Transit Administration funds and FY 2006 Federal Highway Administration

Planning (PL) funds and State Planning and Research (SPR) funds. (1) The amount of FTA planning funds is \$906,619; (2) The amount of FHWA PL funds is \$4,351,576; and, (3) The amount of FHWA SPR funds is \$750,000. An amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget is needed to include these funds.

5D. Representation by Valley Metro Rail on the MAG Transportation Review Committee

The Management Committee, by consent, recommended adding a representative of Valley Metro Rail to serve on the Transportation Review Committee pending a recommendation from the Valley Metro Rail Management Committee on October 7, 2005. On March 16, 1994, the MAG Management Committee recommended restructuring the transportation decision-making process by creating the MAG Transportation Review Committee (TRC). The TRC provides input to the Management Committee regarding the Transportation Improvement Program, including the closeout of MAG federal funds. Members of the TRC include representatives from MAG member agencies, Arizona Department of Transportation (ADOT) and the Regional Public Transportation Authority (RPTA). Valley Metro Rail is requesting representation on the TRC. The Valley Metro Rail Management Committee recommended that a representative be added to the Transportation Review Committee.

5E. Approval of the Proposed Phase 6 Rubberized Asphalt Project – Loop 202 from Van Buren Street to Alma School Road

The Management Committee, by consent, recommended approval of the proposed Phase 6 Rubberized Asphalt project, 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for an estimated \$9.5 million. The Arizona Department of Transportation (ADOT) has requested that a portion of the rubberized asphalt program be considered in order to meet the Spring 2006 construction schedule. The proposed Phase 6 Rubberized Asphalt project is 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for estimated cost of \$9.5 million. This Phase 6 project is only a portion of the projects that will be funded with \$75 million programmed in the Regional Transportation Plan (RTP) for freeway noise mitigation. The Transportation Policy Committee (TPC) established the TPC Freeway Maintenance/Noise Mitigation Subcommittee to work with ADOT to make recommendations to the TPC and Regional Council on the phasing of the remaining freeway segments to receive rubberized asphalt. It is anticipated that the Subcommittee will be considering a recommendation of the Phase 6 segment and will start discussions on future phasing of projects at its October meeting.

5F. MAG Strategic Transportation Safety Plan

The Management Committee, by consent, recommended approval of the MAG Strategic Transportation Safety Plan. In January 2004, the Regional Council approved the formation of a technical advisory committee for Transportation Safety. The first goal of the new committee was to finalize the Draft Safety Action Plan. The draft document was further improved with new input and was renamed as the MAG Strategic Transportation Safety Plan. On September 20, 2005, the Transportation Safety Committee recommended approval of the draft Plan. The Plan is closely aligned with the objectives of the Governor's Traffic Safety Advisory Council Transportation Safety Plan. It is anticipated that the federal transportation law (SAFETEA-LU)

will provide more resources for transportation safety improvements. The Transportation Review Committee recommended approval of the Plan.

5G. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2006 CMAQ Funding

The Management Committee, by consent, recommended approval of a prioritized list of proposed PM-10 certified street sweeper projects for FY 2006 CMAQ funding and retain the prioritized list for any additional FY 2006 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. The FY 2006 MAG Unified Planning Work Program and Annual Budget and the FY 2006-2010 MAG Transportation Improvement Program contain \$960,000 in Congestion Mitigation and Air Quality (CMAQ) funding for the purchase of PM-10 certified street sweepers. PM-10 certified street sweeper projects were solicited from member agencies in the Maricopa County PM-10 nonattainment area and 15 applications requesting \$2.48 million in federal funds were received. On October 6, 2005, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 certified street sweeper projects for FY 2006 CMAQ funding.

5H. Consultant Selection for Digital Aerial Photography

The Management Committee, by consent, recommended approval of Air Photo USA to provide digital aerial photography not to exceed \$75,000. In May 2005, the MAG Regional Council approved the FY 2006 Unified Planning Work Program and Annual Budget, which included \$75,000 for digital aerial photography. As in past years, this photography has been made available at no charge to MAG member agencies for planning purposes. On September 11, 2005, MAG advertised a Request for Proposals for consulting firms to provide these services. Three proposals were received from Aerials Express, Digital Mapping, Inc., and Air Photo USA.

6. FY 2006 MAG Early Phase Input Opportunity Report

Mr. Stephens reported that the Early Phase of the Input Opportunity Report is one part of MAG's four-phase public involvement process which was adopted in 1994 and enhanced in 1998. He explained the Early Phase allows for early input into the planning and programming process prior to the consideration of a Draft TIP or Plan update. Mr. Stephens went on to report the FY 2006 Early Phase included an Early Phase Transportation Stakeholders Open House and Meeting, Transportation Fair, and a number of other special events held in cooperation with ADOT, Valley Metro and Valley Metro Rail.

Mr. Stephens reported that some of the input received during this phase was that the public would like bathrooms and showers at every mile along the transit system, an elevated rail should go along the canals and Buckeye Road should become the new Grand Avenue. No questions or comments were noted.

7. Approval of the Arterial Life Cycle Program (ALCP)

Chair Hutchinson recognized public comment from Mr. Crowley, who stated that 65 percent of the county lies to the west of the Loop 303 and the upper north section in Max Wilson's area will become actively settled. He commented that in the new maps, the private land is not shown as it was back in 1995. He stated that he would like private land shown on the maps. Mr. Crowley commented that with streets being what they are, he would like to see pedestrian, bicycle, and transit in the Life Cycle Program. Mr. Crowley stated that it is not his place to make the decisions, but his money is being used to make those decisions. Mr. Crowley would like to know how Vulture Mine Road and the Canamex area will be taken care of. Mr. Crowley asked the Committee to get the roads done right and get more funding. Chair Hutchinson thanked Mr. Crowley for his comments.

Chair Hutchinson then asked the members if they felt they needed a presentation on the Arterial Life Cycle Program or if they were ready for action. Mr. McClendon moved to recommend the approval of the Arterial Life Cycle Program. Mr. Pearson seconded the motion. For the record Ms. Dolan stated that the City of Scottsdale is in support of the motion but wanted to reiterate that the cash flow of this program be very carefully monitored. A vote was taken and the motion passed unanimously.

8. Unified Regional Logo for Regional Transportation Plan Projects

On behalf of the RTP Communication Partners Group, Ms. Taft discussed their ideas for a unified public outreach program that incorporates a regional branding strategy. Ms. Taft explained the RTP Partners consists of top level administrators for ADOT, MAG, Valley Metro and Valley Metro Rail. For the past five years the RTP Partners have repeatedly joined forces to host joint public involvement events. Ms. Taft noted that they discovered having representatives from each agency all in one place significantly helped in providing seamless information across all modes to the public.

Ms. Taft explained that branding is more than a logo, it also helps to determine what a customer remembers about a company. She stated that a brand is who they are, an image, an identity. Ms. Taft noted that it also is about promises companies make to their customers and their relationship with them. Ms. Taft explained that having a single unified regional brand will help communicate the progress of the Regional Transportation Plan and serve as a visual reminder to voters that the half cent sales tax is in fact building the projects as promised. The brand will help keep the plan in front of voters. Ms. Taft went on to explain that as part of the branding process the communications partners group is planning to develop a comprehensive communications strategy that will involve many different types of outreach. The strategy will include objectives and goals that they would like to meet through their outreach. Ms. Taft reported that they wanted to create a unified logo and tagline that transcend all modes. Ms. Taft explained that a lesson learned from Proposition 300 was that voters did not really understand what projects were being built with their sales tax dollars and did not understand what progress was being made as that plan was implemented. Ms. Taft explained that their primary goal was to help the public be aware of the projects that are being built through Proposition 400 funding and inform the public about the plan throughout its implementation.

Ms. Taft explained the three elements of effective communications, which also apply to an effective logo; simplicity, relevance and repetition. She explained that Valley Metro and MAG graphic artists submitted potential graphic ideas and the communication team narrowed it down to three potential logos. The team unanimously agreed on the overall brand "On the Move" because they felt that it was a dynamic evolution from the "Let's Keep Moving" tag line of the RTP. Ms. Taft explained that three sub tagline options were developed and designed to identify the brand as a regionally cooperative effort. The partners then took the logos and taglines out to a number of public and community events and asked residents to choose by ballot which ones they liked best. Ms. Taft reported the favorite logo depicted three images of the modes and the favorite tagline was "Partners in Progress." Ms. Taft explained the logo could be used on construction and project signs and other printed materials. No questions were noted.

Mr. Crowley pointed out that the logo is not multimodal. He asked why a bike rack was not on the bus. He noted that a sidewalk or a bike lane was not even included in the logo. Mr. Crowley feels that it does not show cooperation. He stated that if pedestrians or bicyclists are not even included in the logo, how are they even being considered.

Chair Hutchinson asked members if there was discussion on the agenda item. Hearing none, he called for a motion. Mr. Pettit moved to recommend approval of the Unified Regional Logo for Regional Transportation Plan Projects. Ms. Ferreira seconded, and the motion carried unanimously.

9. Update on Critical Issues with the Maricopa County Dust Control Program

Ms. Bauer announced that Maricopa County made major progress since the September Management Committee meeting. She stated that of the 24 vacancies only 10 vacancies are left to be filled. Ms. Bauer reported that on September 30, 2005 the Board of Supervisors authorized the funding for the remaining 10 positions which should be posted shortly. In addition, Ms. Bauer reported that Maricopa County expedited their market study to review the positions and the salaries for the dust control inspectors and the air quality department. Ms. Bauer added that the study will now be completed by November 30, 2005. Ms. Bauer thanked the County for their efforts in the dust control program. No questions or comments were noted.

10. Workforce Housing Task Force Draft Resolution

Mr. Smith stated that Mr. Gregg Holmes from the Stardust Foundation addressed the Regional Council Executive Committee on October 18, 2004 requesting that MAG share their data and to come before MAG committees and present information from the study. This was approved by the Regional Council approximately one year ago. At the September Management Committee meeting, Mr. Holmes provided the preliminary findings and indicated that in January or February the study would be finalized. He then wanted to obtain input from the Management Committee at that time. Mr. Smith explained the study then went on to the Regional Council, where Mr. Holmes explained they had broad support from the community. Mr. Holmes presented an action plan to increase the supply of housing for the workforce in the MAG Region. At the request of the Regional Council, a draft resolution was to be prepared to indicate support by the MAG member agencies to address the workforce housing issue. Mr. Smith indicated that many of the member agencies' Mayors spoke in favor of doing something. It was very apparent

that all of the cities are growing differently and one size does not fit all. Mr. Smith stated that they were directed to develop a resolution that was straightforward and generic. He commented that in the document that was distributed to the Management Committee, the findings were indicated in the whereas statements of the resolution. Mr. Smith explained MAG will continue collaboration with the Task Force and share best practices. Mr. Smith indicated that if legislation was going to be looked at, the cities wanted to be at the table and be involved. He stated this was also put into the resolution. Mr. Smith explained this does not mean MAG will be supporting legislation, it means they want to be at the table to discuss it. Mr. Smith thought it would be best to present the resolution to the Management Committee at this time so that if there were any issues, they could be reviewed. Mr. Smith would like to present the resolution at the November Management Committee meeting and then the December Regional Council meeting.

Mr. Jack Lunsford, President and CEO of WestMarc as well as a member of the Workforce Housing Task Force wanted to thank Mr. Smith and staff for meeting the request that was given at the Regional Council meeting. Mr. Lunsford stated the Task Force would like to move forward without anyone feeling that it was encumbering their communities in any way. He explained the Task Force has an objective to try to finish its work by the end of this calendar year. Mr. Lunsford feels moving forward would coincide with that and reinforce the work that the Task Force has undertaken. He stated that Mr. Holmes and the Task Force were committed to working closely with the communities. No further discussion or questions were noted.

Mr. Fairbanks moved to conceptually approve the resolution and forward it to the Regional Council and that MAG staff work with member agencies to make any wording or verbiage changes that do not substantially change the resolution but improve its communication. The motion was seconded by Mr. McClendon.

Mr. Pettit stated that one of the troubling aspects of the resolution in the underlying challenge that continues to be in both the assumptions of the study as well as the conclusions that are drawn is the role of the private sector in terms of what is happening with the cost of housing. Mr. Pettit asked what is the role of the private sector when it comes to driving the price of housing. Mr. Pettit stated the answer he received was that it really is not a factor. Mr. Pettit feels that in Gilbert it is a factor. The affordable housing that Gilbert, as well as East of Gilbert put together, with improved density as an incentive to try to improve the affordability of housing, resulted in average market prices of \$230,000. Mr. Pettit believes that this is totally outside of our control. He stated that this is the frustration that he has with this, although he appreciates all the hard work that has been put into it. He feels this is not our ownership and responsibility and density is not a practical experience in his mind right now.

Ms. Dolan echoed some of what Mr. Pettit stated. She stated in her experience in a previous position it does take a great deal of cooperation and effort by the private sector. Ms. Dolan feels that government-driven is not necessarily the answer to this issue. She stated that whatever happens in the Valley, the private sector will have to contribute a great deal. Ms. Dolan believes this is a policy issue. She appreciates the Regional Council asking for their input, but from her perspective this is really a policy issue and not a management issue.

A vote was taken with Mr. Pettit opposing and Mr. Young, Ms. Dolan, Mr. Dille and Mr. Giff abstaining. The motion passed.

11. Domestic Violence Awareness Month Activities

Commander Kim Humphrey, City of Phoenix Police Department and Vice Chair of the MAG Regional Domestic Violence Council, provided a summary of recent domestic violence findings and upcoming activities. Commander Humphrey reminded the members that October is Domestic Violence Awareness Month, which has given the Domestic Violence Council the opportunity to reach out to the community. Commander Humphrey stated that MAG kicked off the month with a very successful press conference with outstanding coverage. He stated the Council has marked its fifth year anniversary in 2004 and to ensure that the Council was doing all that it could do and was still in step with the community, the Council and MAG staff conducted seven focus groups with domestic violence survivors over the summer. Commander Humphrey stated that the information provided from the focus groups will help with providing a background for the direction of the Council and will be included in the Domestic Violence chapter of the Regional Human Services plan for 2006.

Commander Humphrey expressed that the Council also had the opportunity to partner with the Morrison Institute for Public Policy to conduct a public opinion survey on the issue of domestic violence. He stated that it was conducted in May of 2005, with 600 households responding from throughout Maricopa County. The survey found that 72 percent of valley residents consider domestic violence to be a major problem in Maricopa County and 40 percent say they or someone they know have been the victim of domestic violence. Commander Humphrey stated the results continue to show that it is a critically important regional issue for everyone. Commander Humphrey explained that the maps, which were created by MAG GIS and Victims Services Subcommittee, reflect the general locations of all nine domestic violence shelters. He expressed that the Domestic Violence Council recognizes that as they plan for increased need for domestic violence services as a result of the explosion of the population growth in the Valley, they need to keep issues like public transit and location of employment centers in mind when they expand or locate new domestic violence shelters. The maps reinforce how important it is for the cities to work together. Commander Humphrey stated that in this area where the cities and towns are close together, it is entirely possible for a victim of domestic violence to live in one city, work in another city, the perpetrator lives somewhere else and yet if the response is not consistent then the victims find it difficult to get meaningful assistance. Commander Humphrey announced that domestic violence is still a problem for this county. He stated in 2004 there were more than 20,000 domestic violence related reports filed by local law enforcement agencies. He feels that with that figure in mind the most important next step for the Council will be to develop an economic case statement to show the cost that municipalities are incurring in responding to these emergency domestic violence cases.

Commander Humphrey went on to explain the Health Cares About Family Violence Subcommittee recently developed a domestic violence training curriculum for nursing students. He explained that they are working on implementing the curriculum at the nursing schools throughout the Valley. Commander Humphrey expressed that in the next few months the Council will also have a domestic violence shelter capacity paper. He explained the purpose of this project will be to demonstrate the number of calls for shelter that are received in a given

month along with the number of beds that would be needed to adequately meet current level of existing need for shelter. Commander Humphrey announced that the Council will also be holding a strategic planning meeting on November 1, 2005 at the Flinn Foundation.

Chair Hutchinson thanked the Domestic Violence Council and staff for all their hard work and effort on this very important issue. No further comments were noted.

## 12. Status Report on 2005 Census Survey

Ms. Pahl introduced Al Tupek, the Acting Associate Director for Demographic Programs at the U.S. Census Bureau. Mr. Tupek addressed the members of the Committee by thanking them for including him in the meeting. He stated that some of their customers work closely with them and some are more hands off. Mr. Tupek has found that when a sponsor is engaged on an ongoing basis that it is easier to get the survey done correctly and meet the requirements. Mr. Tupek confirmed this is the case with the 2005 Census Survey. He added that because of the ongoing interactions, decisions are made early on and people are well informed. Mr. Tupek stated that the Census Bureau's goal is to make sure they provide a high quality product on time for the budgeted agreement. He confirmed that they are currently on track. He explained that with every census there are always surprises. Mr. Tupek stated that with some of their assumptions they had underestimated costs and some assumptions they had overestimated cost.

Mr. Tupek reported they are in the midst of data collection and they are starting to make telephone calls to those that have not responded by mail. He confirmed that personal visits began as well. Mr. Tupek feels that the publicity effort has helped the mail response rate. He would like to see the publicity continue throughout the personal visit stage. Mr. Tupek introduced Dawn Nelson from the Census Bureau who is the Project Manager for the 2005 Census Survey. He said she is also available to answer any questions the Committee may have.

Ms. Pahl provided a presentation on the 2005 Census Survey timeline. Ms. Pahl explained that the full count of population, group quarters and outdoor locations is complete and the return of the mail questionnaire is nearing completion. The census enumerators are now focusing on the follow-up activities. Ms. Pahl stated that the telephone follow-up began October 6, 2005, with completion scheduled for November 6, 2005. Additionally, personal visits began in September and will be complete by the beginning of December. Ms. Pahl confirmed the survey results will be received by each community in the Spring of 2006.

Ms. Pahl reported the Census Bureau is aiming for fifty percent of surveys to be completed and returned via mail. She explained there were a number of questionnaires that were returned due to a unit being vacant, bad address or did not have a mail receptacle. Ms. Pahl reported the Census Bureau classifies those returns as UAA, which stands for undeliverable as addressed. Of those, the Census Bureau estimates that one third are vacant and the vacant units will not receive visits. Ms. Pahl explained the Census Bureau will visit a sub sample of the other UAAs and the households that did not respond via mail or telephone. Ms. Pahl reported the Census Bureau is confident they will stay within their budgeted amount.

Ms. Pahl explained that there was a comprehensive advertising and public outreach strategy that was created in order to obtain the fifty percent response rate to the mail questionnaire. She

stated recent Valleywide efforts included a press conference at MAG on September 16, 2005 where Mr. Charles Kincannon, Director of the Census Bureau, spoke on the progress of the 2005 Census Survey.

Mr. Fairbanks stated that he was glad to see that everyone was carefully watching the budget, but wanted to share the perspective that it is more important that the Census Survey be done right than make the budget estimate. He explained that the City of Phoenix is spending a lot of money to get it right and will continue to spend a lot of money to get it right. Mr. Fairbanks believes that it is a little bit penny-wise and pound foolish to cut necessary actions that might deter from an accurate count. He understands that has not been done, but wanted to make it perfectly clear that as far as the City of Phoenix is concerned what is most important is getting a good count.

There being no further questions or comments, Chair Hutchinson thanked Mr. Tupek for attending the meeting.

13. 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. Mr. Dille introduced Mr. Miles Johnson as the new Town Planner for the Town of Wickenburg. Mr. Dille also thanked the Cities of Goodyear and Peoria as well as the Town of Queen Creek for their assistance in the selection process.

Chair Hutchinson announced that at the next Management Committee meeting on November 9, 2005 there will be an election. Vice Chair Beasley will become the new Chair of the Management Committee and that members from the East Valley will need to work together to nominate a new candidate as Vice Chair. No further comments from the Committee were noted.

There being no further business, the meeting adjourned at 1:17 p.m.

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Chairman

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Secretary

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

November 1, 2005

**SUBJECT:**

Consultant Selection for the MAG Human Services and Senior Transportation Assessment and Coordination Project

**SUMMARY:**

The FY 2006 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, includes \$65,000 of Surface Transportation Program funding for the development of the MAG Human Services and Senior Transportation Assessment and Coordination Project. The MAG Human Services and Senior Transportation Assessment and Coordination Project will develop recommendations to coordinate a human services transportation plan in conjunction with the state *Arizona Rides* program and the federal *United We Ride* program. A request for proposals was advertised on August 22, 2005 for consultant assistance. Two proposals were received by the October 5, 2005 deadline. They were submitted by RLS and Associates, Inc. and Nelson/Nygaard Consulting Associates.

A multi-agency review team consisting of the Arizona Department of Transportation, Maricopa County, Arizona State University, Easter Seals and MAG staff met to evaluate the proposals on October 12, 2005. Consultant interviews were conducted on October 20, 2005. The evaluation team is recommending to the MAG Management Committee the selection of the firm of RLS and Associates, Inc.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

**PROS:** On February 26, 2004, President Bush issued Executive Order #13330 establishing the *United We Ride* initiative that directs all government agencies (federal, state and local) receiving federal transportation funding to improve implementation mechanisms and ensure coordination among and between human services agencies and programs utilizing those funds. MAG is working in conjunction with the State of Arizona transportation coordination effort entitled *Arizona Rides*. The MAG effort will prepare recommendations for an implementation plan that will meet the federal objectives to ensure maximum feasible coordination and increase the efficiency and effectiveness of funds utilized for human services transportation.

**CONS:** There are none.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The MAG Human Services and Senior Transportation Assessment and Coordination Project will prepare recommendations for an implementation plan that will meet the federal objectives to ensure maximum feasible coordination and increase the efficiency and effectiveness of funds utilized for human services transportation.

POLICY: The MAG Human Services and Senior Transportation Assessment and Coordination Project will address the transportation needs of underserved people and seniors.

**ACTION NEEDED:**

Recommend approval to select RLS and Associates, Inc. for the MAG Human Services and Senior Transportation Assessment and Coordination Project for an amount not to exceed \$65,000.

**PRIOR COMMITTEE ACTIONS:**

A multi-agency review team consisting of the Arizona Department of Transportation, Maricopa County, Arizona State University, Easter Seals and MAG staff met to evaluate the proposals on October 12, 2005. Consultant interviews were conducted on October 20, 2005. On October 20, 2005, the evaluation team is recommending to the MAG Management Committee the firm of RLS and Associates, Inc.

Gregg Kieley, Arizona Department of Transportation  
Eddie Caine, Maricopa County  
Mary Kihl, Arizona State University  
Betsy Buxer, Easter Seals

**CONTACT PERSON:**

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

November 1, 2005

**SUBJECT:**

Proposed Amendment and Administrative Adjustment to the FY 2006-2010 Transportation Improvement Program (TIP) for Highway and Transit Projects

**SUMMARY:**

On July 25, 2005, the FY 2006-2010 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council. Since that time, the Transportation Review Committee agreed to implement a revised procedure for implementing TIP Amendments and/or Administrative Adjustments. Changes to the TIP under these categories are now handled on a quarter-yearly basis, except in exceptional circumstances. Since approval of the TIP in July, there have been two projects in Phoenix and one in Scottsdale that need to be added to the TIP and a TIP Amendment is necessary to carry out these additions. Furthermore, there are several changes that can be accomplished by means of an Administrative Adjustment. These include: (1) several changes to the funding of Valley Metro transit projects; (2) the deferral of two projects in Tempe and one in Paradise Valley; (3) a change to the funding of an intersection project in Mesa; (4) a restructure of a project in Glendale to advance design a FY 2009 project to FY 2006; (5) and a change to the funding of an ADOT Santan freeway project. Consultation on the air quality conformity assessment for both of the proposed Amendment and Adjustment changes is considered under a separate agenda item. On October 27, 2005, the Transportation Review Committee recommended approval of the project changes described above.

**PUBLIC INPUT:**

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on October 27, 2005. All of the projects are included in the air quality conformity consultation process, and this consultation is being considered as a separate agenda item.

**PROS & CONS:**

PROS: Approval of this TIP amendment/adjustment will allow the projects to proceed in a timely manner.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

POLICY: This amendment and/or administrative adjustment request is in accord with all MAG guidelines.

**ACTION NEEDED:**

Recommend approval of a TIP Amendment and Administrative Adjustment to the FY 2006-2010 MAG Transportation Improvement Program to add one new Safety (STP-HES) Funded project and one new High Priority (HPP) Funded project in Phoenix and one new Enhancement (STP-TEA)

Funded project in Scottsdale and to make several adjustments to transit projects, and changes to existing highway projects as shown in the attached tables.

**PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee: On October 27, 2005, the MAG Transportation Review Committee unanimously recommended approval of an Amendment and an Administrative Adjustment to the FY 2006-2010 Transportation Improvement Program for highway and transit projects.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

\* Members neither present nor represented by proxy.

**CONTACT PERSON:**

Paul Ward, MAG, 602-254-6300.

Table One A - Amendment to the FY 2006-2010 MAG TIP for Highway Projects (Amendment Number 1)  
The listed project DOES NOT involve FTA funds, NOR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
PHX06-604	Phoenix	35th Ave at McDowell Rd: Safety improvements, including installation of new street lighting	2006	New	STP-HES	\$7,098	\$117,420	\$0	\$124,518	Add new Safety project to FY 2006 with STP-HES funds
PHX06-605	Phoenix	3400 West McDowell Rd: Design pedestrian bridge	2006	New	HPP	\$40,000	\$660,000	\$0	\$700,000	Add new High Priority project to FY 2006 with HPP funds
SCT06-618	Scottsdale	Arizona Canal (Sun Circle Trail): Goldwater Blvd to Scottsdale Rd: Construct grade-separated trail connection along the Arizona Canal	2006	New	STP-TEA	\$386,000	\$364,000	\$0	\$750,000	Re-add Enhancement funded project to FY 2006 with \$364,000 STP-TEA funds
Total added to (or deleted from) the FY 2006-2010 MAG TIP:										
						\$433,098	\$1,141,420	\$0	\$1,574,518	

Table Two A - Administrative Adjustment to the FY 2006-2010 MAG TIP for Highway Projects  
The listed projects DO NOT involve FTA funds, NOR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
DOT09-698	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd: Widen freeway from 4 to 6 lanes, plus HOV lanes	2009	New	NHS	(\$2,394,000)	(\$39,606,000)	\$0	(\$42,000,000)	Delete this project with State Local match and replace with the following project.
DOT09-698R	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd: Widen freeway from 4 to 6 lanes, plus HOV lanes	2009	New	NHS	\$0	\$39,606,000	\$2,394,000	\$42,000,000	Replaces above project with a project that has RARF II as local match.
GLN08-606	Glendale	Glendale Sports Facilities: Installation of fiber optic cable and video detection cameras	2009	Deleted	CMAQ	(\$439,140)	(\$439,200)	\$0	(\$878,340)	Delete project and replace with advance design phase in FY 2006 and repayment and construction phases in FY 2009

Table Two A - Administrative Adjustment to the FY 2006-2010 MAG TIP for Highway Projects  
The listed projects DO NOT involve FTA funds, NOR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
GLN08-606D	Glendale	Glendale Sports Facilities: Advance design of fiber optic cable and video detection cameras	2006	New	Local	\$150,000	\$0	\$0	\$150,000	Add new advance design project in FY 2006 for repayment in FY 2009
GLN08-606DX	Glendale	Glendale Sports Facilities: Repayment of advance design of fiber optic cable and video detection cameras	2009	New	CMAQ	(\$120,000)	\$120,000	\$0	\$0	Add new repayment project in FY 2009 to repay advance design in FY 2006
GLN08-606C	Glendale	Glendale Sports Facilities: Installation of fiber optic cable and video detection cameras	2009	New	CMAQ	\$409,140	\$319,200	\$0	\$728,340	Add new construction phase in FY 2009 following break up of project into advance design and construction phases
MES110-09C	Mesa	Dobson Rd at Guadalupe Rd: Construct intersection improvement	2009	Deleted	CMAQ	(\$653,830)	\$0	(\$1,525,605)	(\$2,179,435)	Deleted CMAQ funded project and replace with following project
MES110-09CR	Mesa	Dobson Rd at Guadalupe Rd: Construct intersection improvement	2009	New	RARF II	\$653,830	\$0	\$1,525,605	\$2,179,435	Replace above CMAQ funded project with a RARF II funded project
PVY06-201C	Paradise Valley	Lincoln Dr: 32nd St to Invergordon Rd: Construct pedestrian path on south side of Lincoln Dr	2006	Deferred	CMAQ	\$80,000	\$400,000	\$0	\$480,000	Re-add to FY 2006 following deferral from FY 2005
TMP04-104	Tempe	Western Canal: Price Rd to Kiwanis Park - Phase 1: Design and construct multi-use path	2006	Deferred	CMAQ	\$300,000	\$1,250,000	\$0	\$1,550,000	Re-add to FY 2006 following deferral from FY 2005
TMP04-224	Tempe	Western Canal: Ken McDonald GC to Baseline Rd (phase 2): Construct multi-use path	2006	Deferred	CMAQ	\$400,000	\$1,600,000	\$0	\$2,000,000	Re-add to FY 2006 following deferral from FY 2005
Total of Highway projects added to (or deleted from) the FY 2006-2010 MAG TIP:						(\$1,614,000)	\$3,250,000	\$2,394,000	\$4,030,000	

Table Two B - Administrative Adjustment to the FY 2006-2010 MAG TIP for Transit Projects  
The listed project ALL involve FTA funds, OR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
PHX10-618T	Phoenix	Regionwide: Purchase bus: standard - 5 expand	2010	Deleted	Local	(\$2,140,000)	\$0	\$0	(\$2,140,000)	Delete this locally funded project with the following project
PHX10-618TR	Phoenix	Regionwide: Purchase bus: standard - 5 expand	2010	New	PTF	\$0	\$0	\$2,140,000	\$2,140,000	Change Fund Type from Local to PTF
Various	Valley Metro	18 various transit projects	2006	Deleted	Local	(\$47,047,400)	\$0	\$0	(\$47,047,400)	Delete 18 locally funded projects and replace with the following 18 PTF funded projects
VMT06-603TR	Valley Metro	Regionwide: Purchase bus: standard - 10 expand Articulated	2006	New	PTF	\$0	\$0	\$5,180,900	\$5,180,900	Change Fund Type from Local to PTF
VMT06-607TR	Valley Metro	Regionwide: Purchase new fareboxes - 10 expand	2006	New	PTF	\$0	\$0	\$105,263	\$105,263	Change Fund Type from Local to PTF
VMT06-612TR	Valley Metro	Regionwide: Purchase new radios/VMS - 10 expand	2006	New	PTF	\$0	\$0	\$127,490	\$127,490	Change Fund Type from Local to PTF
VMT07-618TR	Valley Metro	Regionwide: Purchase bus: standard - 13 expand Articulated	2007	New	PTF	\$0	\$0	\$7,263,178	\$7,263,178	Change Fund Type from Local to PTF
VMT07-623TR	Valley Metro	Regionwide: Purchase new fareboxes - 13 expand	2007	New	PTF	\$0	\$0	\$155,233	\$155,233	Change Fund Type from Local to PTF
VMT07-627TR	Valley Metro	Regionwide: Purchase new radios/VMS - 13 expand	2007	New	PTF	\$0	\$0	\$170,716	\$170,716	Change Fund Type from Local to PTF
VMT08-632TR	Valley Metro	Regionwide: Acquire right of way and design regional transit center (4-bay)	2008	New	PTF	\$0	\$0	\$737,924	\$737,924	Change Fund Type from Local to PTF
VMT08-633TR	Valley Metro	Regionwide: Acquire right of way and design regional transit center (6-bay)	2008	New	PTF	\$0	\$0	\$1,106,886	\$1,106,886	Change Fund Type from Local to PTF

Table Two B - Administrative Adjustment to the FY 2006-2010 MAG TIP for Transit Projects  
The listed project ALL involve FTA funds, OR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
VMT09-643TR	Valley Metro	Regionwide: Construct regional transit center (4-bay)	2009	New	PTF	\$0	\$0	\$737,924	\$737,924	Change Fund Type from Local to PTF
VMT09-644TR	Valley Metro	Regionwide: Construct regional transit center (6-bay)	2009	New	PTF	\$0	\$0	\$1,106,886	\$1,106,886	Change Fund Type from Local to PTF
VMT09-646TR	Valley Metro	Regionwide: Install bus stop passenger improvements - 55 sites	2009	New	PTF	\$0	\$0	\$810,000	\$810,000	Change Fund Type from Local to PTF
VMT09-650TR	Valley Metro	Regionwide: Purchase bus: commuter - 8 expand	2009	New	PTF	\$0	\$0	\$4,680,000	\$4,680,000	Change Fund Type from Local to PTF
VMT09-651TR	Valley Metro	Regionwide: Purchase bus: standard - 19 (of 22) expand	2009	New	PTF	\$0	\$0	\$7,600,000	\$7,600,000	Change Fund Type from Local to PTF
VMT10-657TR	Valley Metro	Regionwide: Install bus stop passenger improvements - 55 sites	2010	New	PTF	\$0	\$0	\$810,000	\$810,000	Change Fund Type from Local to PTF
VMT10-658TR	Valley Metro	Regionwide: Purchase bus: < 30 foot - 1 Expand (rural)	2010	New	PTF	\$0	\$0	\$70,000	\$70,000	Change Fund Type from Local to PTF
VMT10-662TR	Valley Metro	Regionwide: Purchase bus: commuter - 26 expand	2010	New	PTF	\$0	\$0	\$11,700,000	\$11,700,000	Change Fund Type from Local to PTF
VMT10-663TR	Valley Metro	Regionwide: Purchase bus: standard - 8 expand	2010	New	PTF	\$0	\$0	\$3,200,000	\$3,200,000	Change Fund Type from Local to PTF
VMT10-665TR	Valley Metro	Regionwide: Purchase vanpools: 45 replace	2010	New	PTF	\$0	\$0	\$1,485,000	\$1,485,000	Change Fund Type from Local to PTF
Total of transit projects added to (or deleted from) the FY 2006-2010 MAG TIP:						(\$49,187,400)	\$0	\$49,187,400	\$0	

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

November 1, 2005

**SUBJECT:**

Requested Changes to Federal Functional Classification of Roads

**SUMMARY:**

On February 23, 2005, the Regional Council concurred with a series of requested changes to the federal functional classification of urban roadways within the region. These requested changes have been forwarded to ADOT for further action. In addition to those changes, member agencies recently submitted requests for a similar upgrade to the functional classification of rural roadways in the region. In addition, the City of Scottsdale has requested a change to downgrade an urban road segment from urban collector to local street. On October 11, 2005, the MAG Street Committee unanimously recommended concurrence with all of these changes and, on October 27, 2005, the Transportation Review Committee (TRC) recommended concurrence with the changes identified. Please refer to the attached map.

**PUBLIC INPUT:**

Opportunities for public input were available at the Street Committee and TRC meetings in October, 2005. To date, no pertinent public comment on this item input has been received.

**PROS & CONS:**

PROS: Concurrence with this item will allow ADOT and FHWA to proceed with the formal reclassifying of streets in the MAG region. Further reclassifying will be considered in future months, especially for rural roadways in the MAG region.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: This item is being addressed in cooperation with ADOT and FHWA.

POLICY: The Functional Classification System is a Federal requirement and the update is being carried out as part of Statewide process.

**ACTION NEEDED:**

Recommend concurrence with the changes in Federal Functional Classification as recommended by the TRC and as shown in the attached map.

**PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee: On October 27, 2005, the MAG Transportation Review Committee unanimously recommended concurrence with the changes in Federal Functional Classification as recommended by the Street Committee and as shown in the attached map. There was one agency not voting (shaded).

## MEMBERS ATTENDING

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

## EX-OFFICIO MEMBERS ATTENDING

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

\* Members neither present nor represented by proxy.

Street Committee: On October 11, 2005, the MAG Street Committee unanimously recommended concurrence with the changes in Federal Functional Classification as shown in the attached map. There was one agency not voting (**shaded**).

## MEMBERS ATTENDING

- Don Herp, Phoenix, Acting Chairman  
**Andrew Smith, ADOT**  
\* Carnell Thurman, Avondale  
\* Chris Young, Buckeye  
Dan Cook, Chandler  
\* Lynn Farmer, Gila Bend  
\* Michael Vinson, Gila River Indian Community  
Bruce Ward, Gilbert  
Dan Sherwood, Glendale  
Don French, Goodyear  
Jim Ricker, Guadalupe
- Darryl Crossman, Litchfield Park  
Chris Plumb, Maricopa County  
Patrick Pittenger, Mesa  
Andrew Cooper, Paradise Valley  
Burton Charron, Peoria  
Mark Young, Queen Creek  
\* Elaine Cabrera, Salt River Pima-Maricopa I.C.  
Dave Meinhart, Scottsdale  
Bob Maki for Brian Pirooz, Surprise  
\* Larry Shobe, Tempe  
Richard Rawnsley for Jason Earp, Tolleson  
\* Jesse Mendez, Youngtown

\* Members neither present nor represented by proxy.

## **CONTACT PERSON:**

Paul Ward, MAG, 602-254-6300.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

November 1, 2005

**SUBJECT:**

Request by Gila Bend to Utilize the HURF Exchange Mechanism

**SUMMARY:**

The FY 2006-2010 MAG TIP was approved by the Regional Council on July 28, 2005. The TIP contains a Gila Bend project to carry out pedestrian improvements to a facility along Martin Avenue in the vicinity of Pima Street, also known as State Route 85. This project is currently funded with \$188,600 in MAG Surface Transportation Program (STP) funds and a local match of \$11,400.

The Town would like to take the option of utilizing the HURF Swap mechanism to exchange the STP-MAG funds for State HURF. This would allow the Town to develop the project as a locally funded project and not as a federally funded project, which simplifies the process. ADOT provides 90 percent of the amount of STP funds involved in the form of HURF funds and would then utilize the STP funds wherever they feel is appropriate on another part of the State highway system. Generally, MAG member agencies are not eligible to utilize the HURF Swap option, but the funds concerned are a special subset of STP funds (known as "Outside Urban" funds, or State-Flex funds) and are therefore eligible for this exchange program. Members are being asked to recommend that Gila Bend be allowed to utilize the HURF Swap mechanism for this particular project. A TIP Administrative Adjustment is also requested to allow this project to proceed. On October 11, 2005, the Street Committee unanimously recommended approving the use of the HURF Swap and the TIP Administrative Adjustment for the Gila Bend project. On October 17, 2005 meeting, the TRC unanimously recommended approving the use of the HURF Swap and the TIP Administrative Adjustment for the Gila Bend project.

**PUBLIC INPUT:**

Opportunities for public input were available at the Street Committee and TRC meetings in October, 2005. To date, no direct public comment on this item input has been received.

**PROS & CONS:**

**PROS:** Approval of this item will allow Gila Bend and ADOT to proceed with the implementation of the project concerned.

**CONS:** None.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The only MAG Federal funds available for the HURF swap are the "Outside Urban" funds, also known as Surface Transportation Program - State Flexible funds, allocated through the Resource Allocation Advisory Committee process. As Gila Bend is outside the urban area, it is eligible to utilize the HURF swap. Regular sub-allocated STP (STP-MAG) funds are not eligible for the HURF swap.

**POLICY:** Policies regulating the utilization of HURF in place of Federal funds will be followed.

**ACTION NEEDED:**

Recommend approval of allowing Gila Bend to utilize the HURF Swap mechanism for the project along Martin Avenue in the vicinity of Pima Street, also known as State Route 85, and to authorize a TIP Administrative Adjustment to allow the project to proceed.

**PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee: On October 27, 2005, the MAG Transportation Review Committee unanimously recommended allowing Gila Bend to utilize the HURF Swap mechanism for this project and to authorizing a TIP Administrative Adjustment to allow the project to proceed.

**MEMBERS ATTENDING**

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

**EX-OFFICIO MEMBERS ATTENDING**

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

\* Members neither present nor represented by proxy.

Street Committee: On October 11, 2005, the MAG Street Committee unanimously recommended allowing Gila Bend to utilize the HURF Swap mechanism for this project and to authorizing a TIP Administrative Adjustment to allow the project to proceed.

**MEMBERS ATTENDING**

Don Herp, Phoenix, Acting Chairman	Darryl Crossman, Litchfield Park
Andrew Smith, ADOT	Chris Plumb, Maricopa County
* Carnell Thurman, Avondale	Patrick Pittenger, Mesa
* Chris Young, Buckeye	Andrew Cooper, Paradise Valley
Dan Cook, Chandler	Burton Charron, Peoria
* Lynn Farmer, Gila Bend	Mark Young, Queen Creek
* Michael Vinson, Gila River Indian Community	* Elaine Cabrera, Salt River Pima-Maricopa I.C.
Bruce Ward, Gilbert	Dave Meinhart, Scottsdale
Dan Sherwood, Glendale	Bob Maki for Brian Pirooz, Surprise
Don French, Goodyear	* Larry Shobe, Tempe
Jim Ricker, Guadalupe	Richard Rawnsley for Jason Earp, Tolleson
	* Jesse Mendez, Youngtown

\* Members neither present nor represented by proxy.

**CONTACT PERSON:**

Paul Ward, MAG, 602-254-6300.

Table One - Administrative Adjustment to the FY 2006-2010 MAG TIP for Highway Project

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
GBD05-202	Gila Bend	Martin Ave: Old Main St to Stout St: Pedestrian improvements	2006	Deleted	STP-MAG	(\$11,400)	(\$188,600)	\$0	(\$200,000)	Project deleted and replaced with GBD05-202R due to HURF swap and change in scope
GBD05-202R	Gila Bend	Martin Ave at Pima St (SR-85): Pedestrian improvements	2006	New	STP-MAG	\$11,400	\$188,600	\$0	\$200,000	New project added to FY 2006 with \$169,740 State HURF (replaces the STP-MAG funded GBD05-202 in FY 2006 as part of HURF exchange program)
GBD05-202RX	Gila Bend	Martin Ave at Pima St (SR-85): Pedestrian improvements (HURF Exchange)	2006	New	State	\$18,860	(\$188,600)	\$169,740	\$0	New project added to FY 2006 as an exchange project for \$188,600 in STP funds with \$169,740 State HURF and \$18,860 Local funds
Totals for Highway Projects added to the FY 2006-2010 MAG TIP:						\$18,860	(\$188,600)	\$169,740	\$0	

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

November 1, 2005

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program (TIP). The proposed amendment includes new Safety and Transportation Enhancement funded projects for addition to FY 2006. In addition, some projects that were previously requested for deferral, need to be added to the TIP. Comments on the conformity assessment are requested by December 9, 2005.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum.

**PUBLIC INPUT:**

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

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

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

**ACTION NEEDED:**

Consultation.

**PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee: On October 27, 2005, the MAG Transportation Review Committee recommended approval of an Amendment and an Administrative Adjustment to the FY 2006-2010 MAG Transportation Improvement Program for Highway and Transit Projects.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

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

**CONTACT PERSON:**

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



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Phone (602) 254-6300 ▲ FAX (602) 254-6490  
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November 1, 2005

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

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program (TIP). The proposed amendment includes new Safety and Transportation Enhancement funded projects for addition to FY 2006. In addition, some projects that were previously requested for deferral, need to be added to the TIP. Comments on the conformity assessment are requested by December 9, 2005.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. The current conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 31, 2005 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

A Voluntary Association of Local Governments in Maricopa County



## ATTACHMENT

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

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

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

The amendment also includes minor project revisions that do not require a conformity determination. Minor project revisions include funding changes, changes to the programmed implementation year within the five years addressed in the TIP; and design, right-of-way, or utility projects.

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

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



## FY 2006-2010 MAG TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Proj #	Agency	Location	Type of Work	FY	Fund Type	Local Cost	Regional Cost	Federal Cost	Total Cost	Errata Reason	Conformity Assessment
DOT09-698	ADOT	Interstate-10: Loop 202 (Santan Fwy) to Riggs Rd.	Widen freeway from 4 to 6 lanes, plus High Occupancy Vehicle (HOV) lanes	2009	NHS	\$0	\$2,394,000	\$39,606,000	\$42,000,000	Change Local Type from State to Regional Area Road Fund (RARF) II.	Minor project revision for change in fund type. The conformity status of the TIP and RTP would remain unchanged.
GLN08-606	Glendale	Glendale Sports Facilities	Installation of fiber optic cable and video detection cameras	2009	CMAQ	\$439,140	\$0	\$439,200	\$878,340	Delete project and replace with advance design phase in FY 2006 and repayment and construction phases in FY 2009.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
GLN08-606D	Glendale	Glendale Sports Facilities	Advance design of fiber optic cable and video detection cameras	2006	Local	\$150,000	\$0	\$0	\$150,000	Add new advance design project in FY 2006 for repayment in FY 2009.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
GLN08-606DX	Glendale	Glendale Sports Facilities	Repayment of advance design of fiber optic cable and video detection cameras	2009	CMAQ	(\$120,000)	\$0	\$120,000	\$0	Add new repayment project in FY 2009 to repay advance design in FY 2006.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
GLN08-606C	Glendale	Glendale Sports Facilities	Installation of fiber optic cable and video detection cameras	2009	CMAQ	\$409,140	\$0	\$319,200	\$738,340	Add new construction phase in FY 2009 following break up of project into advance design and construction phases.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
MES110-09C	Mesa	Dobson Rd. at Guadalupe Rd.	Construct intersection improvement	2009	RARF II	\$653,830	\$1,525,605	\$0	\$2,179,435	Change Fund Type from Congestion Mitigation and Air Quality (CMAQ) funds to RARF II.	Minor project revision for change in fund type. The conformity status of the TIP and RTP would remain unchanged.
PVY06-201C	Paradise Valley	Lincoln Dr. 32 <sup>nd</sup> St. to Invergordon Rd.	Construct pedestrian path on south side of Lincoln Dr.	2006	CMAQ	\$80,000	\$0	\$400,000	\$480,000	Re-add to FY 2006 following deferral from FY 2005.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities."
PHX10-618T	Phoenix	Regionwide	Purchase bus: standard - 5 expand	2010	Public Transit Fund (PTF)	\$0	\$2,140,000	\$0	\$2,140,000	Change Fund Type from Local to Public Transit Fund (PTF).	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet."

**FY 2006-2010 MAG TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

Proj #	Agency	Location	Type of Work	FY	Fund Type	Local Cost	Regional Cost	Federal Cost	Total Cost	Errata Reason	Conformity Assessment
TMP04-104	Tempe	Western Canal: Price Rd. to Kiwanis Park - Phase I	Design and construct multi-use path	2006	CMAQ	\$300,000	\$0	\$1,250,000	\$1,550,000	Re-add to FY 2006 following deferral from FY 2005.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities."
TMP04-224	Tempe	Western Canal: Ken McDonald Golf Course to Baseline Rd. - Phase II	Construct multi-use path	2006	CMAQ	\$400,000	\$0	\$1,600,000	\$2,000,000	Re-add to FY 2006 following deferral from FY 2005.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities."
VMT06-603T	Valley Metro	Regionwide	Purchase bus: standard - 10 expand articulated	2006	PTF	\$0	\$5,180,900	\$0	\$5,180,900	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet."
VMT06-607T	Valley Metro	Regionwide	Purchase new fareboxes - 10 expand	2006	PTF	\$0	\$105,263	\$0	\$105,263	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet."
VMT06-612T	Valley Metro	Regionwide	Purchase new radios/ Vehicle Management System (VMS) - 10 expand	2006	PTF	\$0	\$127,490	\$0	\$127,490	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)."
VMT07-618T	Valley Metro	Regionwide	Purchase bus: standard - 13 expand articulated	2007	PTF	\$0	\$7,263,178	\$0	\$7,263,178	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet."
VMT07-623T	Valley Metro	Regionwide	Purchase new fareboxes - 13 expand	2007	PTF	\$0	\$155,233	\$0	\$155,233	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)."
VMT07-627T	Valley Metro	Regionwide	Purchase new radios/ Vehicle Management System 13 expand	2007	PTF	\$0	\$170,716	\$0	\$170,716	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)."

## FY 2006-2010 MAG TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Proj #	Agency	Location	Type of Work	FY	Fund Type	Local Cost	Regional Cost	Federal Cost	Total Cost	Errata Reason	Conformity Assessment
VMT08-632T	Valley Metro	Regionwide	Acquire right-of-way and design regional transit center (4-bay)	2008	PTF	\$0	\$737,924	\$0	\$737,924	Change Fund Type from Local to PTF.	Minor project revision for change in fund type. The conformity status of the TIP and RTP would remain unchanged.
VMT08-633T	Valley Metro	Regionwide	Acquire right-of-way and design regional transit center (6 bay)	2008	PTF	\$0	\$1,106,886	\$0	\$1,106,886	Change Fund Type from Local to PTF.	Minor project revision for change in fund type. The conformity status of the TIP and RTP would remain unchanged.
VMT09-643T	Valley Metro	Regionwide	Construct regional transit center (4-bay)	2009	PTF	\$0	\$737,924	\$0	\$737,924	Change Fund Type from Local to PTF.	Minor project revision for change in fund type. The conformity status of the TIP and RTP would remain unchanged.
VMT09-644T	Valley Metro	Regionwide	Construct regional transit center (6-bay)	2009	PTF	\$0	\$1,106,886	\$0	\$1,106,886	Change Fund Type from Local to PTF.	Minor project revision for change in fund type. The conformity status of the TIP and RTP would remain unchanged.
VMT09-646T	Valley Metro	Regionwide	Install bus stop passenger improvements - 55 sites	2009	PTF	\$0	\$810,000	\$0	\$810,000	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "construction of small passenger shelters and information kiosks."
VMT09-650T	Valley Metro	Regionwide	Purchase bus: commuter - 8 expand	2009	PTF	\$0	\$4,680,000	\$0	\$4,680,000	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet."
VMT09-651T	Valley Metro	Regionwide	Purchase bus: standard - 19 (of 22) expand	2009	PTF	\$0	\$7,600,000	\$0	\$7,600,000	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet."
VMT10-657T	Valley Metro	Regionwide	Install bus stop passenger improvements - 55 sites	2010	PTF	\$0	\$810,000	\$0	\$810,000	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "construction of small passenger shelters and information kiosks."

**FY 2006-2010 MAG TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

Proj #	Agency	Location	Type of Work	FY	Fund Type	Local Cost	Regional Cost	Federal Cost	Total Cost	Errata Reason	Conformity Assessment
VMT10-658T	Valley Metro	Regionwide	Purchase bus: less than 30 foot - 1 expand (rural)	2010	PTF	\$0	\$70,000	\$0	\$70,000	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet."
VMT10-662T	Valley Metro	Regionwide	Purchase bus: commuter - 26 expand	2010	PTF	\$0	\$11,700,000	\$0	\$11,700,000	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet."
VMT10-663T	Valley Metro	Regionwide	Purchase bus: standard - 8 expand	2010	PTF	\$0	\$3,200,000	\$0	\$3,200,000	Change Fund Type from Local to PTF.	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet."
VMT10-665T	Valley Metro	Regionwide	Purchase vanpools: 45 replace	2010	PTF	\$0	\$1,485,000	\$0	\$1,485,000	Change Fund Type from Local to PTF.	Minor project revision for change in fund type. The conformity status of the TTP and RTP would remain unchanged.
PHX06-604	Phoenix	35 <sup>th</sup> Ave. at McDowell Rd.	Safety improvements, including installation of new street lighting	2006	STP-HES	\$7,098	\$0	\$117,420	\$124,518	Add new Safety Project to FY 2006 with Surface Transportation Program - Hazard Elimination Safety funds.	Project is considered exempt from conformity requirements under the category "hazard elimination program."
PHX06-605	Phoenix	3400 West McDowell Rd.	Design pedestrian bridge	2006	HPP	\$40,000	\$0	\$660,000	\$700,000	Add new High Priority Project to FY 2006 with High Priority Project funds.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities."
SCT06-618	Scottsdale	Arizona Canal (Sun Circle Trail); Goldwater Blvd. to Scottsdale Rd.	Construct grade-separated trail connection along the Arizona Canal	2006	STP-TEA	\$386,000	\$0	\$364,000	\$750,000	Re-add Transportation Enhancement funded project to FY 2006 with Surface Transportation Program - Transportation Enhancement funds.	Project is considered exempt from conformity requirements under the category "transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)."

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

November 1, 2005

**SUBJECT:**

Draft MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge

**SUMMARY:**

The City of Glendale has requested that MAG amend the 208 Water Quality Management Plan to include the West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System (AZPDES) Permit Discharge. The facility is identified in the current MAG 208 Plan with an ultimate capacity of 15 million gallons per day and reclaimed water being disposed of through reuse and recharge. This amendment would identify an AZPDES permit discharge for the West Area Water Reclamation Facility to accommodate future effluent discharges into the New River. The project is within three miles of the City of Avondale, City of El Mirage, City of Litchfield Park, City of Peoria, City of Phoenix, Luke Air Force Base, and unincorporated Maricopa County. To date, six of the seven entities have indicated that they have no objections.

**PUBLIC INPUT:**

On October 12, 2005, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendment. No public comments were received on the Draft 208 Plan Amendment.

**PROS & CONS:**

PROS: Approval of the 208 Plan Amendment for the West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge would make the facility consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there do not appear to be any negative impacts associated with the approval of the 208 Plan Amendment.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The 208 Plan Amendment is needed to accommodate future effluent discharges into the New River under the Arizona Department of Environmental Quality Arizona Pollutant Discharge Elimination System permit program.

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

**ACTION NEEDED:**

Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge.

**PRIOR COMMITTEE ACTIONS:**

Water Quality Advisory Committee: On October 12, 2005, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge. Following the hearing, the Committee unanimously recommended approval of the Draft 208 Plan Amendment to the MAG Management Committee.

**MEMBERS ATTENDING**

Roger Klingler, Scottsdale, Chair  
Avondale: Greg Stack  
Buckeye: Lucky Roberts  
#Chandler: Jacqueline Strong  
\*El Mirage: Michael Salisbury for  
Kimberly Furphy  
\*Gilbert: Lonnie Frost  
Glendale: Chris Ochs  
#Goodyear: David Iwanski  
#Mesa: Bill Haney  
#Peoria: Shawn Kreuzwiesner for  
Steven Bontrager

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

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

**CONTACT PERSON:**

Julie Hoffman, MAG, 602-254-6300

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

November 1, 2005

**SUBJECT:**

Proposed 2006 Revisions to MAG Standard Specifications and Details for Public Works Construction

**SUMMARY:**

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives of several Public Works Departments and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2005 review of proposed revisions to the MAG Publication. A summary of these recommendations has also been sent to MAG Public Works Directors, in addition to members of the Management Committee, for review for a period of one month. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2006.

**PUBLIC INPUT:**

Development of these revisions has been achieved during open meetings of the MAG Specifications and Details Committee and has included input from several professional contractor and utility groups and private companies. There have been some members of the public present to address the Committee, although their comments were unrelated to the revisions presented here.

**PROS & CONS:**

**PROS:** Approval of the latest revisions will ensure that the MAG Specifications and Details reflect the latest and best practices in public works construction appropriate for MAG agencies.

**CONS:** Due to the constant evolutionary change inherent in the Specifications and Details process, annual updates to the printed and electronic versions are necessary.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The MAG Specifications and Details are a series of recommendations developed over many years, principally by senior inspectors and their supervisors from many MAG agencies. These recommendations are not prescriptive, but are often adopted entirely, or in part, by MAG agencies in developing public works projects.

**POLICY:** In prior years, action by the MAG Public Works Committee was the only review needed prior to publication of the revisions. The MAG Public Works Committee has now been discontinued so formal review by the Management Committee is requested.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

MAG Specifications and Details Committee. Review and recommendations for the cases submitted for consideration were achieved throughout 2005.

VOTING MEMBERS

Robert Herz, P.E., Maricopa County DOT,  
*Chairman*  
Jim Badowich, Avondale  
David Fern, P.E., Chandler  
Mark Weiner, Gilbert  
Greg Rodzenko, P.E., Glendale  
David Ramirez, P.E., Goodyear  
Steven Borst, P.E., Maricopa County ESD

Kelly Jensen, Mesa  
Maher Hazine, P.E., Peoria  
Jeff Van Skike, P.E., Phoenix (Street Trans.)  
Matthew Woodland, Phoenix (Water)  
Rodney Ramos, P.E., Scottsdale  
Don Moseley, Surprise  
James E. Bond, Tempe

ADVISORY MEMBERS

John Ashley, ACA  
Brian Gallimore, AGC  
Jeff Benedict, ARPA  
Paul Nebeker, Independent

Dale Phelan, NUCA  
William Ast, NUCA  
Peter Kandaris, SRP Engineering

The following table lists the cases submitted and the recommendations as shown:

MARICOPA ASSOCIATION OF GOVERNMENTS  
SPECIFICATIONS AND DETAILS COMMITTEE  
SUMMARY OF RECOMMENDATIONS FOR 2005 CASES FOR CONSIDERATION

Case	Description	Recommended Action
04-07	Water and Sanitary Sewer Separation/ Protection	Approval
05-01	Residential Speed Hump	Approval
05-02	Miscellaneous Corrections	Approval
05-03	Sanitary Sewer Service Line Markings	Approval
05-04	Detectable Warnings	Approval

A summary of the above cases is shown in Attachment One.

**CONTACT PERSON:**

Gordon Tyus, MAG, (602) 254-6300

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

**GENERAL INFORMATION:**

Case Number: 04-07  
 Section/Detail: Sections 610, 615 and Details 404-1, 404-2 and 404-3  
 Title: Water and Sanitary Sewer Separation/Protection  
 Sponsor: Maricopa County Environmental Services Division  
 Advisor: -

**DISCUSSION:**

To clarify water line separation and protection requirements as explained in Arizona Administrative Code R18-5-502, this case adds subsections in Section 610: Water Line Construction and Section 615: Sewer Line Construction as well as new detail diagrams. One new subsection, 610.5 SEPARATION includes information on water line separation from gravity sewer lines, pressurized sewer lines and manholes. Subsection 610.5.5 describes water lines that require extra protection. The case also required adding a new subsection, 615.3 SEPARATION, to protect water lines from contamination by sewer lines, with separation and extra protection in accordance with Section 610.

In addition, Details 404-1 and 404-2 were revised, and an additional one was created. Detail 404-1 now focuses exclusively on the water line exclusion and separation zones, with revisions to the drawing, dimensions, and notes. The previous detail 404-2, which shows encasement for pipe crossings, was changed to 404-3 and revised. A new detail, 404-2, shows extra protection for water lines including a view for non-perpendicular pipe crossings.

**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: March 3, 2004	Vote Summary:	Affirmative: 8
Vote Date: September 7, 2005		Negative: 0
		Abstention: 0

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

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**GENERAL INFORMATION:**

Case Number: 05-01  
Section/Detail: Detail 210  
Title: Residential Speed Hump  
Sponsor: Maricopa County Department of Transportation  
Advisor: -

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**DISCUSSION:**

This case made revisions to Detail 210 by correcting a typographic error in Note 3, and by revising a note on the plan view of the drawing stating 10" REFLECTIVE WHITE STRIPES INSTALLED BY CITY FORCES, by striking the last part of the sentence. This was done to provide more flexibility in the installation of the reflective stripes.

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**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: January 5, 2005  
Vote Date: June 1, 2005

Vote Summary:	Affirmative:	<b>9</b>
	Negative:	<b>0</b>
	Abstention:	<b>1</b>

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

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**GENERAL INFORMATION:**

Case Number: 05-02  
Section/Detail: Sections 602, 340 and Details 250, 260  
Title: Miscellaneous Corrections  
Sponsor: Maricopa County Department of Transportation and City of Mesa  
Advisor: -

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**DISCUSSION:**

This case corrected several typographic and drafting errors brought to the attention of the committee. These corrections included:

- Case A: Corrections to Table 602-1.
- Case B: Section 340.3, add missing comma.
- Case C: Section 342.3.4, paragraph 1, corrected referenced detail 255 to 225.
- Case D: Detail 250, drafting corrections.
- Case E: Detail 260, drafting corrections.

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**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: July 6, 2005		Vote Summary: Affirmative: 8
Vote Date: September 9, 2005		Negative: 0
		Abstention: 0

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

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**GENERAL INFORMATION:**

Case Number: 05-03  
Section/Detail: Section 615 and Details 440-1, 440-2, 440-3, 440-4  
Title: Sanitary Sewer Service Line Markings  
Sponsor: City of Chandler  
Advisor: -

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**DISCUSSION:**

To facilitate the blue staking process, Arizona House Bill 2256 requires the location of service lines in the public right-of-way. This case was developed to present methods of locating service lines by revising detail 440-1 and adding new details 440-2, 440-3 and 440-4.

Detail 440-1 shows the standard method of using electronic ball markers at the sewer building connection. Details 440-2 and 440-3 show alternative methods of locating the lines by using a two-way or one-way (respectively) cleanout and meter box. A new detail 440-4 was developed to show an alternative method of locating lines by stamping the curb along the centerline of the sewer service.

In addition the sentence: "*Electronic markers shall be placed at no greater depth than electronic locating devices can locate them (typically 4'-8")*" was added to the last paragraph of subsection 615.7 SANITARY SEWER SERVICE TAPS.

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**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: July 6, 2005		Vote Summary: Affirmative: 6
Vote Date: October 3, 2005		Negative: 0
		Abstention: 1

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

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**GENERAL INFORMATION:**

Case Number: 05-04  
Section/Detail: Section 340, Details 231, 232, 233, 234, 250, 260, 261, and 262  
Title: Detectable Warnings  
Sponsor: Maricopa County Department of Transportation  
Advisor: -

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**DISCUSSION:**

This case updated MAG sidewalk details and specifications to show detectable warnings on ramps in order to be in compliance with Americans with Disabilities Act (ADA) requirements. Two new subsections (340.2.1 and 340.3.1) were added to *Section 340: Concrete Curb, Gutter, Sidewalk, Sidewalk Ramps, Driveway and Alley Entrance*. These additions describe the materials and construction methods for adding detectable warnings. A sentence was also added to subsection 240.5 MEASUREMENT to clarify that detectable warnings are integral to the walking surface and included in the cost of the related pay item.

Details 231, 232, 233 and 234 all were revised to show, note, and dimension detectable warnings on sidewalk ramps. In addition, details 250, 260, 261 and 262 were revised to modify notes referencing ramp grooves.

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**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: July 6, 2005  
Vote Date: September 7, 2005

Vote Summary:	Affirmative:	8
	Negative:	0
	Abstention:	0



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November 1, 2005

TO: Members of the MAG Management Committee

FROM: Heidi Pahl, 2005 Census Survey Coordinator

SUBJECT: STATUS REPORT ON 2005 CENSUS SURVEY

The 2005 Census Survey is now in progress. The results of this survey will be used to distribute billions of dollars in state-shared revenues to cities and towns in Maricopa County from 2006 to 2011.

At the October 12, 2005 Management Committee meeting, staff reviewed a Census Survey timeline, return rates of the census questionnaire, survey costs and funds expended to date, and publicity efforts. An update on the 2005 Census Survey is provided below.

Status of 2005 Census Survey Activities

On August 30, 2005, the Census Bureau mailed out the 2005 Census Survey questionnaires to randomly selected households in Maricopa County. On September 22, 2005, the Census Bureau mailed the 2005 Census Survey questionnaire a second time to those households that did not return their first census questionnaire. Mail returns of the questionnaires are nearing completion and telephone follow-up is being conducted up to November 6, 2005. Where there is no response to the telephone calls or phone numbers are not available, the Census Bureau will need to conduct a personal visit. It is anticipated that field work will be completed by Thanksgiving.

Return Rates

For its original estimate, the Census Bureau assumed that 50 percent of the questionnaires would be returned by mail, 25 percent of the responses would be handled by telephone and 25 percent by a personal visit. As of October 27, 2005, the Census Bureau's revised estimate shows 46 percent of the questionnaires completed by mail, 8 percent completed by telephone interview and 46 percent completed by a personal visit.

Costs

The cost for the 2005 Census Survey and count of population in group quarters has been estimated at \$7.7 million. The Federal Highway Administration (FHWA) has authorized the use of FHWA funds to cover a portion of the estimated cost, while the remaining estimated cost will be incurred by MAG member agencies. The help and support of MAG member agencies, especially pertaining to creating address files for Census Bureau use, helped to keep initial cost increases down. MAG staff is meeting with the Census Bureau twice a week to

discuss measures to control costs. The final costs will be based upon expenses actually incurred by the Census Bureau and will be determined in 2006.

### Publicity

The goal of promotional and publicity efforts is to emphasize the importance of the 2005 Census Survey results to Valley residents and encourage those receiving a Census Survey to return their questionnaires or cooperate with a census enumerator who contacts them via phone or in person. Additional publicity efforts are crucial to control Census Bureau costs.

The Census Bureau tracked return rates of the 2005 Census Survey mail questionnaire. MAG used the return rate data to create maps for each member agency. The maps identified census tracts that had low return rates of the 2005 Census Survey. Using the maps, member agencies increased publicity efforts by placing census door hangers, fliers and brochures in areas that had a low return rate of the 2005 Census Survey.

Census publicity efforts continue. Many member agencies promoted the 2005 Census Survey at their Getting Arizona Involved In Neighborhoods (GAIN) events in October. In addition, census information was provided to citizens at the Arizona State Fair on October 29-30, 2005.

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

November 1, 2005

**SUBJECT:**

Annual Report on the Implementation of Proposition 400

**SUMMARY:**

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded through the half-cent sales tax approved by the voters of Maricopa County on November 2, 2004. State law also requires that MAG hold a public hearing on the report after it is issued. MAG staff has prepared a Draft 2005 Annual Report on the Status of the Implementation of Proposition 400 that addresses project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The Annual Report draws heavily on data in the life cycle programs, which are required by State legislation, and are prepared by the implementing agencies for each of the major transportation modes.

An Executive Summary of the Annual Report has been prepared and is enclosed for your information. MAG staff will report on the key findings and issues identified in the Report, as well as the status of the development of the modal life cycle programs. A public hearing on the Annual Report will be held on November 14, 2005 at the MAG office.

**PUBLIC INPUT:**

At the October 19, 2005 TPC meeting, a citizen commented that there are no arterial street projects in the area of the County that will be developed. The citizen also said that bicycles and pedestrians are not being considered when roads are being upgraded or built. At the October 26, 2005 Regional Council meeting, a citizen commented that he wished the TIP had been better put together. The citizen urged using paint as a weapon to protect bicyclists and pedestrians and asked where the pedestrian and transit projects were.

**PROS & CONS:**

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

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Information and discussion.

## **PRIOR COMMITTEE ACTIONS:**

Transportation Policy Committee: On October 19, 2005, the Transportation Policy Committee was briefed by MAG staff on the key findings and issues identified in the Annual Report. The item was on the agenda for information and discussion.

### MEMBERS ATTENDING

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>Mayor Elaine Scruggs, Glendale, Chair</li><li>* Councilmember Peggy Bilsten, Phoenix, Vice Chair</li><li>Kirk Adams, The Adams Agency</li><li># F. Rockne Arnett, Citizens Transportation Oversight Committee</li><li>* Mayor Ron Badowski, Wickenburg</li><li>Stephen Beard, SR Beard &amp; Associates</li><li>Mayor Steven Berman, Gilbert</li><li>* Dave Berry, Swift Transportation</li><li>Jed S. Billings, FNF Construction</li><li>Mayor James Cavanaugh, Goodyear</li><li>Vice Mayor Pat Dennis, Peoria</li><li>Mayor Ron Drake, Avondale</li></ul> <p>* Not present<br/># Participated by telephone conference call<br/>+ Participated by videoconference call</p> | <ul style="list-style-type: none"><li>Mayor Boyd Dunn, Chandler</li><li>+ Rusty Gant, ADOT</li><li>* Mayor Hugh Hallman, Tempe</li><li>Mayor Keno Hawker, Mesa</li><li>Eneas Kane, DMB Associates</li><li>Mayor Mary Manross, Scottsdale</li><li>Jacob Moore, Salt River Pima-Maricopa Indian Community</li><li>* David Scholl, Westcor</li><li>* Councilmember Daniel Schweiker, Paradise Valley</li><li>Supervisor Max W. Wilson, Maricopa County</li><li>* Mayor J. Woodfin Thomas, Litchfield Park</li></ul> |
|---|--|

Transportation Review Committee: On October 27, 2005, the Transportation Review Committee was briefed by MAG staff on the key findings and issues identified in the Annual Report. The item was on the agenda for information and discussion.

### MEMBERS ATTENDING

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>Maricopa County: Mike Ellegood, Chairperson</li><li>ADOT: Bill Hayden for Dan Lance</li><li>Avondale: David Fitzhugh</li><li>Chandler: Patrice Kraus</li><li>*El Mirage: B.J. Cornwall</li><li>Fountain Hills: Randy Harrel</li><li>*Gila Bend: Lynn Farmer</li><li>Gilbert: Tami Ryall</li><li>Glendale: Terry Johnson</li><li>Goodyear: Cato Esquivel</li><li>*Guadalupe: Jim Ricker</li></ul> | <ul style="list-style-type: none"><li>*Litchfield Park: Mike Cartsonis</li><li>Mesa: Jim Huling for Jeff Martin</li><li>Paradise Valley: Robert M. Cicarelli</li><li>*Peoria: David Moody</li><li>Phoenix: Tom Callow, Vice Chairperson</li><li>*Queen Creek: Mark Young</li><li>RPTA: Bryan Jungwirth</li><li>Scottsdale: Mary O'Connor</li><li>Surprise: Randy Overmyer</li><li>*Tempe: Carlos De Leon</li><li>*Wickenburg: Shane Dille</li></ul> |
|--|---|

### EX-OFFICIO MEMBERS ATTENDING

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>*Regional Bicycle Task Force: Randi Alcott, RPTA</li><li>*Street Committee: Larry Shobe, City of Tempe</li><li>*ITS Committee: Alan Sanderson</li><li>* Members neither present nor represented by proxy.</li></ul> | <ul style="list-style-type: none"><li>*Pedestrian Working Group: Eric Iwersen, City of Tempe</li><li>*Telecommunications Advisory Group:</li></ul> |
|---|--|

## **CONTACT PERSON:**

Eric Anderson, MAG, (602) 254-6300

Summary of MAG High Capacity Transit Study  
Commuter Rail Component

The Maricopa Association of Governments contracted with IBI Group to conduct the MAG High Capacity Transit Study that was completed in 2003. The study was comprised of two major components: a) the feasibility of commuter rail service in the MAG region, and, b) identification of potential light rail transit and bus rapid transit routes in the MAG region. The commuter rail piece of the study involved the following tasks:

- 1) Comparison of Commuter Rail and Light Rail Characteristics
- 2) Summary of Commuter Rail Operations in Other Areas
- 3) Inventory and Evaluation of Rail Infrastructure in the MAG Region
- 4) Ridership Projections Based on 2040 population and Employment Projections
- 5) Cost Estimates for Commuter Rail Capital and Operations by Corridor; and
- 6) Dallas Trinity Railway Express
- 7) Summary and Conclusions

In addition to a summary of the MAG High Capacity Transit Study, this memorandum also includes some recent performance and financial information for the Trinity Railway Express (TRE) that serves the Dallas metro area.

**1) Comparison of Commuter Rail and Light Rail Characteristics**

Attribute	Commuter Rail	Light Rail
Average trip length (based on peer systems reviewed)	25 miles	5 miles
Distance between stations	2 to 10 miles	0.25 to 1.0 mile
Time between trains	10 to 60 minutes	5 to 10 minutes
Vehicle Type	Locomotive with single-level of bi-level cars or multiple unit cars	Single level LRT cars
Passenger Capacity/vehicle	100 to 200 passengers	50 to 150 passengers
Power Source	Diesel locomotive	Overhead electric lines
Capital cost / mile (2002\$)	\$2 million to \$25 million	\$25 million to \$50 million (at-grade) \$50 million to \$75 million (elevated)
<u>Operating cost (2002\$)</u>		
Cost per revenue vehicle hour	\$487.64	\$67.00
+	+	+
Cost per revenue vehicle mile	\$ 16.81	\$ 2.09

**2) Summary of Commuter Rail Operations in Other Areas**

The study provided data on six commuter rails systems including Los Angeles Metrolink, San Diego Coaster, San Jose Altamont Express, Dallas Trinity Railway Express, Toronto Lakeshore East Line, and the Chicago South Shore Line. The table below presents the summary information for each of these systems.

# Commuter Rail Peer Group Comparison of Operating Data

**Average Trip Length for Peer Group = 25 miles  
Number of Miles between Stations = 3.7 to 9.1; Average = 5.2**

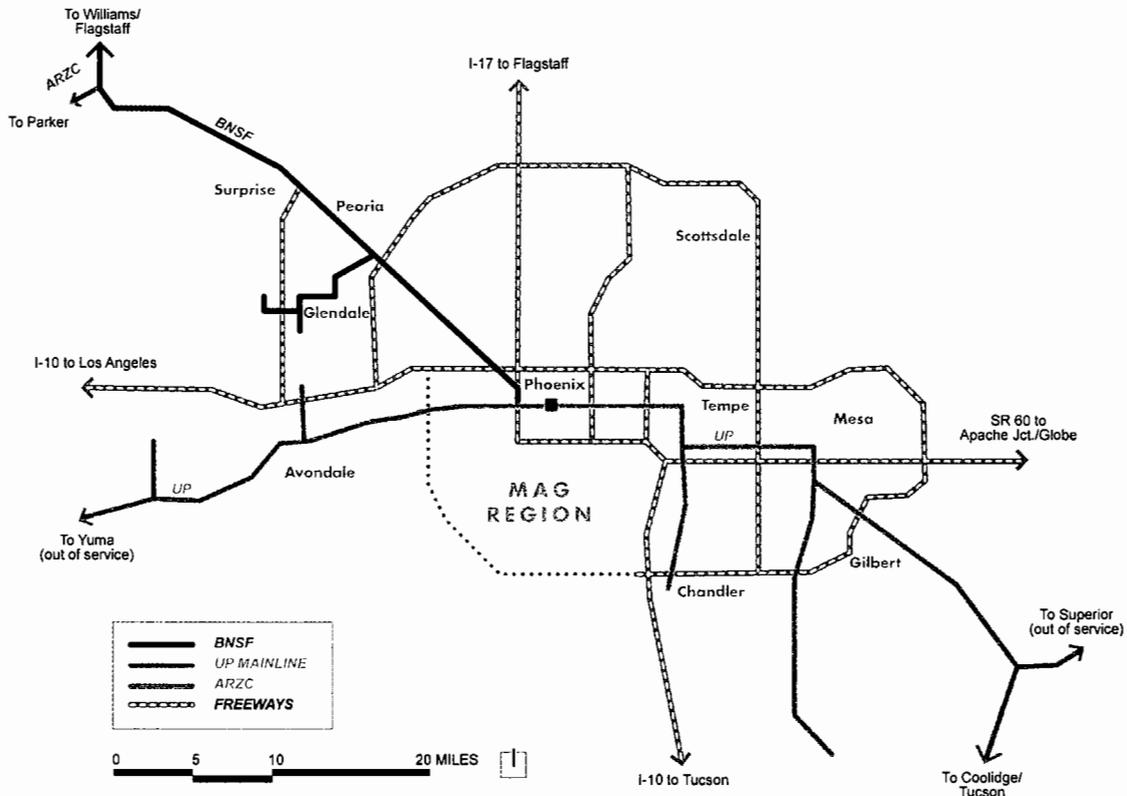
Criteria	Los Angeles Metrolink - Inland Empire to Orange County Line	San Diego Coaster	San Jose Airport Commuter Express	Dallas Trinity Railway Express	Chicago Northern Indiana Commuter Transportation District South Shore Line	Toronto GO Transit Lakeshore East Line
Line Length (miles)	69	43	62	37	50	42
Number of Stations	11	8	9	10	20	10
Daily Riders	2,900	4,300	3,317	6,900	12,900	40,716
Year of Inception	1995	1995	1999	2000	1990	1967
Passenger Cars per Train	3-5	4-5	3	2-5	5-6	3-4
Type of Operation	Contract	Contract	Contract	Contract	In-House	In-House
Weekday Span of Service	5:00 AM to 8:00 PM	6:20 AM to 7:45 PM	4:15 AM to 9:00 AM and 4:15 PM to 6:45 PM	6:00 AM to 12:30 AM	4:00 AM to 2:30 AM	5:50 AM to 1:00 AM
Trips per Day	5 inbound/6 outbound	11 inbound/11 outbound	3 inbound/3 outbound	29 inbound/27 outbound	18 inbound/19 outbound	30 inbound/29 outbound
Trips per Weekend Day	None	4 inbound/4 outbound	None	18 inbound/17 outbound	9 inbound/9 outbound	16 inbound/17 outbound
Annual Revenue Service Hours	22,267	24,462	11,776	17,205	60,113	265,020
Operating Cost per Passenger Mile	\$0.25	\$0.33	\$0.36	\$1.44	\$0.28	\$0.12
Capital Cost (Year of expenditure dollars)	\$53.5 million	\$563 million	\$56 million	\$62.6 million	\$16.8 million	\$24 million

Operating Data Source: 2000 National Transit Database  
 Ridership Data for 2001. Data obtained from transit agencies  
 Schedules, stations, length, and capital cost data source: individual transit agencies  
 The capital cost of the San Diego Coaster system includes the \$406 million cost for purchasing the tracks and right of way from Santa Fe Depot in downtown San Diego to the northern San Diego County border  
 The current commuter rail operation of the Chicago South Shore Line began in 1950. Intercity rail operations have occurred since 1904  
 The capital cost of the Chicago South Shore Line was for the purchase of the existing passenger rail operations and track rights in 1990  
 The capital cost of Trinity Railway Express is for the initial 10-mile segment between Dallas and Irving  
 The revenue service hours and operating cost per passenger mile for the GO Transit Lakeshore Line is for the entire GO commuter system  
 The Trinity Railway Express recently expanded service in 2002. The revenue service hour data is for 2000 when the TRE utilized shorter rail diesel cars for service. This means that this data does not match the current service provided

### 3) Inventory and Evaluation of Rail Infrastructure in the MAG Region

The MAG region is served by the Burlington Northern – Santa Fe (BNSF) and the Union Pacific (UP). As the map below shows, the BNSF serves primarily the Grand Avenue corridor with a rail spur serving the area generally around Luke Air Force Base. The UP provides rail service in the east and southwest portions of the region.

#### Rail Service in the MAG Region



Both BNSF and UP lines in the MAG region are branch lines off the mainline of each railroad. For BNSF, the Phoenix branch line originates in the vicinity of Williams, Arizona along I-40, and serves other customers along the line as it comes toward the MAG region. For UP, the Phoenix branch line originates around Pichaco, which is between Eloy and Marana.

#### Burlington Northern Santa Fe (BNSF)

The BNSF line from Phoenix to Wickenburg is a single track of about 53 miles in length. There are about 55 at-grade street crossings of the BNSF line in the MAG region. The width of the right of way is 100 feet making the installation of another track possible. The track does not have an existing train signal system, which would probably be necessary for commuter rail service. The corridor has a maximum speed of 49 miles per hour, although for most of the track in Surprise-Peoria-Glendale-Phoenix the train speeds are much slower. The BNSF has about 5 trains a day using the track.

The existing freight operations limit the potential for passenger operations. Freight traffic has a priority use for the track. The BNSF main yard is the Mobest yard located at 19th Avenue and McDowell. This facility is used as a maintenance facility and switchyard.

BNSF has an intermodal facility south of 51st Avenue along Grand Avenue. This facility is used to load and unload truck trailers onto the rail line. Given the limited yard facilities, BNSF uses the mainline track to actually assemble outbound trains, which is an impediment to commuter rail operations.

BNSF operating facilities in the MAG region are generally at capacity. BNSF has plans to move most of the operations of the Mobest facility and the intermodal facility further out toward Wickenburg. Once these operations are moved, BNSF will still use the rail along Grand Avenue to serve its customers. However, with much of the activity moved out of the corridor, train activity will be substantially reduced making commuter rail operations more viable. Ideally, a second track would be installed for commuter rail resulting in separate tracks for freight and passenger traffic.

Upgrades or changes in the BNSF corridor that would be desirable for implementing commuter rail include:

- Train signal control system (CTC = Centralized Train Control)
- Second track
- Lengthen sidings
- Reduce main track switching activity by moving BNSF operations

### **Union Pacific (UP)**

The UP track is about 75 miles in length and includes 109 mainline grade crossings. It is a single-track configuration with sidings to allow trains to pass at certain points. The mainline is signalized and has a speed limit that varies from 15 to 60 miles per hour. The right of way is generally 100 feet wide. UP operates about six trains per day.

The UP has two major industrial branch lines. The Chandler Industrial branch is about 20 miles long, does not have a signal system, has 29 grade crossings and has a 20 mile per hour speed limit. The Tempe Industrial branch is about eight miles long, does not have signals, has 13 grade crossings, and also has a 20-miles per hour speed limit.

The principal operating yard, which supports all freight operations of UP in the MAG region, is situated in downtown Phoenix, bounded by Seventh and Sixteenth Streets. The yard contains fifteen tracks. UP has storage tracks, which are used to support industrial spur track activities situated at Buckeye, Pipeola, Campo, 23rd Avenue, and Mesa. The operating practice is to turn over the Phoenix Yard rail car inventory and move the cars to direct spot or to storage tracks in the immediate industrial switching area.

Upgrades or changes in the UP corridor that would be desirable for implementing commuter rail include:

- Upgrade rails and replace ties

- Replace signal systems
- Requires good coordination with freight traffic

Some operational issues are common to both railroads. Neither railroad is likely to relinquish control of the dispatch operations that control the delivery of freight and train movements in the corridor as long as a single track is being used to serve both commuter rail and freight operations. Both railroads are operating near- or at-capacity with both companies looking at ways to expand capacity to meet the freight needs of the growing MAG region. Alternatively, the commuter rail organization could purchase or lease right of way in the rail corridor and provide a parallel track for commuter rail operations.

Operational issues include:

- Ownership model
- Liability and risk management
- Freight / Passenger capacity conflicts
  - Scheduling
  - Dispatching
  - Track capacity enhancements
- Grade crossings
- Noise impacts
- Station impacts
- Capital needs
- Operating and maintenance costs
- Governance structure

#### **4) Ridership Projections**

Ridership projections were made using a simplified sketch planning model rather than the full MAG regional travel demand model. The ridership projections were based in the interim Draft 2 projections for 2020 and 2040 that were available in the spring of 2003. (Subsequently, MAG approved the Draft 3 projections that differed slightly from the Draft 2 projections but only went to 2030.) Forecasts were produced for a Phase 1 commuter rail implementation that used the 2020 population and employment forecasts. A second set of projections, called Phase 3 representing the ultimate commuter rail configuration, were also produced and used the 2040 population and employment forecasts.

Corridor	Total Daily Boardings	
	Phase 1	Phase 3
BNSF	4,862	16,145
UP Chandler/Mainline	1,372	4,561
UP Southeast	1,970	6,198
UP Yuma	2,710	12,034

#### **5) Cost Estimates for Commuter Rail Capital and Operations by Corridor**

Capital costs to implement commuter rail service were developed using standard unit cost measures from various west coast rail infrastructure projects during the late 1990s and

early 2000s time period. Costs were divided into two phases. Phase 1 was for rail service beginning around 2020 with service limited to peak hour, peak direction service with three trains inbound and three outbound trains per day. Phase 3 was based on 2040 population and employment projections and included full commuter rail service. In Phase 3, trains were assumed to operate every 15 minutes during the peak periods and every 30 minutes during the off-peak hours. Phase 2 was initially proposed by the consultant but was not carried forward for the detailed analysis.

The table below shows the type of infrastructure that would be needed in the BNSF corridor to support Phase 1, Phase 2 and Phase 3 commuter rail service. The Phase 2 improvements indicated would be necessary to implement the full commuter service envisioned in Phase 3. The improvements needed for the UP rail sections then follows.

**BNSF Corridor Infrastructure Improvements**

<b>Phase</b>	<b>Component</b>	<b>Phoenix to Surprise</b>	<b>Surprise to Wickenburg</b>
Phase 1	Track	Second main track, one 2,000 siding	Lengthen siding at Wittman to 8,000 feet
	Signals	CTC recommended but not required	CTC optional
Phase 2	Track	Two additional 2,000 sidings for counter flow service	Construct 8,000 foot sidings at 8-mile intervals for counter flow service
	Signals	CTC required	CTC signals
Phase 3	Track	A second commuter rail track of 3 miles in length near downtown Phoenix	Construct two-mile long sidings every five miles
	Signals	Signals for added 3 miles of track	Signalization for new track

**UP Corridor Infrastructure Improvements**

<b>Phase</b>	<b>Component</b>	<b>Buckeye to Downtown Phoenix</b>	<b>Downtown Phoenix to Tempe Junction</b>	<b>Tempe Junction to McQueen Junction</b>	<b>McQueen Junction to Queen Creek</b>	<b>Chandler Branch</b>
Phase 1	Track	No improvements required	Construct second main track	Add second track between west Mesa and McQueen	No improvements required	Upgrade track to Class 4 standards
	Signals	No improvements required	Upgrade signals to CTC	Upgrade signals to CTC	No improvements required	No signals required with 59 mph speed limit

Phase 2	Track	Two miles of auxiliary track for freight switching	No additional improvements required	No additional improvements required	Two new 8,000 foot sidings	Construct a 2,000 foot siding for meeting trains
	Signals	No additional improvements required	No additional improvements required	No additional improvements required	Upgrade signals to CTC	CTC recommended
Phase 3	Track	No additional improvements required	No additional improvements required	Add second main track between Mesa and Tempe Junction	Side track of 2-miles in length every five miles	Construct a second 2,000 siding
	Signals	Upgrade signals to CTC	No additional improvements required	CTC for new track segments	CTC for new track segments	CTC required

The table below summarizes the capital and operating costs for each commuter rail corridor for Phase 1 service and for Phase 3 service. The capital costs for Phase 3 include the indicated Phase 2 improvements in the table above. The table also provides the estimated ridership for each.

**Summary of Capital and Operating Costs by Corridor**

<b>Corridor &amp; Phase</b>	<b>Capital Cost (millions of 2002 \$)</b>	<b>Annual Operating Cost with Locomotive (millions of 2002 \$)</b>	<b>Total Daily Ridership</b>
BNSF Phase 1	\$353.48	\$4.90	6,391
BNSF Phase 3	\$741.64	\$22.55	16,145
UP Southeast Phase 1	\$282.88	\$3.05	2,235
UP Southeast Phase 3	\$608.84	\$17.50	6,471
UP Yuma Phase 1	\$190.28	\$3.60	4,722
UP Yuma Phase 3	\$471.67	\$22.40	12,034

**Dallas Trinity Railway Express**

The Trinity Railway Express (TRE) operates in the Dallas area and was one of the peer commuter rail systems that was reviewed for the MAG High Capacity Transit Study in 2003. The TRE covers about 35 miles with 10 stations providing service from downtown Dallas to downtown Fort Worth. The vehicle fleet includes 13 rail diesel cars, six locomotives, 13 coaches, and seven bi-level cab cars.

The following table of key performance indicators for the TRE is from the FY 2005 Business Plan for the Dallas Area Rapid Transit (DART), which is the agency responsible for the operation.

**Key Performance Indicators for the Dallas Trinity Railway Express**

Exhibit 5.2					
Commuter Rail - TRE Scorecard Systemwide - Key Performance Indicators					
Indicators	FY02A	FY03A	FY04A	FY05B	FY06P
<b>Customer/Quality Indicators</b>					
Ridership (M)	2.2	2.3	2.2	2.1	2.2
Revenue Car Miles (M)	1.6	1.6	1.3	1.4	1.4
Passengers per Car Mile	1.4	1.5	1.6	1.5	1.6
Scheduled Train Hours (000's)	16.8	22.0	19.3	20.3	20.3
On Time Performance	97.2%	96.7%	98.1%	96.0%	96.0%
Complaints per 100k passengers	6.6	11.4	7.9	8.00	TBD
Missed Trips	24	9	9	15	15
Veh. Accidents Per 100k Miles	0.11	0.28	0.26	0.31	0.31
<b>Financial/Efficiency Indicators</b>					
TRE Revenues (M)	\$4.2	\$4.9	\$5.7	\$6.0	\$5.5
TRE Expenses Fully Allocated (M)*	\$21.0	\$17.8	\$17.9	\$19.9	\$19.9
Net Subsidy (M)	\$16.9	\$13.0	\$12.2	\$13.9	\$14.5
DART Net Expenses				\$5.6	\$5.1
TRE Subsidy Per Passenger	\$7.64	\$5.53	\$5.65	\$6.49	\$6.64
TRE Subsidy Per Passenger Mile	n/a	\$0.31	\$0.34	\$0.40	\$0.41
TRE Cost per Revenue Car Mile	\$13.36	\$11.45	\$13.49	\$14.21	\$14.23
DART Cost per Revenue Car Mile				\$8.15	\$7.53

FY 02A to FY 04A are actual figures. FY 05B is the budgeted figures. FY 06P is a projection.

DART operates fixed route bus service as well as light rail transit (LRT). The figures in the table below show the operating subsidy per passenger for the various transit services provided by DART.

**Subsidy Per Passenger for Dallas Area Rapid Transit (DART)**

Mode	FY02A	FY03A	FY04A	FY05B	FY06P
Bus	\$4.12	\$4.01	\$3.92	\$3.89	\$4.07
LRT	\$2.76	\$2.95	\$2.98	\$3.30	\$3.30
TRE	\$7.64	\$5.53	\$5.65	\$6.49	\$6.64
<b>Total Fixed Route</b>	<b>\$3.93</b>	<b>\$3.77</b>	<b>\$3.72</b>	<b>\$3.79</b>	<b>\$3.92</b>
HOV	\$0.13	\$0.16	\$0.16	\$0.16	\$0.16
Paratransit	\$41.17	\$40.76	\$42.14	\$45.22	\$46.82
Vanpool	\$0.48	\$1.07	\$0.78	\$0.63	\$0.78
<b>Total System</b>	<b>\$2.76</b>	<b>\$2.69</b>	<b>\$2.61</b>	<b>\$2.70</b>	<b>\$2.79</b>

FY 02A to FY 04A are actual figures. FY 05B is the budgeted figures. FY 06P is a projection.

### **Summary and Conclusions**

The 2003 high capacity transit study provide a good foundation for commuter rail planning in the MAG region. The study provided a good inventory and assessment of the rail infrastructure and current freight operations. The study also provided estimates of ridership and capital and operating costs that would be part of limited and full commuter rail service in the region.

The High Capacity Transit study was presented to Transportation Policy Committee in April 2003 and to the MAG Regional Council in June 2003 for consideration of the corridors identified in the study in the development of the Regional Transportation Plan. that was completed and approved in November of 2003. The RTP included all of the sources of state and federal transportation funds that were projected to be available to this region through 2025. Projects and programs were included in the plan in priority order to utilize these funds.

The RTP included \$5 million to develop commuter rail options and implementation strategies. One of the first steps that needs to be taken is to update certain elements of the 2003 plan to reflect the current growth in the region, the changes in the freight operations that have occurred or are planned, revised ridership projections and cost estimates, and to provide a list of tasks or issues that need to resolved before commuter rail could be initiated. Finally, the new study could identify potential funding sources for the capital and operating costs for commuter rail.

If an update of the commuter rail portion of the high capacity transit study is desired, the study could be included in the FY 2007 MAG Unified Work Program and Annual Budget. A group of stakeholders could be formed to assist in the development of the scope of work for the consultant study.