

August 14, 2007

TO: Members of the MAG Regional Council

FROM: Mayor James M. Cavanaugh, Goodyear, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.

Wednesday, August 22, 2007

MAG Office, Suite 200 - Saguaro Room

302 North 1<sup>st</sup> Avenue, Phoenix

Dinner - 6:30 p.m.

MAG Office, Suite 200

The next Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. MAG will host a dinner/reception for the Regional Council members following the meeting in the MAG Cholla Room on the 2nd floor. Supporting information is enclosed for your review.

Please park in the garage underneath the building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority 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 the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions, please call the MAG office.

c: MAG Management Committee

**MAG REGIONAL COUNCIL  
TENTATIVE AGENDA  
August 22, 2007**

**COUNCIL ACTION REQUESTED**

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. 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 Regional Council 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 Regional Council on activities of general interest.

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

**MINUTES**

\*5A. Approval of the July 25, 2007 Meeting Minutes

5A. Review and approval of the July 25, 2007 meeting minutes.

## TRANSPORTATION ITEMS

- \*5B. Requested Material Change to Purchase the Mesa Transit Operations and Maintenance Facility and Amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program

According to A.R.S. 28-6353, MAG has the responsibility to approve material changes for projects funded from the Proposition 400 sales tax. The Regional Public Transportation Authority has requested approval of a material cost change for the purchase of the City of Mesa Transit Operations and Maintenance Facility. The RPTA Board of Directors approved the purchase of the facility for \$9,269,199, which represents Mesa's local investment in the facility. RPTA evaluated a number of options including continuing to lease the facility from the City of Mesa. According to the analysis, the best fiscal option is to purchase the facility using sales tax funds from the public transportation fund. The Management Committee recommended approval. This item is on the August 20, 2007 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

- \*5C. Consultant Selection for Safety Evaluation of the Elderly Mobility Sign Project

The MAG Transportation Safety Committee and the MAG Elderly Mobility Stakeholders Group recently launched a regional road safety project that will result in the installation of street name signs with larger letter sizes, using a font that is more legible to road users. The two committees also recommended a project to evaluate the overall safety effectiveness of these signs. MAG released a Request for Proposals on June 4, 2007, for this purpose. One proposal was received from Arizona State University. A proposal review panel evaluated the proposal and recommended to MAG the selection of Arizona State University. The Management Committee recommended approval of the selection. Please refer to the enclosed material.

- 5B. Approval of the purchase of the Mesa Transit Operations and Maintenance Facility and to amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program to include the project.

- 5C. Approval of the selection of Arizona State University for performing the Safety Evaluation of the Elderly Mobility Sign Project for an amount not to exceed \$15,000.

**\*5D. Requested Changes to the ADOT Program**

The Arizona Department of Transportation (ADOT) has requested MAG concurrence with two proposed changes to FY 2008 of the ADOT Program. These changes would also require amendment of the MAG FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP), as appropriate. The changes involve advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implementation of a design-build project on the 202L (Red Mountain Freeway). The SR 801 (I-10 Reliever) request is to increase funding from \$3,000,000 to \$15,000,000 for right-of-way protection in FY 2008, for future freeway construction in the corridor. The 202L (Red Mountain Freeway) request would implement a \$184,060,000 design-build project to be initiated in fiscal year 2008. Funding would be provided from six previously programmed projects for the Red Mountain Freeway, which had been scheduled for fiscal years 2008-2011. MAG has reviewed the proposed program changes and has determined that they are reasonable, will benefit the overall implementation of the RTP Freeway Program, and can be accomplished within available ADOT cash flows. The Management Committee recommended approval. This item is on the August 20, 2007 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

5D. Concurrence with the proposed changes to the ADOT Program to advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implement a design-build project on the 202L (Red Mountain Freeway). and to amend the MAG Regional Transportation Plan – FY 2007 Update and the FY 2008-2012 Transportation Improvement Program, as appropriate, contingent on an air quality conformity analysis.

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan - 2007 Update. The proposed amendment includes minor project revisions to Arizona Department of Transportation projects for right-of-way acquisition in the SR 801 (Interstate-10 Reliever)

5E. Consultation.

corridor, and implementation of a design-build project on Loop 202 Red Mountain Freeway. Minor project revisions do not require a conformity determination. Comments on the conformity assessment are requested by August 17, 2007. Please refer to the enclosed material.

### GENERAL ITEMS

\*5F. Consultant Contract for AZ-SMART Support

The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the Regional Council in May 2007, includes a \$40,000 project for AZ-SMART support. MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART. The Management Committee recommended approval. Please refer to enclosed material.

\*5G. Regional Support for Low Demand Homeless Overflow Shelter

At the June MAG Management Committee meeting, there was discussion about regional support for the low demand homeless shelter operated by Central Arizona Shelter Services. Since then, municipalities have come forward to offer support. The Management Committee requested the MAG Continuum of Care Regional Committee on Homelessness to address the low demand shelter. The Continuum of Care and the Management Committee recommended a resolution supporting the shelter. Please refer to the enclosed material.

5F. Approval of the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$40,000.

5G. Approval of the resolution of the MAG Continuum of Care Regional Committee on Homelessness supporting the Central Arizona Shelter Services' low demand overflow shelter for single homeless men.

## ITEMS PROPOSED TO BE HEARD

## TRANSPORTATION ITEMS

6. Statewide Transportation Acceleration Needs (STAN) II Account

As part of the FY 2008 state budget, the legislature transferred \$62 million from the State Highway Fund to the State Transportation Acceleration Needs (STAN) account. The legislature in HB 2793 established a subaccount for the reimbursement of interest expenses incurred by or on behalf of a local jurisdiction for the acceleration of transportation projects. HB 2793 allocated \$10 million from the \$62 million STAN II appropriation for this purpose. State law requires that the regional planning agency establish a process for the review and approval of reimbursement of interest costs from the STAN account. State law also requires that for a project to be eligible for reimbursement of the interest cost, an agreement needs to be in place with at least one other city or county, the Arizona Department of Transportation (ADOT) and the regional planning agency. On March 20, 2000, the Regional Council adopted a Highway Acceleration Policy. Several MAG member agencies have since accelerated projects using the policy. HB 2793 has now clarified that the interest cost incurred by the cities can be reimbursed by the funding provided in the STAN II legislation.

On July 26, 2007, a request was sent to the MAG member agencies that eligible projects for interest reimbursement be sent to MAG for consideration. MAG was notified that the I-10 widening project, approved by the Regional Council on April 26, 2006, is interested in receiving reimbursement of its interest costs for that project. The Arizona Department of Transportation had previously scheduled this project to go out to bid, with construction commencing in early fall of this year (2007). To receive the interest reimbursement requires MAG to be part of the agreement with the agencies requesting reimbursement. In addition to the I-10 widening project, the City of Mesa submitted a proposal to accelerate the design and construction of Williams Gateway Freeway (SR

6. Information, discussion and possible approval of a project(s) for reimbursement of interest expense up to \$10 million, to recommend that the State Transportation Board approve up to \$10 million of STAN funding be allocated for this purpose, and to authorize the MAG Executive Director to enter into an agreement with ADOT and the participating cities for the project to be eligible for reimbursement.

802) by approximately five years. On August 8, 2007, the Management Committee recommended authorizing the MAG Executive Director to enter into an agreement with ADOT and the cities of Avondale, Goodyear, and Litchfield Park for reimbursement of interest costs of the acceleration of the I-10 widening project. On August 13, 2007, the Executive Committee discussed providing reimbursement for the I-10 west project and options that may be considered for the project. Comments from the Executive Committee are included for consideration. The Transportation Policy Committee will meet on August 20, 2007 to consider the STAN II legislation and possible reimbursement for the I-10 west project. Information from the TPC will be provided to the Regional Council. Please refer to the enclosed material.

7. Geographic Representative for the Transportation Policy Committee

At the July Regional Council meeting, the appointment of the representative for the geographically balanced seat on the Transportation Policy Committee (TPC) was discussed. The composition of the TPC was established by the Regional Council on April 24, 2002. As part of the TPC, three are selected from areas that need to be represented to achieve geographic balance, with the members selected from and by the under represented geographic area and ratified by the Regional Council. Interstate 17 is used as a boundary in determining geographic balance. With a recent resignation from the TPC from a member who was selected to achieve geographic balance, the question was raised if the agency held the seat or the member representing the agency held the seat. The MAG General Counsel was requested to provide guidance on this issue. This information is currently being prepared and will be sent in a separate mailing.

7. Information and discussion.

8. The Interstate 10-Hassayampa Valley Transportation Framework Study

Since May 2006, MAG has had the Interstate 10-Hassayampa Valley Transportation Framework Study underway for establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountains. A briefing will be provided about the results and potential recommendations that have been generated on the project. The present schedule for the project anticipates bringing the Hassayampa Valley project for MAG acceptance in September 2007. Please refer to the enclosed material.

8. Information and discussion.

**GENERAL ITEMS**

9. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council 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.

9. Information.

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

July 25, 2007  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Mayor James M. Cavanaugh, Goodyear, Chair	Mayor Thomas Schoaf, Litchfield Park
Councilmember Wayne Ecton for Mayor	Supervisor Don Stapley, Maricopa County
Mary Manross, Scottsdale, Vice Chair	Mayor Keno Hawker, Mesa
* Councilmember Robin Barker, Apache Junction	* Mayor Ed Winkler, Paradise Valley
Mayor Marie Lopez Rogers, Avondale	Mayor Bob Barrett, Peoria
Mayor Bobby Bryant, Buckeye	Councilmember Peggy Neely, Phoenix
* Mayor Wayne Fulcher, Carefree	Mayor Art Sanders, Queen Creek
Councilmember Dick Esser, Cave Creek	* President Joni Ramos, Salt River
# Mayor Boyd Dunn, Chandler	Pima-Maricopa Indian Community
Mayor Fred Waterman, El Mirage	Mayor Joan Shafer, Surprise
* President Raphael Bear, Fort McDowell	* Mayor Hugh Hallman, Tempe
Yavapai Nation	* Mayor Adolfo Gamez, Tolleson
Mayor Wally Nichols, Fountain Hills	# Mayor Ron Badowski, Wickenburg
* Mayor Fred Hull, Gila Bend	Mayor Michael LeVault, Youngtown
* Governor William Rhodes, Gila River Indian	* Joe Lane, State Transportation Board
Community	Felipe Zubia, State Transportation Board
Mayor Steven Berman, Gilbert	# F. Rockne Arnett, Citizens Transportation
* Mayor Elaine Scruggs, Glendale	Oversight Committee
* Mayor Bernadette Jimenez, Guadalupe	

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

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Chair James M. Cavanaugh at 5:05 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Chair Cavanaugh noted those participating by teleconference: Mayor Boyd Dunn, Chandler; Mayor Ron Badowski, Wickenburg; Roc Arnett, CTOC; and Vice Mayor Gail Barney as proxy for Mayor Art Sanders, Queen Creek. He noted that Councilmember Wayne Ecton was proxy for Mayor Mary Manross, Scottsdale.

Chair Cavanaugh noted materials at each place: for agenda items #5C, #5E, #5I, #6A, #6B, and #6C, a memorandum reporting the unanimous recommendations on these items by the Transportation Policy Committee; for agenda item #5I, the summary transmittal was revised to reflect that there was one “No” vote at the Management Committee meeting. Chair Cavanaugh stated that parking validation and transit tickets were available from MAG staff.

#### 4. Call to the Audience

Chair Cavanaugh noted that according to MAG’s public comment process, members of the audience who wish to speak are requested to fill out public comment cards. The opportunity for public comment is provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. 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 Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Cavanaugh recognized public comment from Dianne Barker, who expressed thanks for the transit tickets. She stated that she is trying to do her share regarding pollution and would probably take six buses that day. Ms. Barker stated that CTOC is not doing its legislative duty to do an annual audit of projects funded by RARF. She commented on the video on proposed improvements to I-10 that was shown after last month’s meeting, and said that the region needs multimodal options. Chair Cavanaugh thanked Ms. Barker for her comments.

#### 4. Executive Director’s Report

Dennis Smith, MAG Executive Director, reported on the STAN II legislation (HB 2793) passed by the Legislature and signed by the Governor. He said that one of the elements of the legislation was to clarify that interest expense incurred for the acceleration of a transportation project may be reimbursed. Mr. Smith noted that \$10 million of the STAN II funding was allocated for this purpose. He reported that the I-10 acceleration project approved by the Regional Council in April 2006 is now ready to go out to bid by ADOT; however, ADOT cannot sign the grant agreement with FHWA because the amount of federal funds is not known. Mr. Smith advised that the Grant Agreement has to be signed before ADOT goes out to bid. He added that ADOT had originally planned to award the construction contract for the I-10 project in early fall 2007. Mr. Smith announced that August meetings of Management Committee, Transportation Policy Committee, and the Regional Council, are scheduled to consider the Stan II legislation.

Councilmember Neely asked if only the I-10 project was being considered for the STAN funds. Mr. Smith replied that any project received would be considered. Councilmember Neely asked the process

for submitting projects. Mr. Smith stated that this was not an agenda item and according to MAG's General Counsel, having significant discussion would not comply with the open meeting law. Mr. Smith stated that a request for projects could be sent out. Councilmember Neely said that she would like to see an application process followed for allocating these funds.

Mayor Hawker asked who sets the Transportation Policy Committee agenda. Mr. Smith replied that the Chair sets the agenda. Mayor Hawker asked if the Chair was in concurrence with this item being on the agenda. Mr. Smith replied that the agenda had not yet been drafted and staff would continue to stay in communication with her office. Mayor Hawker commented that it was unusual to reference just the I-10 project. Mayor Hawker asked what other items would be on the agenda and if these items could be delayed to September. Mr. Smith replied there was a material cost change, a consultant contract for AZ-SMART, a resolution of regional support for the homeless overflow shelter, and an update on the Interstate 10-Hassayampa Valley Transportation Framework Study, among others. Mr. Smith said that the original intent was not to have August meetings.

Mr. Smith stated that a flyer was at each place announcing a regional conference addressing the questions and implications brought about by immigration in the Southwest, hosted by ASU Ramsey Executive Education Program. He stated that the event will be held September 26-28th at the Phoenix Crowne Plaza Hotel, I-17 & Peoria Avenue in Phoenix.

Mr. Smith announced that MAG has received the Government Finance Officers' Award "Certificate of Achievement for Excellence in Financial Reporting" for the FY 2006 Comprehensive Annual Financial Report (CAFR).

Mr. Smith noted the departure of two MAG staff members: Denise McClafferty, who was moving back to Pittsburgh, and Matthew Clark, who accepted a position at the City of Mesa.

Mr. Smith expressed his thanks to Mr. Zubia and the State Transportation Board, who unanimously voted to allocate \$7 million of ADOT funds for the statewide framework studies, to be used in the Building a Quality Arizona effort. Chair Cavanaugh thanked Mr. Smith for his report. No further questions from the Council were noted.

#### 6A. FY 2007 MAG Final Phase Public Input Opportunity

This item was taken out of order.

Jason Stephens, MAG Public Involvement Planner, provided the Council with the input received on the draft FY 2008-2012 Transportation Improvement Program (TIP) and draft Regional Transportation Plan - 2007 Update. Mr. Stephens noted that this input is included in the Final Phase Input Opportunity Report.

Mr. Stephens stated that MAG has a four-phase public involvement process: Early Phase, Mid Phase, Final Phase, and Continuous Involvement. Mr. Stephens stated that opportunities provided for public input included MAG policy committees, the Juneteenth History Festival, and the Final Phase transportation open house and public hearing, which was held on June 18, 2007. He reviewed some of the comments received during the Final Phase. Chair Cavanaugh thanked Mr. Stephens for his report. No comments from the Council were noted.

Mayor Shafer moved to accept the Draft FY 2007 MAG Final Phase Public Input Opportunity Report. Councilmember Esser seconded, and the motion carried unanimously.

5. Approval of Consent Agenda

Chair Cavanaugh stated that public comment is provided for 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 Council can request that an item be removed from the consent agenda and considered individually. He noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I and #5J were on the consent agenda. Chair Cavanaugh stated that after conferring with Mayor LeVault, they recommended removing item #5F, Appointment of Member to the Transportation Policy Committee, from the agenda. He said that this would allow time for MAG's General Counsel to clarify the proper procedure and eliminate confusion over the appointment of individuals to the Transportation Policy Committee when someone leaves the Committee. Chair Cavanaugh said that there were different interpretations of the policy whether the seat stays with the person or the agency. He asked Council members if they had any objections.

Mayor Barrett submitted a 2003 letter that he asked be provided to MAG's General Counsel. He stated that the letter says the TPC seat stays with the jurisdiction, not the person.

Councilmember Neely asked if this situation had ever occurred before. Chair Cavanaugh replied that it had. He added that confusion has arisen if the seats to provide geographic balance stay with the person or the jurisdiction. Chair Cavanaugh stated that he thought it better to get a legal opinion.

Mayor Waterman stated that he did not want the seat to go unfilled for any longer than necessary. Chair Cavanaugh commented that he hoped there would be an understanding by the August meeting.

Chair Cavanaugh asked members if they had any questions or any requests to hear an item individually. Mayor Waterman requested that agenda items #5G and #5I be removed from the consent agenda.

With no further requests, Chair Cavanaugh asked for a motion to approve consent agenda items #5A, #5B, #5C, #5D, #5E, and #5J. Councilmember Neely moved, Mayor Shafer seconded, and the motion carried unanimously.

5A. Approval of the June 27, 2007 Meeting Minutes

The Regional Council, by consent, approved the June 27, 2007 meeting minutes.

5B. Enhancement Funds Working Group Round XV Recommendations

The Regional Council, by consent, forwarded the ranked applications from the MAG Enhancement Funds Working Group to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee. The MAG Enhancement Funds Working Group was formed by the MAG Regional Council in April 1993 to review and recommend a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). This year, nine applications for local funds were received totaling \$3,330,247 with

approximately \$8 million available statewide. Two applications for state funds were received totaling \$1,940,476 with approximately \$4 million available statewide. The MAG Enhancement Funds Working Group and the MAG Management Committee recommended that the attached ranked applications be forwarded to the Arizona Department of Transportation for consideration by the TERC.

5C. Proposed Major Amendment to Delete SR 153 from the MAG Regional Transportation Plan

The Regional Council, by consent, approved the proposed amendment to the Regional Transportation Plan to delete SR 153 and use the available funding for improvements to SR 143 and that the Regional Transportation Plan and the FY 2008-2012 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis. On May 23, 2007, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to delete SR 153, the Sky Harbor Expressway and use the available funding for improvement to SR 143. Formal comment on the proposed major amendment is required from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments. On June 15, 2007, the State Transportation Board recommended approval. On June 18, 2007, the Maricopa County Board of Supervisors recommended approval and on June 21, 2007 the Regional Public Transportation Authority also recommended approval of the proposed major amendment. The MAG Management Committee and the Transportation Policy Committee recommended approval.

5D. Federal Fiscal Year (FFY) 2007 Final Closeout

The Regional Council, by consent, approved the final closeout of Federal FY 2007. During the interim closeout process, member agencies submitted projects to defer projects to a later year and/or remove federal funds from projects, and submitted projects to utilize the FFY 2007 closeout funds. Regional Council approved the interim closeout on June 27, 2007. In addition to Regional Council's approval, the Management Committee approved four projects to be deferred/remove federal funds on July 11, 2007. Since the Management meeting, five additional projects have been identified to be deferred.

5E. Amendment to the FY 2007-2011 MAG Transportation Improvement Program

The Regional Council, by consent, approved an Amendment to the FY 2007-2011 MAG Transportation Improvement Program, as listed on the attached table. The FY 2007-2011 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 26, 2006. Since that time, two projects have been identified that need to be amended into the TIP. An amendment is required to add two City of Phoenix projects related to bridge management computer software and bridge inspection equipment rental, which will be funded with local and Bridge-Federal Funds. These projects were recommended for approval by the MAG Transportation Review Committee and the Transportation Policy Committee.

5J. On-Call Consulting List for the Socioeconomic Information Enhancement Project

The Regional Council, by consent, approved the list of on-call consultants, Applied Economics, Arizona State University, ECONorthwest, Planning Technologies and Technology Associates, for the MAG Socioeconomic Information Enhancement Project, for a total amount not to exceed \$290,000. On May 14, 2007, the MAG Executive Committee approved the consolidation of three projects in the FY 2007 MAG Unified Planning Work Program to conduct a Socioeconomic Information Enhancement Project at a cost not to exceed \$290,000. The purpose of the project is to enable MAG to maintain state-of-the-art projections models and to support socioeconomic and transportation planning needs. MAG issued a Request for Qualifications to create an On-Call Consulting List for the project and received six Statements of Qualifications (SOQs). A multi-agency evaluation team reviewed the SOQs and unanimously recommended to MAG that the following firms be included on a MAG On-call consulting list for the Socioeconomic Information Enhancement Project: Applied Economics, Arizona State University, ECONorthwest, Planning Technologies and Technology Associates. The MAG Management Committee recommended approval.

5I. Amendment of the FY 2007-2011 MAG Transportation Improvement Program to Include the Prioritized List of Proposed PM-10 Paving Projects

This item was removed from the consent agenda.

Dean Giles, MAG Air Quality Planning Program Specialist, reported that on May 23, 2007, the MAG Regional Council approved thirteen additional measures for the Suggested List of Measures to Reduce PM-10 Particulate Matter. He noted that one of the new measures is that MAG allocate \$5 million in FY 2007 MAG federal funds matched on a fifty/fifty basis by MAG member agencies for paving dirt roads and shoulders projects. Mr. Giles stated that PM-10 Paving Projects were solicited from member agencies in the Maricopa PM-10 Nonattainment Area and 11 applications requesting \$6,044,673 in FY 2007 CMAQ funding were received. He said that on June 28, 2007, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended adding \$1.044 million to fund all of the projects on the prioritized list of proposed PM-10 paving projects. Mr. Giles noted that the MAG Management Committee and Transportation Policy Committee concurred with the recommendation.

Mayor Waterman asked if this money was for both new and old projects. Mr. Giles replied that a solicitation process was conducted that called for new projects.

Mayor Waterman moved to approve agenda item #5I, and that it be extended to the final amount of \$7,144,679, to include the two El Mirage road projects on Desert Cove at 127th Avenue and 125th Avenue that should have been included in this funding. Councilmember Esser seconded the motion for discussion.

Mayor Waterman stated that there were two separate CMAQ funds for PM-10. He said that on September 16, 2006, El Mirage submitted two projects for a little more than \$2.9 million and received \$381,031 for FY 2009. Mayor Waterman stated that the City of El Mirage is requesting \$1,451,037 under the fifty/fifty requirement, less the \$381,031 already received, for a total of \$1,070,006, for the two El Mirage road projects on Desert Cove at 127th Avenue and 125th Avenue. Mayor Waterman

stated that there seems to be a question if the City applied for this funding. He said that the City thought that those projects submitted in the original application would be funded. Chair Cavanaugh asked Mayor Waterman to confirm that his motion was to add \$1,070,006 to the requested action. Mayor Waterman replied that was correct.

Mayor Berman asked the source of funds that could be used to cover the El Mirage projects. Mr. Smith replied that \$5 million was set aside in May in response to the air quality emergency. He said that the funds came from projects that were not going forward this year. Mr. Smith noted that when the request for dirt road projects was transmitted, it noted there would be a quick procurement for the \$5 million in funding. He noted that all projects that applied in that procurement were funded. Mr. Smith stated that the El Mirage projects were submitted in Fall 2006, under a separate process and were never submitted in the May 2007 round. He advised that the request to fund the two El Mirage projects was put forward to the Management Committee and they voted no.

Mayor Berman asked Mayor Waterman if these were new projects. Mayor Waterman stated that in the first round, the two projects requested just under \$3 million and received approximately \$381,000. He said they were expecting to get more so they could complete paving of the dirt roads.

Mayor Berman asked if the El Mirage projects would be taking money away from someone else's project. Mr. Smith replied that this was not new money. To fund these projects is spending money we already have. Mr. Smith explained how each year, some projects are not ready to proceed. This year, the amount of projects is larger than usual, mostly as a result of the delay of the \$20 million Northern Avenue Parkway project. Mr. Smith noted that the usual amount deferred is about \$10 million, but it is sometimes as low as \$2 million. Mr. Smith stated that it is unknown exactly which projects will be ready to obligate next year. He advised that it is an issue of how much risk do we want to take. He added that the idea of allocating the \$5 million was to get new projects to fight air quality problems.

Councilmember Neely asked the amount of money available. She noted that the Goodyear project bumped the total to \$6 million from \$5 million. Mr. Smith noted that Mr. Anderson indicated to the Management Committee that \$6 could probably be covered, but staff is unsure if \$7 million could be accommodated.

Councilmember Neely commented that deviating from the process pits one against the other. She expressed that she had problems with the motion that was on the floor and a couple of other items on the agenda.

Councilmember Esser asked that the motion be restated. Mayor Waterman stated that the motion is to amend the FY 2007-2011 MAG Transportation Improvement Program to include the City of El Mirage road projects on Desert Cove at 127th Avenue and 125th Avenue, for an amount of \$1,070,006, and the Prioritized List of Proposed PM-10 Paving Projects totaling \$6.044 million and to fund the projects by adding \$1.044 million of FY 2007 MAG federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds to the previously approved \$5 million of CMAQ funds for the projects, for a total of \$7,144,679.

Mayor Hawker commented that if the dollar amount is increased, that could affect the ability to build roads. He asked if it was made clear that to receive funding from the \$5 million, projects had to be resubmitted and they did not carry forward from previous submissions. Mr. Smith replied that was correct.

Mayor Hawker asked if this project was analyzed on a cost per ton basis. Mr. Giles stated that when the process was conducted, an emissions reduction and cost effectiveness number was generated. He noted that the cost effectiveness numbers for the two El Mirage projects were \$2,700 and \$2,900 per metric ton.

Mayor Hawker asked if other projects were submitted last year that could be considered. Mr. Giles replied that there was one other project that did not receive funding in 2009, a project in Surprise. Mayor Hawker stated that if a jurisdiction did not follow the process by not resubmitting its projects, he felt it was out of luck. Mayor Hawker asked the cost and ranking of the Surprise project. Mr. Giles replied that the City of Surprise requested \$2,082,500; of that amount, Surprise received \$535,688. He noted that the cost effectiveness was \$1,444 per metric ton. Mayor Hawker commented that it would be more beneficial to fund the Surprise project based on cost effectiveness. Mayor Hawker stated that this was opening up something that he did not feel comfortable doing and he did not like it when the cost effectiveness exceeds \$3,000.

Mayor Waterman asked if all projects were funded in the original application. Mr. Giles replied that they were not. Mayor Waterman asked why it was necessary to seek out additional projects instead of using the list of projects cities already submitted but were not funded. Mr. Giles replied that there were a number of changes from the Fall 2006 process and the May 2007 process, including a change in the match ratio from 70:30 to 50:50. He said that there was no way of knowing if a city still wanted to pursue the projects submitted in 2006 without a resubmission.

Chair Cavanaugh called for a vote on the motion, which failed, with Mayor Waterman voting yes.

Mayor Hawker moved approval to amend the FY 2007-2011 MAG Transportation Improvement Program to include the Prioritized List of Proposed PM-10 Paving Projects, with the exception of the allocation to the City of Goodyear project of \$1,201,750 and to maintain the total amount of \$5 million, and if additional funds are available, go out with a request for projects. Councilmember Esser seconded.

Chair Cavanaugh stated that the Goodyear project was removed from the list of projects to be funded by the \$5 million, not for technical reasons, but for a numbers reason. He explained that the total amount of projects submitted totaled more than \$6 million. Chair Cavanaugh stated that Goodyear's project was not at the bottom of the list, more near the middle, but its cost was about \$1 million, and so it was removed. He stated that he wrote a letter to the Management Committee alerting them that because of the PM-10 issues, all of the projects submitted should be funded and urging additional funds be set aside. Chair Cavanaugh commented that it was not that the Goodyear project was not valid, but by excluding it, they got to the \$5 million, the amount of funds available.

Mr. Arnett departed the meeting.

Mayor Hawker commented that the Goodyear project at a cost effectiveness per metric ton rating, exceeds \$3,000 and was not in the middle of the rankings. He added that the only project that is a higher cost is the Phoenix/Maricopa County project, which was approved because of its proximity to the monitor. Mayor Hawker commented on using the cost per ton reduction as cost effectiveness criteria.

Mayor Waterman stated that the request by the City of El Mirage was certainly not an attempt to take money from any other jurisdiction. He said that he had brought this up because of concerns over not addressing the PM-10 issue. Mayor Waterman stated that FHWA may come back and say MAG did not address the PM-10 problem correctly by not taking care of all of the roads that were submitted. Mayor Waterman stated that this issue is not being looked at as a PM-10 issue.

Chair Cavanaugh stated that the Air Quality Technical Advisory Committee recommendation was based on a city's project being closer to the monitor. He added that this project and Goodyear's were about the same amount of money. He stated that he thought the EPA would find that objectionable because it wants to reduce PM-10 across the board, not just at monitors.

With no further discussion, the vote on the motion passed by a vote of 13 yes and six no.

Chair Cavanaugh stated that there may be a couple of hundred thousand dollars left in the \$5 million fund, but discussion of that would not continue tonight.

Mayor Waterman stated that since his motion did not pass, he did not need to have additional discussion on agenda item #5G. Chair Cavanaugh noted that agenda item #5H had been omitted from the consent agenda motion. He called for a motion on agenda items #5G and #5H. Councilmember Esser moved, Mayor Barrett seconded, and it was unanimously carried to approve agenda items #5G and #5H.

#### 5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2007-2011 MAG Transportation Improvement Program. The proposed amendment includes the addition of two City of Phoenix federal-aid bridge projects at various locations for FY 2007. In addition, the amendment includes ten federal-aid projects for the paving of dirt roads and shoulders in the Maricopa PM-10 Nonattainment Area for FY 2007. The projects may be categorized as exempt from conformity determinations. Comments on the conformity assessment were requested by July 20, 2007. This item was on the agenda for consultation.

#### 5H. Finding of Conformity for the Draft FY 2008-2012 MAG Transportation Improvement Program and Draft Regional Transportation Plan - 2007 Update

The Regional Council, by consent, approved the Finding of Conformity for the Draft FY 2008-2012 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan - 2007 Update. The Draft 2007 Conformity Analysis concludes that the draft Transportation Improvement Program (TIP) and the Regional Transportation Plan - 2007 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On June 18, 2007, a public hearing was conducted on the Draft TIP, Draft Regional Transportation Plan - 2007 Update, and Draft Conformity Analysis. The MAG Air Quality Technical Advisory Committee and the MAG

Management Committee recommended approval of the Draft 2007 MAG Conformity Analysis for the Draft FY 2008-2012 MAG Transportation Improvement Program and Draft Regional Transportation Plan - 2007 Update. Approval of the conformity finding by the Regional Council is required for MAG adoption of the TIP and RTP.

6B. Approval of the Draft FY 2008-2012 MAG Transportation Improvement Program

Eileen Yazzie, MAG Transportation Program Manager, provided the Council with the highlights of the FY 2008-2012 Transportation Improvement Program. She said that each year, the Five Year Transportation Improvement Program (TIP) is updated. Ms. Yazzie noted that the FY 2008-2012 TIP reports on more than 1,400 projects throughout the region.

Ms. Yazzie reviewed the highway projects, which include street, bicycle, pedestrian, safety, freeway, Intelligent Transportation System (ITS), and bridge projects in the region. She advised that the two largest funding commitments are from local agencies, and the Regional Area Road Fund, which is the half cent sales tax. These sources account for 60 percent of the \$6.224 billion of committed highway project funds.

Ms. Yazzie reviewed the transit projects. She said that 48 percent of the funding for FY 2008-2012 transit projects come from 5307, 5309, 5310, and 5311 federal funds. In addition are the Public Transit Funds, which are the half cent sales tax funds designated for transit projects. She explained that these funds make up 35 percent of the total \$1.455 billion committed to fund transit projects in FY 2008-2012. Ms. Yazzie advised that the total project funding of \$1.455 billion is an increase of 23 percent over the FY 2007-2011 TIP.

Ms. Yazzie stated that the total funding commitment in FY 2008-2012 is about \$7.68 billion, which is an increase of 18 percent over the FY 2007-2011 TIP. Chair Cavanaugh thanked Ms. Yazzie for her report. No questions from the Council were noted. No requests for public comment were received.

Councilmember Esser moved approval of the Draft FY 2008-2012 MAG Transportation Improvement Program, contingent upon a finding of conformity of the TIP and Regional Transportation Plan - 2007 Update with applicable air quality plans. Mayor Bryant seconded, and the motion carried unanimously.

6C. Approval of the Draft MAG Regional Transportation Plan - 2007 Update

Roger Herzog, MAG Senior Project Manager, stated that the Draft MAG Regional Transportation Plan (RTP) - 2007 Update has been prepared to comply with the regional transportation planning requirements of the Federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users (SAFETEA-LU). He stated that the Draft RTP 2007 Update addresses several new topics to respond to SAFETEA-LU, including consultation on environmental mitigation and resource conservation, transportation security, and an updated public participation process.

Mr. Herzog stated that the 2007 Update includes revised revenue estimates, and updated life cycle programs for freeways/highways, arterial streets, and transit. He stated that costs are currently in balance with expected revenues for all Life Cycle Programs. Mr. Herzog advised that major cost issues are expected in the future as scoping, design concepts and environmental assessments are completed.

Mr. Herzog stated that the Draft 2007 Update was approved by the Regional Council for air quality conformity analysis on April 25, 2007. A technical conformity analysis was performed on the Draft 2007 Update and the Draft MAG FY 2008-2012 TIP, and demonstrated that they meet all air quality conformity requirements. Mr. Herzog noted that the final phase public hearing was conducted on the Draft RTP 2007 Update, the Draft FY 2008-2012 MAG TIP, and the Air Quality Conformity Analysis. He noted that the Air Quality Technical Advisory Committee recommended approval of the finding of conformity. Chair Cavanaugh thanked Mr. Herzog for his report. No questions from the Council were noted. No requests for public comment were received.

Mayor Barrett moved approval of the Draft MAG Regional Transportation Plan (RTP) - 2007 Update, contingent upon a finding of conformity of the RTP and TIP with the applicable air quality plans. Councilmember Neely seconded, and the motion carried unanimously.

7. Regional Heat Relief Planning Efforts

Phoenix City Councilmember Greg Stanton, Chair of the MAG Continuum of Care Regional Committee on Homelessness, addressed the Council on recent efforts for providing heat relief to homeless people. Councilman Stanton noted that the Continuum of Care is the committee that annually conducts the Stuart B. McKinney application for submission to the Department of Housing and Urban Development. He advised that the MAG region receives more benefits than the national average, which has much to do with the MAG process and the assistance of MAG staff, Amy St. Peter and Brande Mead.

Councilman Stanton said that over the last two years, homeless people died as a result of the heat. Because of lessons learned from these unfortunate events, there has been more coordination of effort with emergency management groups. Councilman Stanton stated that the Continuum of Care Committee developed two maps: one that shows water collection/donation sites and one that shows water hydration/refuge stations. He stated that the maps would be distributed throughout the region and requested that members post the maps on their websites and distribute them to first responders and nonprofit organizations.

Councilman Stanton reported that a plea for donations of water was sent out. He expressed his appreciation for the substantial response received from across the region. Councilman Stanton stated that donations of personal items, such as socks, underwear, tee shirts, etc., are also needed. He said that he felt confident the region would be better prepared this year for the heat. Chair Cavanaugh thanked Councilman Stanton for his report to the Council and work on this effort.

8. Regional Office Center Update

Marlene Pontrelli, MAG General Counsel, provided an update on the status of the Regional Office Center, in particular, the purchase of the land. Ms. Pontrelli stated that on July 9, 2007, the Executive Committee authorized MAG to secure an appraisal on the McKinley and 1st Avenue site; to sign a letter of intent with the land owner; to execute an agreement with the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (VMR) regarding their financial participation in the Regional Office Center, and to authorize the Executive Committee to cancel the letter of intent and purchase of

the land parcel in the event that any contingencies set forth in the letter of intent and subsequent purchase and sale agreement are not met.

Ms. Pontrelli stated that since the Executive Committee meeting, questions were raised as to the ability to meet the closing deadline on October 25, 2007. She indicated that they were able to negotiate with the property owner and at the parties' discretion, the partnering agencies have the option to extend the closing date to December 27, 2007, based on payments of \$25,000 for each 30-day period, which can be credited toward the purchase price.

Ms. Pontrelli stated that another issue that arose is the concern over forcing the land owner to develop the residential piece of the property. She reported that he is willing to enter into an agreement to sell the property to the parties or other entities if he does not conform to the development schedule.

Chair Cavanaugh stated that the requested motion was to ratify the July 9, 2007 Executive Committee action to authorize MAG to secure an appraisal on the McKinley and 1st Avenue site; to sign a letter of intent with the land owner, to execute a memorandum of cooperation with the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (VMR) regarding their financial participation in the Regional Office Center, to authorize the Executive Committee to cancel the letter of intent and purchase of the land parcel in the event that any contingencies set forth in the letter of intent and subsequent purchase and sale agreement are not met.

Mr. Smith added that clarification could be added to the requested motion to include the option to extend the closing date to December 27, 2007, based on payments of \$25,000 for each 30-day period which can be credited toward the purchase price. Ms. Pontrelli commented that this additional line affords benefit without penalty to the partnering agencies.

Chair Cavanaugh asked how this would modify the requested motion. Ms. Pontrelli replied that it would not modify the requested motion, just the memorandum included in the agenda packet.

Mayor Berman expressed that he felt this project was grossly overpriced. He acknowledged the importance of a safe place for employees, but commented that this was similar to purchasing Mercedes Benz's for the police fleet because they are safe vehicles. Mayor Berman stated that government buildings do not belong on land that costs \$6.2 million per acre. He added that other parcels of land throughout the Phoenix area adjacent to light rail are a fraction of that cost. Mayor Berman expressed concern that the Legislature will cast the partnering agencies as irresponsible and having more money than sense. He stated that the land may be worth the price, but no city or town would spend that amount of money on its own building.

Mayor Hawker stated that he had chaired the Building Lease Working Group and that he himself was surprised at the cost. He said that comparative prices were examined and one lot at 44th Street and Washington was less expensive; however, he felt that if an \$80 million building is being constructed, why scrimp \$2 or \$3 million on the land cost? Mayor Hawker stated that he felt the building should be built where good employees can be retained in a safe work environment. He said that MAG can continue to be a tenant and be at the mercy of landlords, or it could establish itself as an agency that shares resources with other agencies, such as staff, security, parking, and meeting space, to make it more

efficient. Mayor Hawker stated that his city is a member of all three agencies and he felt the city could get a better deal by locating all three agencies together. He expressed his support for the Regional Office Center project and stated that over time, costs equalize out and it is more cost effective to own than lease. Mayor Hawker stated that this was a good project and he supported it.

Mayor Shafer moved ratification of the July 9, 2007 Executive Committee's action to authorize MAG to secure an appraisal on the McKinley and 1st Avenue site; to sign a letter of intent with the land owner, to execute a memorandum of cooperation with the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (VMR) regarding their financial participation in the Regional Office Center, to authorize the Executive Committee to cancel the letter of intent and purchase of the land parcel in the event that any contingencies set forth in the letter of intent and subsequent purchase and sale agreement are not met. Councilmember Neely seconded, and the motion carried, with Mayor Berman voting no.

10. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council 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.

Mayor Bryant reported that last week, the Forbes list of the top ten fastest growing urban cities/towns in America was released. He noted that four of the ten are in the region's West Valley: Surprise, Goodyear, Avondale, and Buckeye. Mayor Bryant added that on this list, the Town of Buckeye was ranked number two in the nation.

There being no further business, the Regional Council meeting adjourned at 6:05 p.m.

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Chair

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Secretary

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

August 14, 2007

**SUBJECT:**

Consultant Selection for Safety Evaluation of the Elderly Mobility Sign Project

**SUMMARY:**

The MAG Transportation Safety Committee and the MAG Elderly Mobility Stakeholders Group have jointly initiated a regional road safety project that would lead to the installation of street name signs with larger letter sizes, and a font that is more legible to road users, based on *FHWA Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians*. The types of signs to be installed will include street name signs, advanced street name signs, and internally illuminated signs.

Sixteen MAG member agencies have agreed to participate in this project. A total of \$400,000 will be provided to participating agencies, on a cost reimbursement basis, for installing the new signs. The project will also provide funds to purchase new software required for making the signs with a new font. The distribution of project funds to each agency was based on the population of residents aged 60 or more. Participating agencies have been given notices to start installing the signs; all signs are expected to be installed by the end of 2008.

The two sponsoring MAG committees recognized the need to perform a safety evaluation of this project. On June 4, 2007, MAG released a Request for Proposals (RFP) to perform an Evaluation of the MAG Elderly Mobility Sign Project. One proposal, from Arizona State University (ASU), was received by MAG in response to the RFP. A proposal review panel evaluated the proposal and recommended to MAG the selection of Arizona State University. The total cost of the project is not to exceed \$15,000, and will be funded with federal funds. It is identified as Safety Analysis Support, in the FY 2008 MAG Unified Planning Work Program.

**Project Tasks**

The project will include the following tasks:

1. Develop an Analysis Methodology & a Data Collection Plan
2. "Before" Data Collection and Data Summary
3. "After" Data Collection and Data Summary
4. Comparison of "Before" and "After" Data

The project is expected to result in observations and conclusions pertinent to road safety, that are linked to the implementation of new road signs. The proposed methodology includes the use of Focus Groups composed of elderly residents drawn from communities participating in the sign project.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

**PROS:** The evaluation of the sign project would provide valuable feedback on the effectiveness of the new signs and what steps could be taken to expand the concept to other road signs.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None.

POLICY: The resulting consultant projects will, in general, not result in any changes to existing regional policies. In the area of traffic signal operations improvements, some projects may lead to recommendations for unified operations.

**ACTION NEEDED:**

Approval of the selection of Arizona State University for performing the Safety Evaluation of the Elderly Mobility Sign Project for an amount not to exceed \$15,000.

**PRIOR COMMITTEE ACTIONS:**

On August 8, 2007, the MAG Management Committee recommended approval of Arizona State University for performing the Safety Evaluation of the Elderly Sign Project

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair	Mark Johnson, Guadalupe
Charlie McClendon, Avondale, Vice Chair	Darryl Crossman, Litchfield Park
* George Hoffman, Apache Junction	Christopher Brady, Mesa
Dave Wilcox, Buckeye	Tom Martinsen, Paradise Valley
* Jon Pearson, Carefree	Carl Swenson for Terry Ellis, Peoria
* Usama Abujbarah, Cave Creek	Frank Fairbanks, Phoenix
Mark Pentz, Chandler	John Kross, Queen Creek
Pat Dennis for B.J. Cornwall, El Mirage	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation	Jim Rumpeltes, Surprise
Tim Pickering, Fountain Hills	Jeff Kulaga for Will Manley, Tempe
* Lynn Farmer, Gila Bend	Chris Hagen for Reyes Medrano, Tolleson
Derek White for Joseph Manuel, Gila River Indian Community	* Steve McKay, Wickenburg
George Pettit, Gilbert	Lloyce Robinson, Youngtown
Brent Stoddard for Ed Beasley, Glendale	Dale Buskirk for Victor Mendez, ADOT
Jim Nichols for Brian Dalke, Goodyear	David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

\* not present

On July 17, 2007, the MAG Transportation Safety Committee recommended approval of Arizona State University for performing the Safety Evaluation of the Elderly Sign Project, with one abstention (**shaded**).

MEMBERS ATTENDING

Robert Maki, Surprise, Chairman	George Williams for Paul Porell, Scottsdale
* Reed Henry, ADOT	* Mike Lockhart, DPS
* Martin Johnson, Chandler	* Marc Scott, Tempe
Ken Maruyama, Gilbert	Kelly LaRosa, Avondale
Sandy Adams, Glendale	* Mark Fooks, Youngtown
* Doug Dobson, Apache Junction	<b>Mary Kihl, ASU</b>
Peggy Rubach for Chris Plumb, Maricopa Co.	Karen King for Jennifer Brown, FHWA
Larry Talley, Mesa	Stuart Boggs for Teri Collins, RPTA
* William Mead, Paradise Valley	* Lt. Mike Lockhart, DPS
Luke Albert, Goodyear	Linda Gorman, AAA Arizona
Erik Anderson for Kerry Wilcoxon, Phoenix	Linda Mendyka, GOHS

\* Tom Burch, AARP  
Jamal Rahimi, Peoria

\* not present

On July 9, 2007, a Proposal Evaluation Panel interviewed the ASU Project Manager following a review of their proposal in response to the MAG Request for Proposals. The panel agreed, unanimously, to recommend to MAG the selection of ASU for performing this project.

Proposal Evaluation Panel

Larry Talley, City of Mesa  
Linda Mendyka, Governor's Office of Highway Safety  
Maureen DeCindis, MAG  
Sarath Joshua, MAG

**CONTACT PERSON:**

Sarath Joshua, MAG, (602) 254-6300.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

August 14, 2007

**SUBJECT:**

Requested Changes to ADOT the Program

**SUMMARY:**

The Arizona Department of Transportation (ADOT) has requested MAG concurrence with two proposed changes to FY 2008 of the ADOT Program. These changes would also require amendment of the MAG FY 2008-2012 Transportation Improvement Program and Regional Transportation Plan - 2007 Update, as appropriate. The changes involve advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implementation of a design-build project on the 202L (Red Mountain Freeway).

**SR 801 (I-10-Reliever), Right-of-Way:**

This request would increase the right-of-way protection programmed for FY 2008 from \$3 million to \$15 million. This is needed to protect R/W required for future freeway construction. An opportunity to proceed with advanced acquisition within the SR801 corridor at this time will result in significant savings versus purchasing build out of a major subdivision at a later date. This acquisition will include total take of 75 acres from a parcel located at SE corner of 67<sup>th</sup> Avenue and Broadway Road in Phoenix.

**SR202L Red Mountain Freeway, I-10/SR51 TI to SR101L (Design Build):**

This request is to implement a seven mile, \$184,060,000 design-build project in 2008, on SR202L, Red Mountain Freeway from SR51 to the SR101L/SR202L traffic interchange. The TIP is currently programmed with six individual projects that make up the entire project that had been scheduled for construction in fiscal years 2009-2011. The estimated 24 month design-build construction project will reduce both construction durations and public inconveniences. The changes to the TIP are noted on the attached Table. There are no net cost changes affected by this request.

MAG has reviewed the proposed Life Cycle Program changes and has determined that they are reasonable and will benefit the overall implementation of the RTP Freeway Program. MAG has reviewed the ADOT cash flows associated with the advance right-of-way purchase in the SR 801 corridor, and has determined that the purchase can be accommodated within current cash flow. Also, the implementation of the design-build project for the Red Mountain Freeway improvements will result in no net cost changes in the Program and can be accommodated within current ADOT cash flow.

The new design-build project that is replacing the currently programmed six individual projects on the SR202L Red Mountain Freeway, I-10/SR51 TI to SR101L, and the modified project will not have any apparent air quality impacts, but a consultation process will be followed to confirm this.

**PUBLIC INPUT:**

No public input has been received concerning the proposed ADOT Program changes.

**PROS & CONS:**

**PROS:** The advanced right-of-way purchase will prevent development from occurring in the SR 801 corridor and result in an overall decrease in right-of-way costs. The design-build project on the Red Mountain Freeway will reduce both construction durations and public inconveniences.

CONS: A decision on the alignment of SR 801 has not been made, which will affect the ultimate right-of-way requirements for the facility. In addition, early acquisition of right-of-way and a significant lump-sum contract for the design-build project in the Red Mountain Freeway corridor may reduce cash flow flexibility later in the Program.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None

POLICY: MAG is required to approve material changes to the ADOT Life Cycle Program.

**ACTION NEEDED:**

Concurrence with the proposed changes to the ADOT Program to advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implement a design-build project on the 202L (Red Mountain Freeway), and to amend the FY 2008-2012 Transportation Improvement Program and the MAG Regional Transportation Plan - 2007 Update, as appropriate, contingent on an air quality conformity analysis.

**PRIOR COMMITTEE ACTIONS:**

This item is on the August 20, 2007 agenda of the Transportation Policy Committee. An update will be provided on action taken by the Committee.

Management Committee: On August 8, 2007, the Management Committee recommended concurrence with the proposed changes to the ADOT Program to advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implement a design-build project on the 202L (Red Mountain Freeway), and to amend the FY 2008-2012 Transportation Improvement Program and the MAG Regional Transportation Plan - 2007 Update, as appropriate, contingent on an air quality conformity analysis.

MEMBERS ATTENDING

- |   |  |
|---|--|
| Jan Dolan, Scottsdale, Chair  | Mark Johnson, Guadalupe                                      |
| Charlie McClendon, Avondale,<br>Vice Chair                            | Darryl Crossman, Litchfield Park                             |
| # George Hoffman, Apache Junction                                     | Christopher Brady, Mesa                                      |
| Dave Wilcox, Buckeye  | Tom Martinsen, Paradise Valley                               |
| * Jon Pearson, Carefree   | Carl Swenson for Terry Ellis, Peoria                         |
| * Usama Abujbarah, Cave Creek   | Frank Fairbanks, Phoenix                                     |
| Mark Pentz, Chandler  | John Kross, Queen Creek                                      |
| Pat Dennis for B.J. Cornwall, El Mirage                               | * Bryan Meyers, Salt River Pima-Maricopa Indian<br>Community |
| Alfonso Rodriguez for Orlando Moreno,<br>Fort McDowell Yavapai Nation | Jim Rumpeltes, Surprise                                      |
| Tim Pickering, Fountain Hills   | Jeff Kulaga for Will Manley, Tempe                           |
| * Lynn Farmer, Gila Bend  | Chris Hagen for Reyes Medrano, Tolleson                      |
| Derek White for Joseph Manuel, Gila River<br>Indian Community         | * Steve McKay, Wickenburg                                    |
| George Pettit, Gilbert  | Lloyce Robinson, Youngtown                                   |
| Brent Stoddard for Ed Beasley, Glendale                               | Dale Buskirk for Victor Mendez, ADOT                         |
| Jim Nichols for Brian Dalke, Goodyear                                 | David Smith, Maricopa County                                 |
|   | David Boggs, Valley Metro/RPTA                               |

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

**CONTACT PERSON:**

Eric Anderson, MAG, 602-254-6300.

**Amendments and Administrative Modifications to the FY08-12 TIP  
Management Committee July 31, 2007**

**Table A  
Highway Projects**

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Regional Cost	Total Cost	Requested Change
DOT10-826	ADOT	202 (Red Mountain Fwy): 48th St. - Rural Rd, EB	Design roadway widening	2009	3.2	RARF	\$ -	\$ 3,700,000	\$ 3,700,000	Delete from the 08-12 TIP is being replaced with DOT08-834
DOT11-832	ADOT	St. - Rural Rd, EB	Widen roadway	2011	3.2	RARF	\$ -	\$ 46,300,000	\$ 46,300,000	being replaced with DOT08-
DOT07-650	ADOT	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Design roadway widening	2008	2	RARF	\$ -	\$ 5,700,000	\$ 5,700,000	Delete from the 08-12 TIP is being replaced with DOT08-836
DOT09-6C08	ADOT	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Widen roadway	2009	2	RARF	\$ -	\$ 72,300,000	\$ 72,300,000	Delete from the 08-12 TIP is being replaced with DOT08-837
DOT09-825	ADOT	202 (Red Mountain Fwy): SR51 48th St., EB	Design roadway widening	2010	3.2	RARF	\$ -	\$ 4,160,000	\$ 4,160,000	Delete from the 08-12 TIP is being replaced with DOT08-838
DOT10-827	ADOT	202 (Red Mountain Fwy): SR51 48th St., EB	Widen roadway	2011	3.2	RARF	\$ -	\$ 51,900,000	\$ 51,900,000	Delete from the 08-12 TIP is being replaced with DOT08-839
DOT08-834	ADOT	202 (Red Mountain Fwy): I-10/SR51 TI - SR101L	Design Build roadway widening project	2008	7	RARF & State	\$ 72,460,000	\$ 111,600,000	\$ 184,060,000	Add New Project to the 08-12 TIP, replaces DOT07-650, DOT09-6C08, DOT09-825, DOT10-826, DOT10-827, DOT11-832
DOT08-669	ADOT	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	2008	14	RARF	\$ 0	\$ 15,000,000	\$ 15,000,000	Increase RARF funding from \$3 million to \$15 million.





# Arizona Department of Transportation

## Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano  
Governor

Sam Elters  
State Engineer

Victor M. Mendez  
Director

July 25, 2007

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

Dear Mr. Smith:

The purpose of this letter is to request MAG concurrence with the following program changes to the MAG Regional Transportation Plan Freeway Program.

SR801 (I-10 Reliever), Right of Way:

This request is to increase funding for a Right of Way project for \$15,000,000 for fiscal year 2008. This request is needed to protect R/W required for future freeway construction. An opportunity to proceed with advanced acquisition within the SR801 corridor at this time will result in significant savings versus purchasing build out of a major subdivision at a later date. This acquisition will include a total take of 75 acres from a parcel located at the SE corner of 67<sup>th</sup> Avenue and Broadway Road in Phoenix.

SR202L Red Mountain Freeway, I-10/SR51 TI – SR101L (Design Build):

This request is to implement a seven mile, \$184,060,000 design build project on SR202L, Red Mountain Freeway from SR51 to the SR101L/SR202L traffic interchange. Funding is provided from previously programmed six individual projects which had been scheduled for construction in fiscal years 2009 – 2011. The prior funding and construction schedule follows:

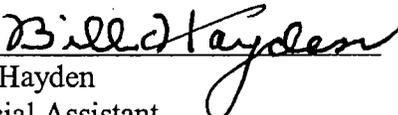
SR51 – 48<sup>th</sup> St, EB, Design for \$4,160,000 in FY2010  
SR51 – 48<sup>th</sup> St, EB, Construction for \$51,900,000 in FY2011  
48<sup>th</sup> St – Rural Rd, EB, Design for \$3,700,000 in FY2009  
48<sup>th</sup> St – Rural Rd, EB, Construction for \$46,300,000 in FY2010  
Rural Rd – SR101L, EB & WB, Design for \$5,700,000 in FY2008  
Rural Rd – SR101L, EB & WB, Construction for \$72,300,000 in FY2009

There are no net cost changes affected by this request. The estimated 24 month design build construction project will reduce both construction durations and public inconveniences.

Please review and submit these changes for MAG concurrence and TIP adjustment.

Your cooperation and assistance in expediting this request is most appreciated. If you have any questions concerning these issues or ADOT's request, please contact me at (602) 712-7524.

Sincerely,

  
Bill Hayden  
Special Assistant

cc: Victor Mendez      John McGee      Perry Powell  
Sam Elters            John Fink            Steve Wilcox  
Dan Lance            Floyd Roehrich

MAG  
Eric Anderson      Roger Herzog  
Eileen Yazzie

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

August 14, 2007

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment includes minor project revisions to Arizona Department of Transportation projects for right-of-way acquisition in the SR 801 (Interstate-10 Reliever) corridor, and implementation of a design-build project on Loop 202 Red Mountain Freeway. Comments on the conformity assessment are requested by August 17, 2007.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. Minor project revisions do not require a conformity determination.

**PUBLIC INPUT:**

An opportunity for public comment was provided at the August 8, 2007 MAG Management Committee meeting and no public comments were received.

**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:**

Management Committee: This item was on the agenda of the August 8, 2007 MAG Management Committee meeting for consultation.

**MEMBERS ATTENDING**

Jan Dolan, Scottsdale, Chair	Mark Johnson, Guadalupe
Charlie McClendon, Avondale, Vice Chair	Darryl Crossman, Litchfield Park
# George Hoffman, Apache Junction	Christopher Brady, Mesa
Dave Wilcox, Buckeye	Tom Martinsen, Paradise Valley
* Jon Pearson, Carefree	Carl Swenson for Terry Ellis, Peoria
* Usama Abujbarah, Cave Creek	Frank Fairbanks, Phoenix
Mark Pentz, Chandler	John Kross, Queen Creek
Pat Dennis for B.J. Cornwall, El Mirage	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation	Jim Rumpeltes, Surprise
Tim Pickering, Fountain Hills	Jeff Kulaga for Will Manley, Tempe
* Lynn Farmer, Gila Bend	Chris Hagen for Reyes Medrano, Tolleson
Derek White for Joseph Manuel, Gila River Indian Community	* Steve McKay, Wickenburg
George Pettit, Gilbert	Lloyce Robinson, Youngtown
Brent Stoddard for Ed Beasley, Glendale	Dale Buskirk for Victor Mendez, ADOT
Jim Nichols for Brian Dalke, Goodyear	David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

**CONTACT PERSON:**

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

August 14, 2007

**SUBJECT:**

Consultant Contract for AZ-SMART Support

**SUMMARY:**

The FY 2008 MAG Unified Planning Work Program and Annual Budget includes a \$40,000 project for AZ-SMART support. MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). SAM was developed by Planning Technologies. Since Planning Technologies is the developer of SAM, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The support of Planning Technologies to develop the AZ-SMART modeling suite is essential as they are familiar with the programming and internal processes in SAM.

POLICY: The support provided by Planning Technologies will ensure that AZ-SMART will support the MAG transportation model, and better enable member agencies to determine demands on infrastructure and services.

**ACTION NEEDED:**

Approval of the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$40,000.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: On August 8, 2007 the MAG Management Committee unanimously recommended approval of the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$40,000.

## MEMBERS ATTENDING

- Jan Dolan, Scottsdale, Chair  
Charlie McClendon, Avondale,  
Vice Chair
- # George Hoffman, Apache Junction  
Dave Wilcox, Buckeye
- \* Jon Pearson, Carefree
- \* Usama Abujbarah, Cave Creek  
Mark Pentz, Chandler  
Pat Dennis for B.J. Cornwall, El Mirage  
Alfonso Rodriguez for Orlando Moreno,  
Fort McDowell Yavapai Nation  
Tim Pickering, Fountain Hills
- \* Lynn Farmer, Gila Bend  
Derek White for Joseph Manuel, Gila River  
Indian Community  
George Pettit, Gilbert  
Brent Stoddard for Ed Beasley,  
Glendale  
Jim Nichols for Brian Dalke, Goodyear
- Mark Johnson, Guadalupe  
Darryl Crossman, Litchfield Park  
Christopher Brady, Mesa  
Tom Martinsen, Paradise Valley  
Carl Swenson for Terry Ellis, Peoria  
Frank Fairbanks, Phoenix  
John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa  
Indian Community  
Jim Rumpeltes, Surprise  
Jeff Kulaga for Will Manley, Tempe  
Chris Hagen for Reyes Medrano,  
Tolleson
- \* Steve McKay, Wickenburg  
Lloyce Robinson, Youngtown  
Dale Buskirk for Victor Mendez, ADOT  
David Smith, Maricopa County  
David Boggs, Valley Metro/RPTA

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

## **CONTACT PERSON:**

Anubhav Bagley, (602) 254-6300.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

August 14, 2007

**SUBJECT:**

Regional Support for Low Demand Homeless Overflow Shelter

**SUMMARY:**

At the June MAG Management Committee meeting, there was discussion about regional support for the low demand homeless overflow shelter operated by Central Arizona Shelter Services (CASS). Since then, municipalities have come forward to offer support to CASS. Maricopa County has been and continues to be a significant funder of the shelter. The Management Committee requested the MAG Continuum of Care Regional Committee on Homelessness to address the low demand shelter issue. The Continuum of Care has recommended a resolution supporting the shelter.

The resolution reads: The MAG Continuum of Care Regional Committee on Homelessness supports the low demand homeless overflow shelter operated by Central Arizona Shelter Services. The shelter is at capacity each night by serving up to 325 homeless single men who would otherwise be sleeping on the streets. Funding for the shelter will run out in November 2007. The low demand overflow shelter is an important regional issue that may become a crisis if additional funding is not secured.

Overflow shelter is the term used to describe homeless shelters that are offered during times of increased need, such as the summer months. It is considered "low demand" not because it is not needed, but because the shelter does not make many demands of its homeless clients. For example, case management is a service that is available to the clients, but is not required as in the traditional shelter model. The low demand shelter model has been proven particularly successful in engaging hard-to-serve populations that typically resist treatment but access high dollar emergency services.

Despite the proven results of the low demand overflow shelter, lack of funding may mean the shelter will close in November 2007. The Arizona Department of Housing has pledged to match any funds contributed by the municipalities. Anyone wanting to support the shelter may contact Mark Holleran, the Executive Director of CASS, at (602) 256-6945.

**PUBLIC INPUT:**

An opportunity for public input was made available at the August MAG Management Committee meeting. No input was offered.

An opportunity was also made available at the July 23, 2007 MAG Continuum of Care Regional Committee on Homelessness meeting. One citizen emphasized the hours of operation for the low demand shelter of 7:00 p.m. to 7:00 a.m. facilitated institutions such as hospitals and prisons as well as outreach teams dropping off homeless men throughout the night. This makes the low demand shelter more accessible than the traditional shelters that only accept new clients until a certain time of night, such as 8:00 p.m.

Another citizen suggested that the services provided by the current shelter system, including the low demand shelter, might be enough to meet the demand if there was adequate housing available to people when they left the shelters. If true, then the priority for new programs should be on housing, not building new shelters.

A third citizen urged that attention be given to homeless young adults between the ages of 18 and 25 who are reluctant to enter large shelters because of safety concerns. They may need a different option more appropriate to their age and experience.

**PROS & CONS:**

**PROS:** This resolution proactively responds to a vital concern that can have devastating effects if not addressed. The overflow low demand shelter successfully serves homeless people resistant to regular shelters. When not in shelter, this population tends to access more emergency services at a high cost to the community. Providing funding for the shelter would provide a stable base of support and ensure that high-need, hard-to-serve homeless men have a safe place to stabilize instead of living on the streets at a high cost to the community.

**CONS:** While sheltering homeless people will ultimately save the municipalities money in terms of reduced utilization of emergency services and crime, the initial investment of funds or in-kind support may impose a burden. Some municipalities are struggling to provide human services within their own jurisdictions and may not be in a position to support the shelter.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The overflow shelter has been at capacity by serving more than 320 single homeless men every night. The needs of these men are just as important as their numbers because the shelter serves an extremely vulnerable population. CASS reports that more than 45 percent of the single men in the overflow shelter are seriously mentally ill. In addition, more than 66 percent are 40 years of age. This is twice the number of men in this age range in the regular CASS shelter. In addition, one third of the single men in the overflow shelter have been discharged from the Department of Corrections. One in five single men has a physical disability which affects their ability attain self-sufficiency. When such chronically homeless people are engaged with services and shelter, they are more successful at securing employment and housing. Research has proven that this intervention is cheaper to provide than having people remain homeless and accessing emergency services such as hospitals, police and fire departments.

**POLICY:** This resolution promotes the policy that addressing homelessness is a regional concern requiring regional support. Some municipalities have long histories of supporting the shelter, such as the City of Phoenix. Others have recently come forward, such as the City of Peoria committing support to the regular CASS shelter. CASS is committed to maintaining operation of their traditional single adult and family shelters. Without additional funding and a regional policy that supports their operation of the low demand shelter for men, they will be unable to continue operating the low demand shelter. This will leave more than 300 hard-to-serve homeless men with significant barriers to obtaining housing living on the streets with no one designated to assist them.

**ACTION NEEDED:**

Approval of the resolution of the MAG Continuum of Care Regional Committee on Homelessness supporting the Central Arizona Shelter Services' low demand overflow shelter for single homeless men.

**PRIOR COMMITTEE ACTIONS:**

The MAG Management Committee recommended approval of the resolution supporting the Central Arizona Shelter Services' low demand overflow shelter for single homeless men at the August 8, 2007 meeting.

MEMBERS ATTENDING

- |  |   |
|--|---|
| Jan Dolan, Scottsdale, Chair               | Pat Dennis for B.J. Cornwall, El Mirage                               |
| Charlie McClendon, Avondale,<br>Vice Chair | Alfonso Rodriguez for Orlando Moreno,<br>Fort McDowell Yavapai Nation |
| # George Hoffman, Apache Junction          | Tim Pickering, Fountain Hills   |
| Dave Wilcox, Buckeye                       | * Lynn Farmer, Gila Bend  |
| * Jon Pearson, Carefree                    | Derek White for Joseph Manuel, Gila River<br>Indian Community         |
| * Usama Abujbarah, Cave Creek              | George Pettit, Gilbert  |
| Mark Pentz, Chandler                       |   |

Brent Stoddard for Ed Beasley,  
Glendale  
Jim Nichols for Brian Dalke, Goodyear  
Mark Johnson, Guadalupe  
Darryl Crossman, Litchfield Park  
Christopher Brady, Mesa  
Tom Martinsen, Paradise Valley  
Carl Swenson for Terry Ellis, Peoria  
Frank Fairbanks, Phoenix  
John Kross, Queen Creek  
\* Bryan Meyers, Salt River Pima-Maricopa

Indian Community  
Jim Rumpeltes, Surprise  
Jeff Kulaga for Will Manley, Tempe  
Chris Hagen for Reyes Medrano,  
Tolleson  
\* Steve McKay, Wickenburg  
Lloyce Robinson, Youngtown  
Dale Buskirk for Victor Mendez, ADOT  
David Srnith, Maricopa County  
David Boggs, Valley Metro/RPTA

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

The MAG Continuum of Care Regional Committee on Homelessness voted on July 23, 2007 to recommend approval of the resolution supporting the Central Arizona Shelter Services' low demand overflow shelter for single homeless men.

MEMBERS ATTENDING:

Councilmember Greg Stanton, Phoenix,  
Chair  
Roberto Armijo, Community Information  
& Referral Services  
+ Jeremy Arp for David Barnhouse, Governor's  
Office  
\* Maryann Beerling, New Arizona Family  
\* Judy Bowden, Mesa United Way  
Brad Bridwell, US Vets  
Kathryn Brown, AZ Dept of Corrections  
Kendra Cea, APS  
Trinity Donovan, Valley of the  
Sun United Way  
Councilmember Steve Frate, Glendale,  
\* Theresa James, City of Tempe  
Deanna Jonovich, City of Phoenix  
Don Keuth, Phoenix Community Alliance,  
Co-Vice Chair  
\* Dan Lundberg, Surprise  
Mike McQuaid, HSC

Nick Margiotta, Phoenix Police Department  
\* Carrie Mascaro, Catholic Charities  
\* Terra Masias, Chicanos Por La Causa  
Meggan Medina, AZ Dept of Housing  
\* Guy Mikkelsen, Foundation for Senior Living  
\* Carolyn Mitchell, Wells Fargo  
\* Darlene Newsom, United Methodist  
Outreach Ministries  
Laura Skotnicki, Save the Family  
Annette Stein, Maricopa County HS  
Jacki Taylor, ACEH  
\* Margaret Trujillo, MG Trujillo Associates  
\* Councilmember Mike Whalen, Mesa  
\* Supervisor Mary Rose Wilcox, Maricopa Co.  
\* Ted Williams, AZ Behavioral Health  
Corporation  
Diana Yazzie Devine, Native American  
Connections

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

The MAG Management Committee discussed regional support for the low demand overflow shelter for information and discussion on June 13, 2007.

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair  
Jan Dolan, Scottsdale, Vice Chair  
# George Hoffman, Apache Junction  
Charlie McClendon, Avondale  
Dave Wilcox, Buckeye  
Jon Pearson, Carefree

Usama Abujbarah, Cave Creek  
Mark Pentz, Chandler  
Pat Dennis for B.J. Cornwall, El Mirage  
Alfonso Rodriguez for Orlando Moreno,  
Fort McDowell Yavapai Nation  
Tim Pickering, Fountain Hills

\* Lynn Farmer, Gila Bend  
Joseph Manuel, Gila River Indian  
Community  
George Pettit, Gilbert  
Mario Saldamando for Stephen  
Cleveland, Goodyear  
Mark Johnson, Guadalupe  
Darryl Crossman, Litchfield Park  
Christopher Brady, Mesa  
Tom Martinsen, Paradise Valley  
John Wenderski for Terry Ellis, Peoria  
Frank Fairbanks, Phoenix  
Mark Young for John Kross,

Queen Creek  
\* Bryan Meyers, Salt River Pima-Maricopa  
Indian Community  
Jim Rumpeltes, Surprise  
Amber Wakeman for Will Manley,  
Tempe  
\* Reyes Medrano, Tolleson  
\* Steve McKay, Wickenburg  
\* Lloyce Robinson, Youngtown  
Bill Hayden for Victor Mendez, ADOT  
Kenny Harris for David Smith,  
Maricopa County  
David Boggs, Valley Metro/RPTA

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

**CONTACT PERSON:**

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

**CENTRAL ARIZONA SHELTER SERVICES, INC. (CASS)**  
**MEN'S OVERFLOW/LOW DEMAND SHELTER CRISIS**  
**JULY 2007**

Issue

CASS currently has a commitment of \$500,000 towards the projected \$1.1 million budget necessary to operate the Men's Overflow/Low Demand Shelter (MOS) through June 30, 2008. If additional funding is not secured immediately, the CASS Board of Directors has authorized the closure of the MOS in November when existing funding is exhausted. This will result in approximately 325 homeless single adult men losing access to shelter and returning to valley streets.

Background

CASS began providing MOS in 2005 in response to a heat emergency which resulted in the county wide deaths of over 30 unsheltered homeless individuals. Since July of 2006, CASS has operated the MOS at 1214 W. Madison. From January through July 2007, CASS has served 3,450 unduplicated homeless men in the MOS.

For FY 07/08, CASS' only commitment to the year round MOS operation is from Maricopa County in the amount of \$500,000. In the prior year, the Arizona Department of Housing (ADOH) had provided a one-time grant of \$500,000 for the MOS. While it can no longer maintain that commitment, it has indicated for FY 07/08 a desire to match any new contributions from valley cities and towns. Without additional funding commitments, CASS will cease MOS operations in November of 2007.

Program Description

MOS provides overnight (7 p.m. to 7 a.m.) access to safe and secure shelter. Shelter accommodations are minimal (floor mats, restrooms, and water). Security is provided by shelter staff supported by two off-duty City of Phoenix Police officers. The MOS serves:

- Men turned away from existing shelter programs due to occupancy limitations
- Individuals with extreme service needs including the disabled, the elderly, and those with physical or behavioral health issues.
- Unsheltered "chronic homeless" engaged by street outreach or other mainstream providers.
- Working individuals without access to shelter or affordable housing options.

While supportive services are not mandatory, a case manager and outreach services have been added to assist clients in accessing services from the Human Services Campus (HSC) or CASS' case managed emergency shelter programs. The MOS Program currently serves an average of 325 single adult men each night.

Community Benefits

Health and Human Services Benefits – MOS ensures almost every homeless single adult male seeking shelter has a safe shelter option reducing risk of illness or death due to exposure and violence. The MOS works with outreach and community referral programs to provide a first point of contact in engaging chronically homeless individuals into shelter, HSC supportive services, and housing programs to begin the process of permanently ending their homelessness.

Regional Services – Since January, 64% of clients report Phoenix as their last city of residence, with the balance having come from other communities in Maricopa County or Arizona. The program has also provided shelter for individuals engaged or delivered by regional "mainstream" service providers including local police departments, the behavioral health system, social service outreach efforts, the health care system and the criminal justice system.

Cost Effectiveness – The cost of a night of lodging in the MOS is approximately \$9.25. This is a fraction of the cost of incarceration, emergency services intervention, hospitalization, or other costs incurred by unsheltered homeless individuals in the community.

Recommendation

CASS respectfully asks each City or Town to:

Contribute to CASS for the operation of the MOS through June 30, 2008. This must be new funding and cannot impact current funding committed for CASS' existing emergency shelter operations.

For additional information or to contribute, please contact:

Mark Holleran  
Chief Executive Officer  
Central Arizona Shelter Services, Inc.  
230 S. 12<sup>th</sup> Avenue  
Phoenix, AZ 85007  
(602) 256-6963  
[mholleran@cass-az.org](mailto:mholleran@cass-az.org)

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

August 14, 2007

**SUBJECT:**

Statewide Transportation Acceleration Needs (STAN) II Account

**SUMMARY:**

As part of the FY 2008 state budget, the legislature transferred \$62 million from the State Highway Fund to the State Transportation Acceleration Needs (STAN) account. The legislature also established in HB 2793, a subaccount for the reimbursement of interest expenses incurred by or on behalf of a local jurisdiction for the acceleration of transportation projects. For this subaccount \$10 million was allocated from the \$62 million STAN appropriation. State law requires that the regional planning agency establish a process for the review and approval of reimbursement of interest costs from the STAN account. State law also requires that for a project to be eligible for reimbursement of the interest cost, an agreement needs to be in place with at least one other city or county, the Arizona Department of Transportation (ADOT) and the regional planning agency.

On March 20, 2000, the Regional Council adopted a Highway Acceleration Policy. Several MAG member agencies have since accelerated projects using the policy. Under the policy, approximately half of the interest expense incurred for accelerating a project was incurred by the member agency requesting the acceleration, with the other half incurred by the Regional Freeway Program. In 2006, when the original STAN legislation was passed, it was determined that interest reimbursement was not eligible for reimbursement. The provisions of HB 2793 now clarify that interest reimbursement is eligible for reimbursement.

To date, MAG has been notified by the cities who sponsored the I-10 widening project, approved by the Regional Council on April 26, 2006, that they are interested in receiving reimbursement of their interest costs. The Arizona Department of Transportation has scheduled this project to go out to bid, with construction commencing in early fall of this year (2007). To receive the interest reimbursement requires MAG to be part of the agreement with the agencies requesting reimbursement.

At the July Regional Council meeting, staff was requested to inform the MAG member agencies of the interest reimbursement item and provide the member agencies an opportunity for their projects to be considered for reimbursement funding if their project qualifies for the reimbursement of interest. On July 26, 2007, a memorandum was sent to the MAG member agencies to determine if other agencies have projects that are eligible for the interest reimbursement and desire to have their project considered. In addition to the I-10 widening project, the City of Mesa submitted a proposal to accelerate the design and construction of Williams Gateway Freeway (SR 802) by approximately five years.

On August 8, 2007, the Management Committee recommended authorizing the MAG Executive Director to enter into an agreement with ADOT and the cities of Avondale, Goodyear, and Litchfield Park for reimbursement of interest costs of the acceleration of the I-10 widening project.

On August 13, 2007, the Executive Committee discussed providing reimbursement for the I-10 west project and options that may be considered for the project. The Committee requested that comments

and discussion from the Executive Committee be provided to the Transportation Policy Committee and Regional Council. An excerpt from the Preliminary Draft minutes of the August 13, 2007 Executive Committee is attached.

**PUBLIC INPUT:**

None received on the issue of interest reimbursement for the I-10 west acceleration project.

**PROS & CONS:**

PROS: The reimbursement of the local interest cost for the acceleration of transportation projects was approved by the Arizona State Legislature and the Governor as part of the 2007 session.

CONS: The reimbursement of the local share of interest expense for the acceleration of transportation projects is not in accord with the adopted MAG Highway Acceleration Policy.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None.

POLICY: The reimbursement of the local share of interest expense from the STAN account for the acceleration of transportation projects is not addressed in the adopted MAG Highway Acceleration Policy. Three cities in the MAG region have accelerated eight highway projects and have been responsible for a share of the interest expense. HB 2793, passed by the legislature and signed by the Governor this year, provides for STAN funds to be used to reimburse local jurisdictions for the interest expenses related to the acceleration of transportation projects.

**ACTION NEEDED:**

Information, discussion and possible approval of a project(s) for reimbursement of interest expense up to \$10 million, to recommend that the State Transportation Board approve up to \$10 million of STAN funding be allocated for this purpose, and to authorize the MAG Executive Director to enter into an agreement with ADOT and the participating cities for the project to be eligible for reimbursement.

**PRIOR COMMITTEE ACTIONS:**

This item is on the August 20, 2007 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Management Committee: On August 8, 2007, the Management Committee recommended authorizing the MAG Executive Director to enter into an agreement with ADOT and the cities of Avondale, Goodyear, and Litchfield Park for reimbursement of interest costs for the I-10 acceleration project. The motion passed by a vote of 19 yes, 6 no (*italics*), and one abstention (**shaded**).

MEMBERS ATTENDING

- |  |  |
|--|--|
| Jan Dolan, Scottsdale, Chair                                       | Derek White for Joseph Manuel, Gila River Indian Community |
| Charlie McClendon, Avondale, Vice Chair                            | <i>George Pettit, Gilbert</i>                              |
| # George Hoffman, Apache Junction                                  | <i>Brent Stoddard for Ed Beasley, Glendale</i>             |
| Dave Wilcox, Buckeye   | Jim Nichols for Brian Dalke, Goodyear                      |
| * Jon Pearson, Carefree  | Mark Johnson, Guadalupe                                    |
| * Usama Abujbarah, Cave Creek                                      | Darryl Crossman, Litchfield Park                           |
| <i>Mark Pentz, Chandler</i>  | <i>Christopher Brady, Mesa</i>                             |
| Pat Dennis for B.J. Cornwall, El Mirage                            | Tom Martinsen, Paradise Valley                             |
| Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation | Carl Swenson for Terry Ellis, Peoria                       |
| Tim Pickering, Fountain Hills                                      | Frank Fairbanks, Phoenix                                   |
| * Lynn Farmer, Gila Bend   | <i>John Kross, Queen Creek</i>                             |

\* Bryan Meyers, Salt River Pima-Maricopa  
Indian Community  
Jim Rumpeltes, Surprise  
*Jeff Kulaga for Will Manley, Tempe*  
Chris Hagen for Reyes Medrano, Tolleson

\* Steve McKay, Wickenburg  
Lloyce Robinson, Youngtown  
Dale Buskirk for Victor Mendez, ADOT  
David Smith, Maricopa County  
David Boggs, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

**CONTACT PERSON:**

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

PRELIMINARY DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE

August 13, 2007

MAG Offices, Cholla Room  
302 N. 1<sup>st</sup> Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair  
Mayor Mary Manross, Scottsdale, Vice Chair  
Councilmember Peggy Neely, Treasurer  
Mayor Steven M. Berman, Gilbert

Mayor Keno Hawker, Mesa  
Mayor Thomas L. Schoaf, Litchfield Park  
Mayor Marie Lopez Rogers, Avondale

\* Not present

4. Statewide Transportation Acceleration Needs (STAN) II Account

Eric Anderson, MAG Transportation Director, reported that the legislature transferred \$62 million from the State Highway Fund to the State Transportation Acceleration Needs (STAN) account. Mr. Anderson noted that this is not new money, but funds that were programmed in the ADOT five year plan. The legislature also established in HB 2793, a subaccount for the reimbursement of interest expenses incurred by or on behalf of a local jurisdiction for the acceleration of transportation projects. Mr. Anderson stated that for this subaccount \$10 million was allocated from the \$62 million STAN appropriation. Mr. Anderson noted that HB 2793 also established a \$10 million roads of regional significance congestion mitigation subaccount for transportation projects in high growth areas.

Mr. Anderson advised that state law requires that the regional planning agency establish a process for the review and approval of reimbursement of interest costs from the STAN account. As part of the process MAG would recommend to the State Transportation Board projects to utilize the STAN funds. MAG would also need to provide a report to the House and Senate by December 15, 2007.

Mr. Anderson explained that the \$10 million for the roads of regional significance congestion mitigation subaccount is deducted from the \$62 million STAN fund, leaving \$52 million. He noted that MAG's allocation of the STAN fund is 60 percent of the \$52 million, which is approximately \$31.2 million.

Mr. Anderson then addressed the interest reimbursement subaccount. He said that \$10 million was appropriated statewide. The law says that interest costs incurred for the

DRAFT

acceleration of transportation projects, which must be on a state highway system, may be reimbursed. Mr. Anderson stated that interest costs must result from bonds, loans, or advances; the agreement to accelerate must include at least two local jurisdictions, ADOT, and regional planning agency; the agreement must be entered into after January 1, 2007; and the project must be in region's Regional Transportation Plan. Mr. Anderson stated that a process must be established and a recommendation made to the State Transportation Board. He noted that funds received from the subaccount would count toward a region's share of STAN; in MAG's case, \$31.2 million.

Mr. Anderson stated that the acceleration of the widening of I-10 from Loop 101 to just east of Sarival Road was approved by the Regional Council in 2006. He then reviewed the interest costs, of which approximately \$14.5 million is the program share and approximately \$9.7 million is the local share to be borne by Avondale, Goodyear, and Litchfield Park.

Mr. Anderson reviewed options and stated that MAG could approve full interest reimbursement, no interest reimbursement per MAG policy, or partial reimbursement. Mr. Anderson reviewed one scenario of sixty/forty partial reimbursement, which represent the program's and local's share of the interest respectively. He said that the program would pay \$8.5 million and the local jurisdictions would pay \$5.7 million. Mr. Anderson stated that under another scenario, MAG's sixty percent of the STAN fund could be applied to the \$10 million available, meaning \$6 million would be available to reimburse the local communities. This would leave a balance in the subaccount for other regions in the state to use.

Mr. Anderson reported on questions that have been raised. He said that some have asked why the rush? Mr. Anderson said that ADOT has designed the project and is waiting for resolution before advertising the project. He noted that there are major safety issues and congestion on I-10. With only two lanes and significant truck travel, the segment in the Goodyear vicinity experienced about 30 crashes and 15 injuries per month in 2005, which is likely higher today.

Mr. Anderson stated that one question raised asked the legislative intent. He reported that the intent was to allow interest costs related to accelerating a project to be paid from STAN funds.

Mr. Anderson stated that another question raised asked if reimbursement of interest conformed to the MAG Highway Acceleration Policy. Mr. Anderson noted that MAG's acceleration policy was adopted in 2000 before STAN was established and interest reimbursement subaccount was established. He said that the MAG policy provides that the local jurisdictions pay for a portion of the interest expense.

Mr. Anderson stated that another question asked the impact on the program. He noted that this has no impact on the program.

Mr. Anderson stated that another question asked what projects could be accelerated with the STAN funds. He explained that \$22.9 million of the \$31.2 million is already programmed by ADOT for FY 2008 and the GAN funding already used for the I-10 acceleration leaves limited capacity to advance any significant project.

Mr. Anderson reported that the next steps include a recommendation for interest reimbursement for the I-10 project, a recommendation on the use of the balance of the STAN allocation, and a report to the Legislature on STAN activities by December 15, 2007.

Mayor Schoaf stated that if the reimbursement is provided for this project, it has already had due process. He said that even if the \$9.6 million is the correct number, there is no guarantee that ADOT will pay back the bonds on schedule which will result in more interest expense to the cities. Mayor Schoaf stated that this is not a situation where the cities are getting off scott free. When the original efforts were made at the legislature the intent of many legislators was that some of those STAN monies from last year were to go to I-10. He stated that I-10 is not an issue for Litchfield Park alone, it is an issue of safety for the entire region because it is a very dangerous road and a chokepoint. He noted that they were told that if there was a chance of fixing this it would have to be through the Legislature. Mayor Schoaf indicated that they were also told that it would be difficult for any state money to be allocated if local dollars were already committed. He stated that the legislation was crafted to make it clear that this funding for I-10 was the intent of the legislature and that they are not supplanting anything because it is a new obligation. Mayor Schoaf stated that the cities are obligated to pay for the design, but are not obligated to fund the construction costs since they have not signed the agreement. Mayor Schoaf stated that the language of the legislation was done specifically to answer issues that were raised by MAG and ADOT.

Mayor Lopez Rogers stated that the cities received the direction from TPC and Regional Council that if they wanted to fix this problem they would need to fix it themselves. She stated that last year she worked through the regional cooperative effort to make sure the funds were going to be used for projects that are regional in nature, and she would like the same regional cooperation. Mayor Lopez Rogers stated that this is a federal highway that is unsafe and the federal government has not stepped up to fix it. She added that the Legislature stepped up to help address this. Mayor Lopez Rogers remarked if MAG says "no, thank you," to the money given by the Legislature, it would be an insult to them.

Mayor Berman stated he had no comment at the moment he would like to listen to the comments others have then state his opinion.

Councilmember Neely stated she would also wait to comment until everyone else has had a turn to comment.

Mayor Manross agreed to speak more after other comments were made but stated that she would like everyone to come to a compromise that would maintain the integrity of the process while still addressing the issue.

Mayor Hawker stated that it is unsettling because there is no policy to address this. He noted that under STAN I, the policy was to accelerate projects in the order that had been agreed upon by the committees. Mayor Hawker stated that the STAN II money was earmarked through the Legislature with money already programmed for the region.

Mayor Hawker said that if it had been new money, he might have a different take on the issue, but even new money opens up a legislative firestorm, with every community going to the legislature to fund projects. Mayor Hawker expressed concern that if communities commit to using their own money, then decide to go to the legislature for reimbursement, that this policy will be of great harm to the MAG region. Mayor Hawker stated that Mesa will want to go to the legislature next year for the \$18 million interest they paid for their acceleration. He stated that he was surprised that design and construction are now considered separately.

Mayor Hawker stated that he recalled the West Valley coming together to fix the I-10 issue, but now regional money would be used to accelerate the project. Mayor Hawker said his biggest problem is that there is not a policy for subtractions from regional monies to accelerate specific projects. Mayor Hawker expressed that the I-10 project needs to be addressed and he agrees that it is the highest priority project at the moment. He stated that a policy should be crafted to ensure that local communities financially contribute to projects they want accelerated, and that projects should not be pulled out of order by the Legislature that imposes mandates on the region. Mayor Hawker said he would likely support a compromise proposal in which the cities would be responsible for a lower portion of costs than the \$10 million, maybe within the \$3.6 to \$5.9 million range. He said cities should not walk away from their commitment to help fund the acceleration or it could result in consequences that can haunt the region for many years. Mayor Hawker stated that he hopes a compromise can be reached that honors the legislative intent and also the process. He noted that the TPC and business representatives should give their input on these issues.

Chair Cavanaugh asked about next steps. Dennis Smith said the TPC meeting was pending and the Regional Council would meet on August 22nd. Mr. Smith said the project is ready to be put to bid by ADOT. Mr. Smith said there is a serious safety issue on this section of I-10 with 30 accidents a month, and that the policymakers may want to arrive at a decision this month.

Chair Cavanaugh asked what would happen to the remaining funds if a compromise for a different amount was reached. Mr. Anderson responded that the remaining money would stay in the STAN account.

Chair Cavanaugh stated that the major issue for him was to build the roadway as soon as possible because it means people's lives. Chair Cavanaugh said that Goodyear would not have a problem with the \$5.6 million compromise, he just wants the road built. He said he looks forward to the discussion at TPC and Regional Council.

Mayor Hawker asked if the item was on the Executive Committee for action. Mr. Smith answered that it was put on for information and discussion.

Mayor Lopez Rogers stated that she is also very concerned about the safety issue and that she has a responsibility to Avondale residents to make sure they do not pay twice for a federal highway. She said she is willing to discuss a compromise but that she wants to look at every avenue to make sure her residents do not pay for a freeway they should not be paying for.

Chair Cavanaugh said that whatever is decided at MAG does not preclude the region from seeking federal money that is "above the line." He said that is still an option. Chair Cavanaugh expressed that his concern is that the job is ready to go.

Councilmember Neely stated that she agrees that I-10 is very important to the region. She said that at the last Regional Council meeting she made comments that she is very concerned about policies and procedures. She said that it does not need to be called earmarking but she is concerned that procedures established at MAG are not being followed. She expressed her agreement that the current project is important but tomorrow it could be a project that is much less significant but the precedent will have been set. She said she believes that Mayor Hawker is right, and that you will see the floodgates open at the Legislature next year with everyone wanting their prepaid interest back. Councilmember Neely asked that a way be found to follow policy. She stated that she understands there is urgency to the project, but that may be the worst way to go about making a decision. She said the City of Phoenix has discussed this and they are concerned about the policy and she wants to see a compromise found that is equitable to everyone. Councilmember Neely said she wants to make sure we are not opening the door so everyone is at the Legislature saying that the bill was meant for them. She said her understanding of the bill was that the Legislature dictated that MAG should come up with a process. She has not seen that process developed, yet the agenda item keeps moving forward, and that is her concern. Councilmember Neely stated that a new process has not been developed, nor is the old process being followed.

Mr. Smith stated that Councilmember Neely was correct in that no new policy exists that specifically addresses how this funding is put into the MAG process. A process was adopted in March 2000 that established a highway acceleration policy. There is the issue of whether

interest costs can be reimbursed and the Legislature has modified that. Mr. Smith said that there are serious issues of safety but also serious issues of policy. MAG has fought for years at the Legislature to ensure that the priorities for the regional freeway system are set by the MAG Regional Council as the ultimate Metropolitan Planning Organization (MPO) board. When Proposition 400 was being drafted, there was discussion as to whether the Legislature could set priorities. And there was a legislative counsel opinion that stated that MAG was the federally designated MPO and that is where the decisions rest. And that is why this came back to MAG because of the federal law.

Mr. Smith said that the issue now is that everyone knows that the Legislative intent in STAN I was to help the West Valley, but that didn't work because of a technicality. So one project that was originally going to be in the acceleration, the Buckeye portion, had fallen out of the MAG Plan but due to a technicality in STAN I was funded for free. That left the remaining cities questioning why they did not wait, because now they are on the hook for some money. Mr. Smith noted that the March 2000 acceleration policy deals with the regional freeway system only, which does not include the Interstates. The previous half-cent money was going on new corridors, and with the start of Proposition 400 the systems were mixed together. Mr. Smith stated that people are asking why an Interstate system is being accelerated using local money; this is unheard of in any other part of the country. He commented that if this is being looked at as one big system because it is a gateway route used by transcontinental traffic, maybe this route doesn't have to pay as much because the benefit is truly regionwide. Mr. Smith stated that the only reason for the rush is that the accident information is compelling and might be a reason to not take several months to develop a policy.

Councilmember Neely said this is not new money and a compromise is needed. She commented that if the MAG policy is a sixty/forty split between the region and cities, that needs to be looked at. She added that there should be a chance to reapply with the additional \$6 million or whatever is left. Councilmember Neely requested the West Valley cities to consider a compromise. She stated that all cities deal with financial issues but they have to think regionally. Councilmember Neely stated that there are a lot of cities and if the floodwaters are opened up, not only will the Legislature be affected but also will the MAG body. She stated she believes the process has worked so well in the past is because policy has been followed. Councilmember Neely stated that leadership is needed.

Mayor Berman questioned whether it could be stipulated that this would be an isolated one-time decision. He commented that there are a lot of policy concerns. Mayor Berman stated that Gilbert and other cities have paid their own way, but he understands the concerns of the West Valley. Mayor Berman stated that when he became Mayor of a small city, he realized there are many things a small city cannot afford. Now, three of the smaller cities in the region are on the hook for something that dramatically affects the whole region. Mayor Berman stated that part of being a region is that sometimes the bigger guys have to help out the smaller guys. He indicated that he did not have a problem making this happen one time,

but he wouldn't want to set a precedent. Mayor Berman remarked that he has a problem with cities having to go to the Legislature to solve problems because they cannot be worked out regionally, and because this was not new money, other areas are being harmed. He sees that this is a compelling project, but there are drawbacks. He noted that he sympathizes with the three Mayors who state this is going to cause a problem for them.

Mr. Smith stated that the Chair of the MAG Management Committee has asked that the topic of earmarking be on the next agenda for a policy discussion. He advised that MAG needs to carefully watch who is making policy decisions on the regional freeway system, or there will be a free-for-all. He stated the federal law is clear that MAG should set the priorities. Mr. Smith commented that it gets difficult is MAG is given money and is told "this is what we would like to happen with it," which could put MAG in the position of having to turn it down. Mr. Smith recalled that there was a lot of pressure in STAN I to earmark the money for I-17, but the Legislature decided not to do that and would let MAG make the decision.

Mayor Berman stated that just because the money is offered, if there are conditions MAG does not like it does have to accept the money.

Mayor Hawker asked about the process and why the managers vote on one issue and the Executive Committee doesn't. He questioned whether this issue has been through the regular process. Mr. Smith said that normally agenda items go to Management Committee first, then to the TPC and Regional Council. Normally MAG would not have August meetings, but they were needed this year because this project is ready to go to bid, but ADOT cannot issue its request for proposals until the decisions are made at MAG. Mr. Smith commented that if this section of I-10 was not a high accident section, there would be a lot more time to think about it. Mr. Smith noted that there is still time if the Regional Council wants to wait and take that risk.

Mayor Hawker said that if there had been a discussion at the last Regional Council meeting, confusion might have been avoided, but noted that he understood the explanation. Mr. Smith stated that the Executive Committee does have the authority to take actions between meetings, usually involving fiscal matters.

Mayor Manross stated that MAG has to think of the long term impacts. Her impression last year was that something was missing in the legislation, but she did not think it would end up back at MAG. She said that equally as important as building the roads is the integrity of the MAG process. Mayor Manross recalled that the Legislature was impressed that MAG was able to work regionally under STAN I. She commented that whatever is decided at the end of the day MAG needs to be able to say that it worked regionally. Mayor Manross remarked that if that is not the message received by the Legislature, MAG will have taken a step backward. She stated that she hoped that the Regional Council will come up with a reasonable compromise. Mayor Manross added that she would dislike seeing regional

decisions made at the Legislature. She commented on ensuring that MAG policies cannot be questioned in the future, so that MAG can control its own destiny. Mayor Manross expressed her hope that it can be addressed through compromise.

Mayor Lopez Rogers said that during the original STAN legislation, they thought that interest was a direct cost but they were told it was not. She commented on the need to remember the intent of the legislation was to address the interest issue. Mayor Lopez Rogers stated that there is no question that the West Valley residents will be paying if the project moves forward. She stated that Avondale has not yet signed the agreement and if the intent is not to move forward then the council will have to reexamine what that means to residents. Mayor Lopez Rogers said that last year they were asking for \$130 million, but since only \$190 million was being designated under STAN I it was clear there wasn't enough STAN funding. She stated that now she just wants to move forward and get this done.

Mayor Schoaf noted that he agrees it is important to have a clear process. He said there is a tenet in the legal profession that you should not make law based on a bad case. He said this a difficult situation because the MAG process was not followed when this was originally put in the TIP. He said the actions taken by the West Valley city councils are not legally binding. Mayor Schoaf said MAG has created a problem because the councils are not bound to fund the agreement for construction. He said the cities were trying to find a solution for a serious problem and trying to grapple with the overall policy while also trying to correct errors that were made in the past. Mayor Schoaf stated that if MAG is going to rewrite policy, there needs to be a full discussion and disclosure of any policies that were violated in the past.

Mr. Smith stated that one of the issues that is problematic for MAG on this project is that there is not a signed agreement among the parties and ADOT for construction. Federal law requires that if a project goes in the TIP, there must be a financial commitment. You are not supposed to put a project in the TIP that isn't funded, otherwise air quality calculations could be done on a project that might not happen. Mr. Smith stated that from a MAG perspective, when cities say they want a project in the TIP, the parties are saying they are going to proceed with it, even if the legal agreement isn't signed.

Mayor Schoaf said that the process of how projects are put into the TIP might need reexamination. He added that when the cities only adopted a joint resolution, that agreement is not binding. Mayor Schoaf stated that the policy issues may go deeper than this policy concerning this \$10 million. He stated that if a way to get this project built is not found, there will be an even worse choke point because the state is going to widen the area west of this segment. He commented that 30 accidents is going to seem like a safe month. Mayor Schoaf stated that the cities are only trying to solve a problem while dealing with their own financial realities and dealing with the political situation as well.

Mr. Smith reiterated that the project makes sense due to the safety issue and MAG has worked hard with the cities to make the acceleration happen. He hasn't heard anyone who has disagreed with the project, it is the issue of process that always comes up.

Chair Cavanaugh said that there are differences with how his city sees this issue. He stated that in his view the only reason the project was accelerated was because the cities said they would carry the cost. While there may not be a legal obligation but there may be a moral obligation.

Councilmember Neely said she did not disagree with looking at the policies, but she comes back to the direction from the Legislature that MAG would determine a policy for the \$10 million. She commented that it seemed like this would need to be done immediately, and she was concerned with that. Councilmember Neely commented on her preference to take 30 days and send it back through the MAG process.

Chair Cavanaugh stated that the Executive Committee agenda was established a while ago and it was subsequent to that the Management Committee made a decision on the \$10 million moving forward. Chair Cavanaugh said that he could have changed the agenda from discussion to action but he feels the Executive Committee is a facilitating body and it is more important that the recommendation of the Management Committee be forwarded to the TPC and Regional Council. He felt that maintaining the item for discussion only demonstrated respect for the Management Committee's action, and that the final decision would be the Regional Council's.

Mayor Lopez Rogers stated that she understood the need for process but the cities continue to accrue costs and ADOT is waiting to advertise the project. She said the project is shelf-ready and that the concern is safety and that is why it needs to happen now. She stated that this project should have moved forward last year and it should not be delayed another 30 days. This process has been ongoing since the first STAN legislation, and she was opposed to any delay.

Councilmember Neely asked if there could be a clear summary of the debate by the Executive Committee provided to the TPC and Regional Council so that the minutes would be available for everyone to review. Mr. Smith said the minutes could be provided.

August 6, 2007

Eric Anderson  
Transportation Director  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue, Suite 300  
Phoenix, AZ 85003

Dear Mr. Anderson,

Attached is a proposal from the City of Mesa in response to the request MAG issued on July 26 for projects to be considered for reimbursement of interest expense funds.

Given the fact that the Request for Projects was issued less than two weeks prior to the first discussion of the submissions at the August 8 Management Committee, it was simply not possible to complete a thorough proposal. Additional pertinent information, including cost projections and partnering opportunities, will be forthcoming.

Sincerely,

  
Jeff Martin  
Transportation Director

## WILLIAMS GATEWAY FREEWAY (SR 802) ACCELERATION

The City of Mesa is developing a proposal to accelerate design and construction of the Williams Gateway Freeway, SR 802, by approximately five years. The preliminary schedule is presented below. Mesa will work with neighboring cities and towns, Williams Gateway Airport Authority partners and Pinal County to finalize this proposal.

Rapid residential growth in southeastern Maricopa County and northern central Pinal County has placed a significant strain on the existing transportation infrastructure, overloading arterials between new residential developments and the Phoenix-Mesa metro area. Additionally, two recent studies conducted by the Morrison Institute project that the State Trust Land immediately adjacent to the Williams Gateway Freeway will be home to more than 1 million new residents. The development of this parcel, which is larger than Mesa, Tempe and Chandler combined, will further compound the transportation challenges currently faced by the region, diminishing the quality of life for residents in surrounding communities, as well as negatively impacting the Williams Gateway Airport Employment Center, which MAG projects will attract nearly 100,000 jobs at build-out. With the former 5,000-acre GM Proving Ground slated primarily for office and industrial employment, the efficient movement of goods and services to and from the Airport and its surrounding facilities is critical to the employment center's success.

The Williams Gateway Freeway is of statewide and regional significance that will alleviate traffic congestion in two counties caused by significant residential development, as well as provide efficient access to the Airport and Job Center. However, construction of the freeway is not programmed to begin until 2016, with construction of the last segment starting in 2020. To alleviate current residential traffic in multiple jurisdictions, as well as provide adequate access to Williams Gateway, it is vital that construction of this freeway be advanced. A preliminary project advancement schedule is presented below.

### PROJECT SCHEDULE

Project Description	Program	Project Limits	Funds, \$	Advance To
Environmental Study	FY08 – FY09	Santan to Meridian	2 M	N/A
R/W Protection	FY08 – FY12	Santan to Meridian	2 M/yr.	N/A
Design & R/W	FY2014	Santan to Ellsworth	20 M	FY2009
Design & R/W	FY2015	Santan to Ellsworth	20 M	FY2010
Design	FY2015	Ellsworth to Meridian	10 M	FY2010
Construction	FY2016	Santan to Ellsworth	113 M	FY2011
Design & R/W	FY2018	Ellsworth to Meridian	70 M	FY2013
Construction	FY2020	Ellsworth to Meridian	90 M	FY2015

Estimated interest expense \$40-50 M

\* Given the fact that the Request for Projects was issued less than two weeks prior to the first discussion of the submissions at the August 8 Management Committee, it was simply not possible to complete a thorough proposal. Additional pertinent information, including cost projections and partnering opportunities, will be forthcoming.

## Project Background, Purpose and Objectives

The Interstate 10/Hassayampa Valley Roadway Framework Study is the first of several long-range planning studies the Maricopa Association of Governments (MAG) will conduct in developing areas of metropolitan Phoenix. The purpose of these studies is to initiate the transportation planning process in large areas that are expected to experience intense growth and development over the next 30 to 50 years. MAG and its partners are beginning broad-brush planning in advance of growth.

The I-10/Hassayampa study area covers approximately 1,400 square miles bounded by State Route (SR) 303L on the east, the 459th Avenue section line on the west, the approximate SR-74 alignment on the north, and the Gila River on the south. Large topographical features act as barriers to travel, especially the White Tank Mountains in the east central portion of the study area. West of this mountain range, however, a great deal of developable land exists. Over 100 entitlements have been granted for master-planned communities and residential and commercial development.

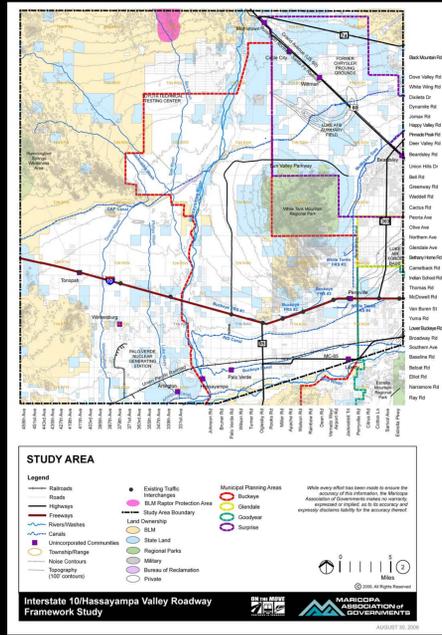
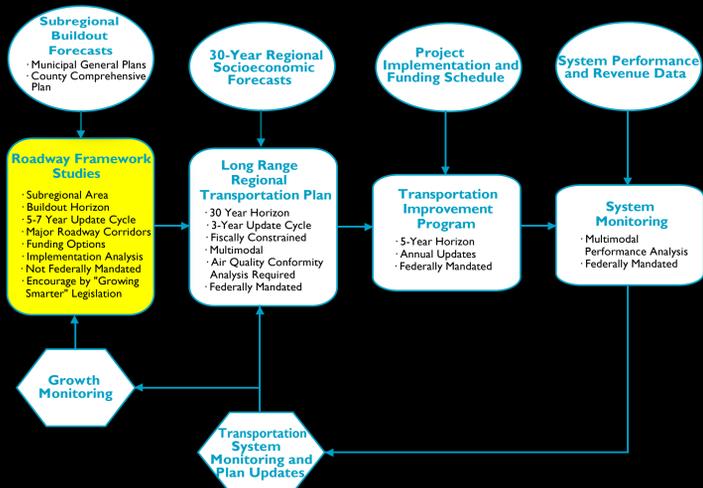
Scenario	Dwelling Units	Population	Employment (jobs)
2005	55,000	138,000	48,000
2030	395,000	948,000	379,000
Buildout Assumptions	906,000	2,862,000	836,000

Much of the impetus for this one-year study arose from the need to preserve Interstate 10—currently the only freeway serving the area—as the primary corridor for moving people and goods across the United States, as well as between metropolitan Phoenix and the ports in Los Angeles and Long Beach. At “Buildout,” perhaps 50 or more years in the future, Buckeye and Surprise expect to be among the five largest cities in Arizona. The previous table indicates the magnitude of projected population and employment growth scenarios from 2005 to 2030 and to Buildout.

### Objectives Met:

- Laid out a conceptual network of north-south and east-west roadways that will provide access throughout the study area and preserve I-10 as an interstate travel and freight corridor;
- Identified potential traffic interchange locations on I-10 and proposed high-capacity roadways;
- Developed priorities for the next steps leading to ultimate construction of the proposed roadway network, regional connections and future I-10 interchanges;
- Studied opportunities for alternative transportation modes;
- Evaluated funding options, and assessed the capacity of existing and potential sources of funding;
- Recommended appropriate access management strategies for each functional class of roadway; and
- Specified future corridors in which right-of-way should be preserved now.

## Relationship to Regional Planning



## Interstate 10/ Hassayampa Valley Roadway Framework Study

June 2007

**DRAFT**



MARICOPA ASSOCIATION OF GOVERNMENTS **bqaz**

## Coordination and Outreach

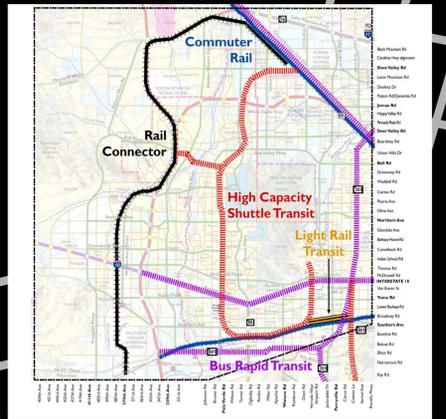


The MAG I-10/Hassayampa Valley Roadway Framework Study included an agency coordination and community outreach program throughout the project. More than 120 meetings were conducted with public agency staff, elected officials, and a wide range of private “stakeholders” with an interest in the area, such as landowners and developers. All of these public and private stakeholders were invited to participate in four “Development Forums.” Over 100 people attended each event, including several elected officials. A Community Open House followed the third forum.

The MAG team supplemented these meetings and events with two newsletters and a special web page linked to the main MAG website. The website was continually updated to provide the most current information during the entire study.

## Alternative Modes

While focusing in this study on the future roadway network, MAG and its partners recognize the importance of alternative modes in helping to meet the future travel and freight transportation needs of the Hassayampa Valley. The study recommends investigation of a new north-south freight railroad line across the study area, which would link proposed intermodal facilities of the Union Pacific and BNSF railroads. In addition, MAG is developing a strategic implementation plan for commuter (passenger) rail throughout Maricopa County. There will also be opportunities for future high-capacity transit corridors (bus rapid transit or light rail) linking communities within the study area.



## New Parkway Functional Classification

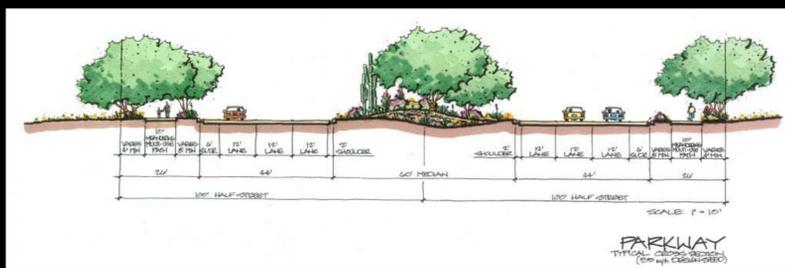
As the study progressed, it became clear that new high-capacity roadways will be needed in the Hassayampa Valley. It was equally clear that building a dense freeway grid may never be possible. Therefore, the conceptual network contains many intermediate-capacity facilities known as parkways. This facility has an excellent record of providing capacity up to double that of a conventional arterial, at a fraction of the cost of a freeway.

### Parkway characteristics include:

- Six- to eight-lane divided roadways
- High degree of access management
- Right-of-way of at least 200 feet
- Minimum 60-foot median to accommodate storage for indirect left turns

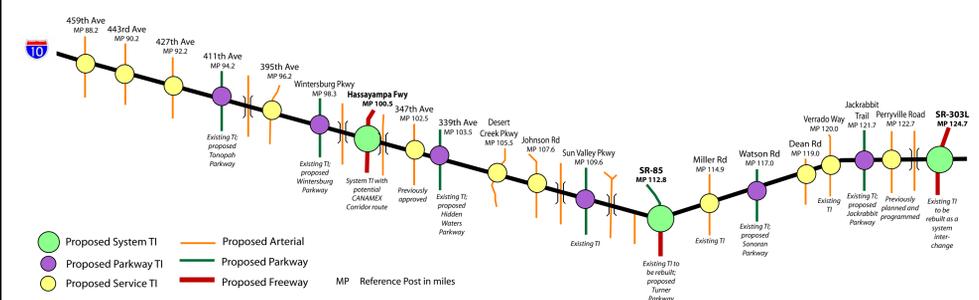
A unique intersection design feature that greatly increases parkway capacity is the “indirect left turn.” Traditional left turns are not permitted at intersections, resulting in a simple two-phase signal cycle that improves traffic operations and safety. At high-volume junctions between two parkways, grade-separated intersection may be provided instead of a conventional at-grade intersection.

Parkways are an essential element of the project roadway network, with approximately 20 proposed alignments. To the extent permitted by topography and local plans, parkways are spaced approximately three to five miles apart—as opposed to a desirable eight- to ten-mile distance between freeways.



## Traffic Interchange Locations

FHWA and ADOT are working to have a minimum spacing of two miles between interchanges on Interstate highways, except where closer spacing already exists or was previously approved. (The minimum spacing from the nearest freeway-to-freeway or “system” interchange is three miles.) On the 36-mile segment of I-10 traversing the study area boundaries, there will be 20 interchanges.



## Project Team:

DMJM HARRIS | AECOM

Wilson & Company, Inc.

Partners for Strategic Action, Inc.

Curtis Lueck & Associates

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## Stakeholder Team

### Funding Partners:

- Maricopa Association of Governments (MAG)
- Town of Buckeye
- City of Goodyear
- City of Surprise
- Arizona Department of Transportation (ADOT)
- Maricopa County Department of Transportation (MCDOT)

### Study Review Team:

- ADOT
- Arizona State Land Department (ASLD)
- City of Glendale
- City of Goodyear
- City of Surprise
- Federal Highway Administration (FHWA)
- Flood Control District of Maricopa County (FCDMC)
- Luke Air Force Base
- MAG
- MCDOT
- Town of Buckeye
- U.S. Bureau of Land Management (BLM)

# Conceptual Transportation Framework Recommendation

**DRAFT**

## Conceptual Transportation Framework Recommendation

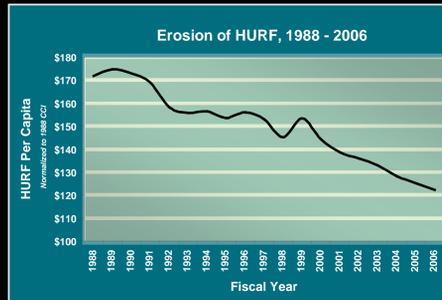
The recommended conceptual transportation framework for the Hassayampa Valley is illustrated to the left. The network includes several new freeways, identifies approximate locations of arterials, and introduces a new type of facility called a parkway. All of the framework routes should be viewed as generalized corridors, not as specific alignments. Specific locations for future roadway facilities will be established in future planning and design studies. The network of primary roads contains approximately 1,600 lane miles of freeways, 2,600 lane miles of parkways and 5,000 lane miles of arterials.

The dashed east-west line through the White Tank Mountains represents that such a connection will be necessary. MAG traffic forecasts show that such a tunnel (or an equivalent) will be necessary to provide adequate east-west capacity at buildout. It is recognized, however, that such a tunnel may not prove to be feasible. Therefore, the implementation and funding analysis in this study considers two scenarios: one with and one without a White Tank Mountain tunnel at \$3 billion.

In addition, the roadway system may include a set of frontage roads or collector-distributor roads on both sides of I-10 between Miller and Johnson Roads in Buckeye. These roads would enhance access to large-scale commercial development planned along this part of I-10.

## Roadway System Funding

Building the conceptual network will cost about \$22 billion in today's dollars for the study area. The roadway projects are not yet in the adopted transportation plan, and no improvements are funded. The study team identified various transportation revenue sources in use today by study area jurisdictions, including the Highway User Revenue Fund or HURF (primarily the state gas tax), and the Regional Area Road Fund (RARF), which comes from the voter-approved half-cent sales tax. The HURF has been declining in real terms for almost twenty years, and the RARF expires in 2025. Accordingly, these major sources cannot be relied on for the proposed Hassayampa Valley framework. We need to identify and commit new funding sources to build the network. Funding will also be needed for continual operation and maintenance once construction is complete.



Potential revenue sources identified in the study include user fees, gas tax increases, toll roads, special taxation districts, another extension of the RARF, and regional development impact fees, among many others. Some new sources require approval by the state legislature and others may require approval by local elected officials or the voters.

There are no easy solutions to this funding predicament, as the sources that generate the most revenue will likely be the most difficult to enact. However, this study begins to set a strategy for funding policy consensus-building. Similar funding problems are evident throughout the state, and so a more regional initiative—perhaps even a coordinated statewide strategy—should be pursued over the coming years. Even though the conceptual network is a long-term vision, we should begin to think now about how to overcome the funding shortfall.

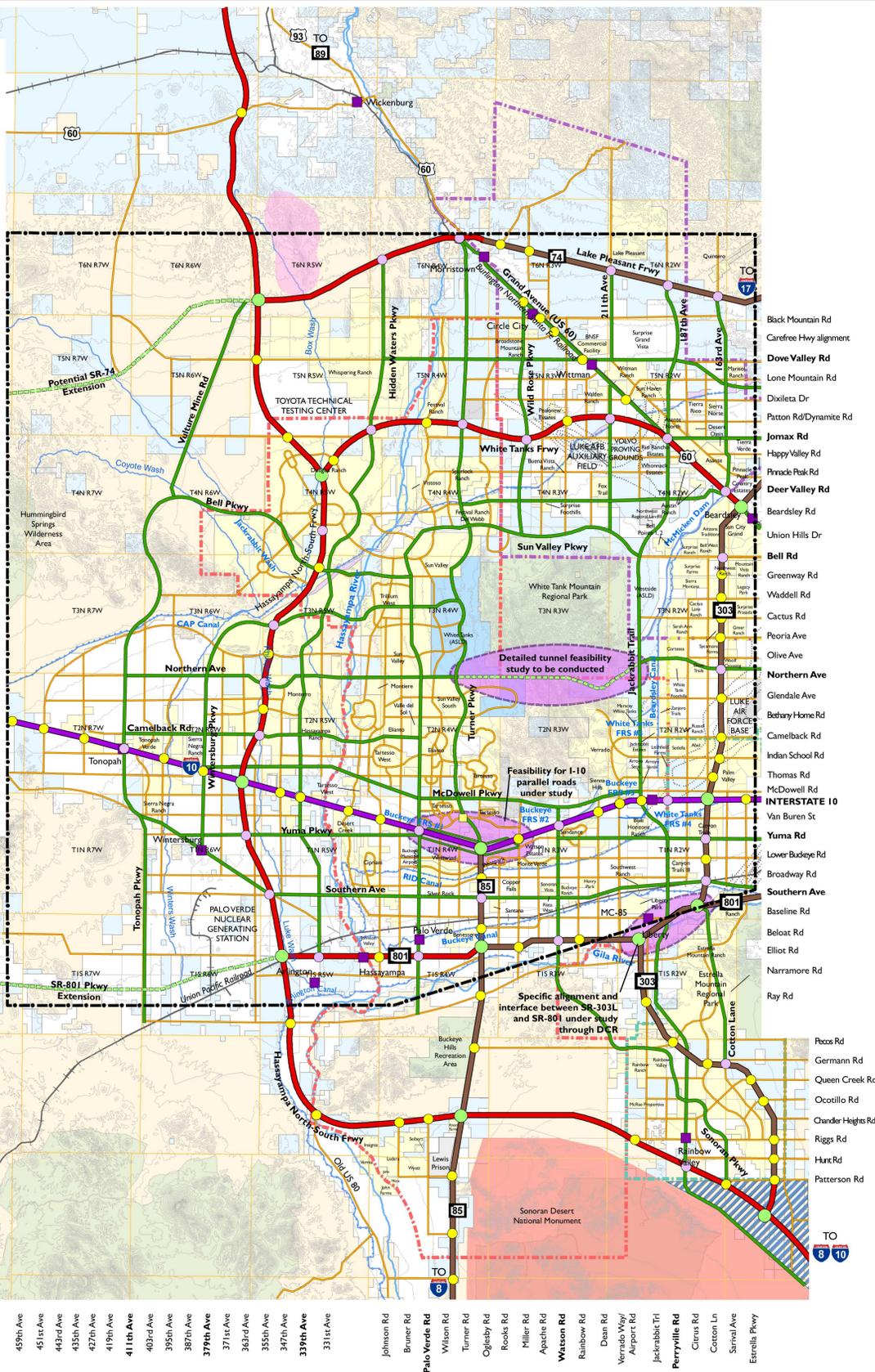
## Implementation and Next Steps

Based on recent discussions between study team members and the four major jurisdictions in the study area, the following table presents one reasonable scenario for phased implementation of the recommended Hassayampa Valley freeway system, including future improvements to I-10. The table includes funded Proposition 400 projects on I-10, SR-74, SR-303L and SR-801, as well as the unfunded freeways. The next steps generally consist of corridor location and preliminary alignment studies, followed by right-of-way preservation in the short term to ensure that land is available when the facilities are needed.

Although not listed in the table for reasons of space, the parkways have been grouped into high, medium and low priorities. High-priority parkways include those singled out in local or regional plans, as well as those where expected near-term development makes right-of-way preservation urgent. The lowest-priority parkways are generally those located west of the proposed Hassayampa Freeway alignment.

Dates	Potential Activities
By 2015	<ul style="list-style-type: none"> <li>Preserve R/W for SR-801, SR-303L to SR-85</li> <li>Widen SR-85 to interim four-lane divided highway</li> <li>Preliminary alignment studies for SR-303L, SR-801 to Hassayampa Fwy</li> <li>Preliminary alignment studies for Hassayampa Fwy, I-10 to White Tank Fwy</li> <li>Preliminary alignment studies for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L</li> <li>Preliminary alignment studies for SR-801, SR-85 to Hassayampa Fwy</li> </ul>
By 2015	<ul style="list-style-type: none"> <li>Preserve R/W along SR-74</li> <li>Construct SR-303L freeway, US-60 to I-10</li> <li>Preserve R/W for SR-303L, SR-801 to Hassayampa Fwy</li> </ul>
By 2015	<ul style="list-style-type: none"> <li>Preliminary alignment studies for Hassayampa Fwy, White Tank Fwy to SR-74 Extension</li> <li>Preliminary alignment studies for Hassayampa Fwy, I-10 to SR-85</li> <li>Preserve R/W for Hassayampa Fwy, I-10 to White Tank Fwy</li> <li>Preserve R/W for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L</li> <li>Construct TI at I-10/Perryville Rd</li> </ul>
By 2030	<ul style="list-style-type: none"> <li>Preliminary alignment studies for SR-74 Extension, US-60 to Hassayampa Fwy</li> <li>Preserve R/W for SR-801, SR-85 to Hassayampa Fwy</li> <li>Construct SR-303L freeway, I-10 to SR-801</li> </ul>
By 2030	<ul style="list-style-type: none"> <li>Preserve R/W for Hassayampa Fwy, White Tank Fwy to SR-74 Extension</li> <li>Preserve R/W for Hassayampa Fwy, I-10 to SR-85</li> </ul>
By 2030	<ul style="list-style-type: none"> <li>Construct SR-303L, SR-801 to Hassayampa Fwy</li> <li>Possibly construct interim Hassayampa Fwy facility, I-10 to White Tank Fwy</li> <li>Possibly construct interim White Tank Fwy facility, Hassayampa Fwy to US-60/SR-303L</li> </ul>
By 2030	<ul style="list-style-type: none"> <li>Initiate new TIs and other I-10 improvements, SR-303L to SR-85</li> <li>Construct two-lane interim facility on SR-801 alignment, SR-303L to SR-85</li> </ul>
By 2030	<ul style="list-style-type: none"> <li>Preserve R/W for SR-74 Extension, US-60 to Hassayampa Fwy</li> <li>Possibly construct interim Hassayampa Fwy facility, White Tank Fwy to SR-74 Extension</li> <li>Complete I-10 improvements, SR-303L to SR-85</li> <li>Improve SR-74 to full freeway</li> <li>Improve SR-85 to full freeway</li> </ul>
Beyond 2030	<ul style="list-style-type: none"> <li>Construct I-10 improvements, SR-85 to Hassayampa Fwy</li> <li>Complete SR-801, SR-303L to SR-85</li> <li>Complete Hassayampa Fwy, I-10 to White Tank Fwy</li> <li>Complete White Tank Fwy, Hassayampa Fwy to US-60/SR-303L</li> </ul>
Beyond 2030	<ul style="list-style-type: none"> <li>Possibly construct interim SR-74 Extension, US-60 to Hassayampa Fwy</li> </ul>
Beyond 2030	<ul style="list-style-type: none"> <li>Complete Hassayampa Fwy, White Tank Fwy to SR-74 Extension</li> <li>Complete Hassayampa Fwy, I-10 to SR-801</li> </ul>
Beyond 2030	<ul style="list-style-type: none"> <li>Complete Hassayampa Fwy, SR-801 to SR-85</li> </ul>
Beyond 2030	<ul style="list-style-type: none"> <li>Construct I-10 improvements, Hassayampa Fwy to 459th Ave</li> <li>Complete SR-74 Extension, US 60 to Hassayampa Fwy</li> <li>Construct SR-801, SR-85 to Hassayampa Fwy</li> </ul>

Listings in *italics* are entirely or partially RTP projects.



## CONCEPTUAL TRANSPORTATION FRAMEWORK

- |  |   |  |  |   |
|--|---|--|--|---|
| <ul style="list-style-type: none"> <li>Study Area Boundary</li> <li>Railroads</li> <li>Roads</li> <li>Rivers/Washes</li> <li>Canals</li> <li>Unincorporated Communities</li> <li>Township/Range</li> <li>Noise Contours</li> </ul> | <ul style="list-style-type: none"> <li>Topography (100' contours)</li> <li>Proposed Arterial Traffic Interchange</li> <li>Proposed Service Traffic Interchanges</li> <li>Proposed Parkway Traffic Interchanges</li> <li>Proposed System Interchanges</li> <li>Planned Developments</li> </ul> | <ul style="list-style-type: none"> <li>BLM Raptor Protection Zone</li> <li>State Land Development Master Plan</li> <li>Sonoran Valley Planning Area</li> <li>Specific locations of further study</li> <li>Land Ownership</li> <li>BLM</li> <li>State Land</li> </ul> | <ul style="list-style-type: none"> <li>Regional Parks</li> <li>Military</li> <li>Bureau of Reclamation</li> <li>Planning Areas</li> <li>Buckeye</li> <li>Glendale</li> <li>Goodyear</li> <li>Surprise</li> </ul> | <ul style="list-style-type: none"> <li>Proposed Roadway Network</li> <li>Existing Freeway Improvements</li> <li>Future RTP Freeways</li> <li>New Freeway Proposals</li> <li>New Parkway Proposals</li> <li>New Parkway Alternatives</li> <li>Future Major Arterial Network</li> </ul> |
|--|---|--|--|---|

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

Arterial river crossings are conceptual to demonstrate the number of crossing needed to support development. Final locations and number will be determined in engineering and water resource studies.

General alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

Locations of proposed roadway facilities south of the study area are subject to refinement in the I-8 and I-10/Hidden Valley Roadway Framework Study to be completed in 2008, and roadways north to be planned in the New River Roadway Framework Study, schedule to be determined.

Locations of proposed freeway interchanges and the use of parallel roads along freeways are preliminary and subject to review and approval of the FHWA and ADOT.



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Interstate 10/Hassayampa Valley Roadway Framework Study



JULY 9, 2007