

September 22, 2009

TO: Members of the MAG Regional Council

FROM: Councilwoman Peggy Neely, Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.
Wednesday, September 30, 2009
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next MAG 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
September 30, 2009**

COMMITTEE ACTION REQUESTED

1. <u>Call to Order</u>	
2. <u>Pledge of Allegiance</u>	
3. <u>Call to the Audience</u> 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.	3. Information.
4. <u>Executive Director's Report</u> The MAG Executive Director will provide a report to the Regional Council on activities of general interest.	4. Information and discussion.
5. <u>Approval of Consent Agenda</u> 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 (*).	5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. <u>Approval of the July 22, 2009, Meeting Minutes</u>	5A. Review and approval of the July 22, 2009, meeting minutes.
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TRANSPORTATION ITEMS

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

The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program. The project change requests related to ADOT projects include new sign and pavement preservation projects, and financial adjustments to American Recovery and Reinvestment Act (ARRA) funded projects. The majority of local projects being amended or modified into the FY 2008-2012 TIP are paving dirt road projects. These projects were previously approved by the Regional Council to be amended into a draft TIP. Project changes are needed for local projects in the FY 2010 ALCP to align with the FY 2008-2012 TIP. Due to the timing of producing the FY 2011-2015 TIP, it is necessary to amend/modify the paving and ALCP projects in the current TIP for projects to begin. The Transportation Review Committee and the Management Committee recommended approval of the requested changes. Included in the Project Change item and noted on page six of the attachment under the table titled: New Requests, are eight projects that will be heard for the first time at the Transportation Policy Committee (TPC) meeting on September 23, 2009. The one freeway project is dependent on the Regional Council action for the prioritization of the ARRA-Highway funds. The transit projects were recommended for modification/amendments to ARRA-Transit funds by the RPTA Board on September 17, 2009. An update will be provided on action taken on this item by the TPC. Please refer to the enclosed material.

5B. Approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and the FY 2010 Arterial Life Cycle Program.

*5C. Central Mesa Light Rail Transit Locally Preferred Alternative

On June 17, 2009, the METRO Board of Directors approved a locally preferred alternative (LPA) resulting from the alternatives analysis on the technology and alignment to extend high capacity transit improvements in the Central Mesa corridor. The LPA included a light rail transit (LRT) extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. In addition, METRO also approved forwarding Phase II recommendations to MAG for future funding consideration, which included a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK Bus Rapid Transit to match LRT. The Mesa City Council approved these recommendations on May 18, 2009. The MAG Transportation Review Committee and the Management Committee recommended approval. This item is on the September 23, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5D. Acceptance of the Interstates 8 and 10-Hidden Valley Transportation Framework Study

As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwestern Maricopa County and western Pinal County. Beginning in May 2007, a consultant team began framework planning efforts for a 3,200 square mile study area bounded by Gila River on the north, SR-87 and Overfield Road on the east in Pinal County, the Tohono O'odham Indian Community and Barry Goldwater Range on the south, and 459th Avenue on the west in Maricopa County. This study is the second framework effort in the MAG region since the

5C. Approval of the Central Mesa locally preferred alternative as Phase I, which includes light rail transit on a Main Street alignment to the east side of Mesa Drive in accordance with the Regional Transportation Plan (RTP) and the consideration of the Phase II recommendations for future funding consideration as an "illustrative project" in the next RTP update.

5D. Accept the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; recommend the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and

conception of the regional freeway network in 1960 and the Hassayampa Study in 2008, to establish a network of transportation facilities to meet the buildout travel demand. The Transportation Review Committee, MAG Management Committee, Transportation Policy Committee, and MAG Regional Council have received a briefing on the project's framework recommendation for the Hidden Valley study area. The Management Committee recommended acceptance. This item is on the September 23, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5E. Arizona Department of Transportation Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2009 to June 30, 2009. If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action. Please refer to the enclosed material.

*5F. Transportation Regional Planning Roles and Responsibilities Update

At the June 13, 2009, MAG Regional Council Executive Committee meeting, staff provided an update on working group discussions regarding transportation regional planning roles and responsibilities. The working group, which includes representatives from MAG, the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (METRO) met on July 16, 2009. On September 21, 2009, the Executive Committee discussed four options that had been developed by the working group and recommended

coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities.

5E. Information and discussion.

5F. Approval of (1) Option 1: Programming Consolidated at MAG; (2) forming a MAG transit committee; (3) addressing potential budget issues regarding the Regional Public Transportation Authority and Valley Metro Rail in the development of the FY 2011 MAG Unified Planning Work Program and Annual Budget; and (4) directing MAG staff to report back to the Executive Committee in 90 days or sooner with a plan on progress regarding the remaining options including a budget analysis of the options.

approval of Option I: Programming Consolidated at MAG; forming a MAG transit committee, addressing potential budget issues regarding the Regional Public Transportation Authority and Valley Metro Rail in the development of the FY 2011 MAG Unified Planning Work Program and Annual Budget, and reporting back to the Executive Committee on progress in 90 days or sooner with a plan on progress regarding the remaining options including a budget analysis of the options. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve several projects, including Arizona Department of Transportation projects and PM-10 Pave Unpaved Road projects for FY 2011 and FY 2012. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5G. Consultation.

GENERAL ITEMS

*5H. 2010 Census New Construction Program

The 2010 Census is only seven months away. To ensure that all new housing units are counted, jurisdictions need to complete the New Construction program Registration Form. The Registration Form was sent to the highest elected official and census liaison at each member agency in August 2009. The form needs to be completed by each jurisdiction, signed by the jurisdiction's highest elected official, and returned to the U.S. Census Bureau by its deadline of October 8, 2009. The 2010 Census New Construction program will help ensure that the U.S. Census Bureau's address

5H. Information.

list is as complete as possible by Census Day, April 1, 2010. The New Construction program is the opportunity for every MAG member agency to submit city style mailing addresses for units constructed after the address canvassing operation was completed. MAG will be offering assistance to all agencies participating in the program. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

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

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The ARRA directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. In February 2009, the MAG Regional Council prioritized Highway projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit funds. On March 25, 2009, the MAG Regional Council established a deadline of November 30, 2009, for the ARRA funds designated to the MAG region for local projects to be obligated. It was noted in the action approved by the Regional Council that funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds. Subsequent to these actions, MAG staff and member agencies worked together to program all ARRA funds for the region. Per federal regulations, projects are required to undergo a set of federal clearances prior to obligation and advertisement. Bids for initial ARRA funded projects have come in 20 percent to 50 percent below original estimates, and it is anticipated that future bids will follow this trend. This will result in unobligated ARRA funding available for additional projects in Highway, Transit, and Local categories. Policy options for allocation of unused ARRA Highway funds are presented in

6. Reprioritize the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate.

the attached memorandum and table. The September status report on all ARRA projects programmed in the MAG region is also enclosed. This item was on the August agenda of the Transportation Review Committee for information and discussion. On September 16, 2009, the MAG Management Committee recommended reprioritizing the ARRA Highway project list based on the ability to obligate. The Committee discussed that the policy issues would be discussed further and considered in October. This item is on the September 23, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

7. Building a Quality Arizona Update

The Arizona Department of Transportation (ADOT) has been conducting the Building a Quality Arizona (BQAZ) process throughout Arizona. ADOT representatives will provide an update on these activities and will highlight the statewide recommendations that are related to Maricopa County. It is anticipated that the current MAG planning efforts, including the Regional Transportation Plan and its updates, the Hassayampa Valley, the Hidden Valley, and Regional Transit framework studies will be incorporated into this planning effort. This item was on the September Management Committee and Transportation Policy Committee agendas for information and discussion.

7. Information and discussion.

AIR QUALITY ITEMS

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

At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example. In some cases approved sweeper projects have taken up to three years to request reimbursement. The delay in requesting reimbursement for street sweepers results in obligated federal funds being carried

8. Information and discussion.

forward in the MAG Unified Planning Work Program and Annual Budget. The Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter. The status of remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement is provided. Periodic updates will be provided on the status of the reimbursement requests. Please refer to the enclosed material.

GENERAL ITEMS

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| <p>9. <u>Legislative Update</u></p> <p>An update will be provided on legislative issues of interest.</p> | <p>9. Information, discussion and possible action.</p> |
| <p>10. <u>Request for Future Agenda Items</u></p> <p>Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting will be requested.</p> | <p>10. Information and discussion.</p> |
| <p>11. <u>Comments from the Council</u></p> <p>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.</p> | <p>11. Information.</p> |
| <p>12. <u>Adjournment</u></p> | |

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

July 22, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair	Mayor Yolanda Solarez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park, Vice Chair	* Supervisor Max W. Wilson, Maricopa Co.
# Councilwoman Robin Barker, Apache Junction	Vice Mayor Kyle Jones for Mayor Scott Smith, Mesa
Mayor Marie Lopez Rogers, Avondale	Vice Mayor Jini Simpson for Mayor Vernon Parker, Paradise Valley
Mayor Jackie Meck, Buckeye	Mayor Bob Barrett, Peoria
Mayor David Schwan, Carefree	Councilman Gail Barney for Mayor Arthur Sanders, Queen Creek
Councilman Dick Esser, Cave Creek	* President Diane Enos, Salt River Pima-Maricopa Indian Community
# Mayor Boyd Dunn, Chandler	# Mayor Jim Lane, Scottsdale
Mayor Fred Waterman, El Mirage	* Mayor Lyn Truitt, Surprise
* President Clinton Pattea, Fort McDowell Yavapai Nation	# Mayor Hugh Hallman, Tempe
Mayor Jay Schlum, Fountain Hills	* Mayor Adolfo Gamez, Tolleson
Mayor Ron Henry, Gila Bend	# Mayor Kelly Blunt, Wickenburg
Lt. Governor Joseph Manuel for Governor William Rhodes, Gila River Indian Community	# Mayor Michael LeVault, Youngtown Felipe Zubia, State Transportation Board
Vice Mayor Linda Abbott for Mayor John Lewis, Gilbert	* Victor Flores, State Transportation Board
# Mayor Elaine Scruggs, Glendale	* Vacant, Citizens Transportation Oversight Committee
Mayor James M. Cavanaugh, Goodyear	

* 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 Peggy Neely at 5:01 p.m.

2. Pledge of Allegiance

Councilman Gail Barney led the Pledge of Allegiance.

Chair Neely noted that Councilwoman Robin Barker, Mayor Bob Barrett, Mayor Kelly Blunt, Mayor Boyd Dunn, Mayor Hugh Hallman, Mayor Jim Lane, Mayor Michael LeVault, and Mayor Elaine Scruggs were participating by teleconference. She introduced proxies for the meeting: Vice Mayor Linda Abbott for Mayor John Lewis, Councilman Gail Barney for Mayor Art Sanders, Vice Mayor Kyle Jones for Mayor Scott Smith, Lt. Governor Joseph Manuel for Governor William Rhodes, and Vice Mayor Jini Simpson for Mayor Vernon Parker.

Chair Neely introduced Mayor Yolanda Solarez from the Town of Guadalupe as a new member of the Regional Council, and presented her with her Regional Council membership certificate.

Chair Neely noted the following materials at each place: revised material for agenda items #5E and #5J, and a revised policies and procedures document for agenda item #9.

Chair Neely requested that members of the public who would like to comment fill out a blue public comment card for Call to the Audience or a yellow public comment card for Consent Agenda items or items on the agenda for action. She said that parking garage validation and transit tickets for those who used transit to attend the meeting were available.

3. Call to the Audience

Chair Neely noted that public comment cards were available to members of the audience who wish to speak 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 are requested to not exceed a three minute time period for their comments. A total of 15 minutes is 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 Neely recognized public comment from Dianne Barker, a resident of Phoenix, who stated that she came to the Regional Council meeting on a bus from Scottsdale. Ms. Barker stated that she chose taking the bus over light rail because was the first to arrive. She reported that the driver was very nice and thanked her for riding the bus. Ms. Barker expressed her appreciation for the transit tickets she received from MAG for taking transit to the meeting, and recounted that when she first came to MAG meetings in the 1980s, attendees were not reimbursed for using modes other than automobiles. She said that MAG evolved to not be discriminatory and rewarded those using transit with a reimbursement. Ms. Barker stated that MAG was here to serve the citizenry and in the past, citizens were not listed at the top. She noted that stakeholders and citizens are listed on MAG committees. She said that she has had conversations with MAG staff about the MAG public involvement plan, which could change with the reauthorization of transportation legislation. Ms. Barker mentioned that a \$10 billion deficit in federal transportation funding is projected for FY 2010, and flexibility is needed in the system. Chair Neely thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, announced that MAG will host the 2009 National Association of Regional Councils Executive Directors Conference on October 4 to October 6, 2009, at the Sheraton Hotel in downtown Phoenix. He noted that attendees will include the Executive Directors of Regional Councils and Metropolitan Planning Organizations throughout the nation. Mr. Smith stated that Chair Neely will welcome the group at the conference opening, and the keynote speaker will be Joel Szabat, Deputy Assistant Secretary for Transportation Policy for the U.S. Department of Transportation. He stated that Mayor Scott Smith of Mesa and Mayor Hickenlooper of Denver, Colorado, have been invited to speak on the emerging role of regional organizations and reauthorization. He advised that a session on climate change and greenhouse gas is included in the conference.

Mr. Smith stated that MAG staff is preparing for the MAG Certification Review and 2010 Performance Audit with the Federal Highway Administration and Federal Transit Administration to review the MAG process. Mr. Smith stated that MAG is working on the roles and responsibilities of MAG, RPTA and Valley Metro Rail in preparation for the review, and a staff recommendation on the roles and responsibilities is expected for the September MAG Regional Council Executive Committee meeting. Mr. Smith stated that MAG is developing a Performance Measurement Monitoring System in preparation for the 2010 Performance Audit, which is a statutory requirement.

Chair Neely thanked Mr. Smith for his report. She asked him for clarification on the presentation anticipated to be given in September on the planning roles of the three agencies. Mr. Smith replied that in the last Intermodal Planning Group meeting to review the MAG Work Program, the federal representatives noted that the programming roles for transit planning needed to be looked at. He stated that staff have been working on this with the partnering agencies and anticipate bringing forth a recommendation in September.

5. Approval of Consent Agenda

Chair Neely noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, #5M, #5N, and #5O were on the Consent Agenda. She noted that no public comment cards had been received. Chair Neely asked members if they had questions or requests to hear an item individually. No requests were noted.

Mayor Cavanaugh moved to approve the Consent Agenda. Councilmember Esser seconded, and the motion passed unanimously.

5A. Approval of the June 24, 2009, Meeting Minutes

The MAG Regional Council, by consent, approved the June 24, 2009, meeting minutes.

5B. Enhancement Peer Review Group Round 17 Recommendations

The MAG Regional Council, by consent, approved forwarding the list of ranked applications from the MAG Enhancement Peer Review Group to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee. The Enhancement Peer Review Group, (EPRG), formerly the 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 Arizona Department of Transportation (ADOT) Transportation Enhancement Review Committee (TERC). In January 2009, after MAG was notified by ADOT that Round 17 Enhancement Fund applications were due on August 14, 2009, MAG member agencies were informed of the availability of the funding and a schedule was distributed for the ranking and evaluation for transportation enhancement projects. Transportation enhancement funds can be used for many types of non-traditional transportation projects, including the design and construction of pedestrian walkways and bicycle paths, landscaping, scenic and historic preservation, billboard removal, archeological research, and other projects that are related to the surface transportation system. This year, seven enhancement fund applications totaling \$2,890,498 for projects on local roads were received, with approximately \$8 million available statewide. One application for a project on ADOT right-of-way was received totaling \$1 million, with approximately \$5 million available statewide. The Enhancement Peer Review Group recommends that the list of ranked applications be forwarded to ADOT for consideration by the TERC. Projects were evaluated and ranked by the EPRG using criteria established by ADOT. The EPRG reviewed applications and recommended changes to strengthen the applications and improve their ability to compete on a statewide basis. Applicants were then requested to revise their applications based upon EPRG input. After the changes were considered, the EPRG ranked the applications. Applicants were also present at the ranking meeting. Extensive opportunities for agency and public input were included in the review and ranking process.

5C. Elderly Mobility Sign Project Update

A project in the FY 2007 MAG Unified Planning Work Program was programmed with \$400,000 in federal funds for a regional project that would promote elderly mobility in the MAG region. The resulting project was jointly recommended by the Elderly Mobility Stakeholders Group, Transportation Safety Committee and the Management Committee. The final approval by the Regional Council resulted in the installation of nearly 3,100 new street name signs across the region. Some of these signs replaced existing signs at intersections, and others were placed on intersection approaches providing the name of the upcoming cross street. The key feature that was introduced by these signs was the use of a new letter font named Clearview Font. This font has been adopted by many agencies, including the Arizona Department of Transportation, due to its vastly improved legibility. Sixteen MAG member agencies participated in this project and their sign costs are reimbursed by MAG with project funds. As a result of this project, a few local agencies have decided to adopt the use of Clearview Font for all new street name signs. This item was on the agenda for information and discussion.

5D. Consultant Selection for the MAG Hassayampa Framework Study for the Wickenburg Area

The MAG Regional Council, by consent, approved selecting Wilson & Company to conduct the Hassayampa Framework Study for the Wickenburg Area, for an amount not to exceed \$75,000. The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, includes \$70,000 to conduct the Hassayampa Framework Study for the Wickenburg Area. The Town of Wickenburg will contribute \$5,000 toward the project, bringing the total cost of the project to \$75,000. A Request for Proposals for consultants to conduct the study was advertised on April 23, 2009. Four proposals were received from the following firms: Wilbur Smith Associates, Dibble Engineering, HDR, and Wilson & Company. A multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff reviewed the proposal documents and recommended to MAG the selection of Wilson & Company to conduct the project, in an amount not to exceed \$75,000. The Management Committee recommended approval of the selection.

5E. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and Material Cost Changes to the ADOT Program

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, FY 2009 and FY 2010 MAG Unified Work Program and Annual Budget, and material cost changes to the ADOT Program as shown in the attached tables. The MAG Regional Council, by consent, approved The Fiscal Year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the program. To move forward with project implementation for FY 2010, ADOT has requested a number of financial, project description, and schedule changes. Fort McDowell Yavapai Nation, Fountain Hills and Scottsdale have submitted requests for programming American Recovery and Reinvestment Act (ARRA) funds in their communities. Valley Metro has requested administrative modifications related to four repayment projects. Details of these requests can be found in the enclosed table. In addition, the enclosed table annotates the material cost changes related to cost increases to the ADOT Program. Queen Creek has requested that the local funds for a 2009 STP-MAG funded project, QNC09-803, are modified from \$6 million to \$120,895. The original \$6 million for the local costs related to the entire project, including all phases: design, right of way, environmental clearance, and construction. This TIP project listing is just for environmental clearance that is funded with STP-MAG and requires a 5.7 percent local match.

5F. Update to the Federal Functional Classification System

The MAG Regional Council, by consent, approved the proposed updates to the functional classification system. The MAG funding suballocation for the MAG region from the American Recovery and Reinvestment Act (ARRA) requires projects to adhere to the requirements established in the Surface Transportation Program (STP). Arra-funded projects must be located on a facility that is classified as an urban collector or rural major collector or higher in the functional classification hierarchy. Maricopa County and Fort McDowell Yavapai Nation have requested that the functional classification of three

roadways located in the Ft. McDowell community be updated as related to programming ARRA funds. The Management Committee recommended approval of the proposed updates to the functional classification system.

5G. Final Closeout of the Federal Fiscal Year (FFY) 2009 MAG Federally Funded Program

The MAG Regional Council, by consent, approved the Final Closeout for Federal FY 2009 and amending/adjusting the FY 2008-2012 MAG TIP and the RTP 2007 Update as needed. Since the Regional Council approved the Interim FFY 2009 MAG Closeout, there have been additional requests for project deferrals: GDY07-302 and GDY07-709, which are found in Table A. With these new deferrals, the funding available for Closeout increases from \$28.7 to \$29.3 million. The identification of these additional funds for Closeout indicates that the two projects in the rank ordered Contingency List, MMA09-610 and PHX07-740 can be funded. The Transportation Review Committee (TRC) recommended approval of the project deferrals and funding as noted above. In addition, the TRC also recommended that any remaining CMAQ Closeout funds be allocated toward funding the remaining street sweepers on the prioritized list for FFY 2009. The Management Committee recommended approval of the Final Closeout for Federal FY 2009 and amending/adjusting the FY 2008-2012 MAG TIP and the RTP 2007 Update as needed.

5H. Update on the American Recovery and Reinvestment Act of 2009: Arizona Department of Transportation (ADOT) Portion, MAG Sub-Allocation, Transportation Enhancement Portion, and MAG Region Transit Funds

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to both highway and transit agencies in states and metropolitan planning organizations. On March 25, 2009, the MAG Regional Council approved the necessary Transportation Improvement Program (TIP) project changes for ADOT-led freeway projects and MAG regional transit projects that are programmed with ARRA funds. On April 22, 2009, the MAG Regional Council approved the necessary TIP project changes for the majority of the local projects funded with ARRA funds. The report includes the status of the highway and transit funded ARRA projects, and any new developments. This item was on the agenda for information and discussion.

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

The MAG Regional Council, by consent, approved additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding. On January 28, 2009, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and retained the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. Funding for the remaining sweepers on the approved Prioritized List is available from \$685,676 in savings associated with four sweeper projects that have been requested to be deleted, and from \$402,968 in Federal Fiscal Year 2009 Closeout

funds recommended by the Transportation Review Committee on June 25, 2009. The following sweepers would be funded: Phoenix (the remaining \$62,696 for project #2); Paradise Valley; Tempe; Salt River Pima-Maricopa Indian Community; Chandler; Youngtown; and Buckeye (\$157,590 for project #1). Recently, MAG contacted member agencies to determine the status of street sweeper projects that had been previously approved for funding by the MAG Regional Council but that had not yet requested reimbursement. On June 4, 2009, the City of Goodyear notified MAG that they would not continue with their two street sweeper projects in FY 2008. Also on June 17, 2009, the Arizona Department of Transportation notified MAG that there would be no further request for reimbursement for two sweepers programmed for FY 2006 CMAQ funding. In August 2008, MAG solicited PM-10 Certified Street Sweeper Projects in the Maricopa County PM-10 Nonattainment Area from member agencies. Projects were due by September 19, 2008. The FY 2008-2012 MAG Transportation Improvement Program contains an amount of \$1,200,000 in FY 2009 CMAQ to fund the first seven sweepers on the Prioritized List. There is a minimum local cash match of 5.7 percent. The Management Committee recommended approval of this item.

5J. Conformity Consultation

On June 30, 2009, the Maricopa Association of Governments distributed a memorandum for consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects, new American Recovery and Reinvestment Act projects for Fountain Hills and Scottsdale, and Valley Metro Rail projects. On July 16, 2009, MAG distributed additional project changes for the amendment and administrative modification, including: DOT09-803, FTM09-801, MMA09-801, MES04-125C, and PHX08-642. Also, Queen Creek has requested that the local funds for a 2009 STP-MAG funded project, QNC09-803, be modified. A new list is attached that includes the new Queen Creek project. Comments on the conformity assessment were requested by July 22, 2009. This item was on the agenda for consultation.

5K. Consultation on Proposed Transportation Conformity Processes for the 2009 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and transportation plan. MAG is distributing for comment the proposed processes to be applied beginning with the upcoming conformity analysis for the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2009 Update. Comments regarding this material are requested by July 22, 2009. This item was on the agenda for consultation.

5L. Consultation on Potentially Regionally Significant Projects for the Draft FY 2010-2014 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered "regionally

significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects for the proposed Draft FY 2010-2014 MAG Transportation Improvement Program has been prepared. It was requested that comments regarding the list be reported to MAG by July 22, 2009. This item was on the agenda for consultation.

5M. Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Accept Funding from the Arizona Department of Environmental Quality for Developing a Roadmap for Greening Water Infrastructure

The MAG Regional Council, by consent, approved amending the FY 2010 MAG Unified Planning Work Program and Annual Budget to accept \$45,000 from the Arizona Department of Environmental Quality for developing a roadmap for greening water infrastructure. The Arizona Department of Environmental Quality has notified MAG that it would be awarded \$45,000 in stimulus funding from the American Recovery and Reinvestment Act of 2009 for water quality management planning. The funding would be used to conduct a workshop on green infrastructure for water and wastewater treatment plants focusing on Arizona issues, and to prepare a roadmap for greening water infrastructure. It is necessary to amend the FY 2010 MAG Unified Planning Work Program and Annual Budget to accept these funds. The Management Committee recommended approval of this item.

5N. Digital Aerial Photography Partnership with Central Arizona Association of Governments

The MAG Regional Council, by consent, approved amending the FY 2010 Unified Planning Work Program and Annual Budget for MAG to accept funds from the Central Arizona Association of Governments for the Pinal County portion of the digital aerial photography. In May 2009, the MAG Regional Council approved the FY 2010 Unified Planning Work Program and Annual Budget, which included \$40,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. This imagery is purchased on an annual basis and typically includes substantial portions of Pinal County. This year MAG has been approached by the Central Arizona Association of Governments (CAAG) to enter into a partnership to issue a single Invitation for Bids. Cost for the imagery purchased through the joint Invitation for Bids would be based on the area covered by the purchase. MAG and CAAG would receive the full imagery acquisition. CAAG's payment responsibility would be for the Pinal County portion of the imagery. As in past years, this photography will be made available at no charge to MAG member agencies, as well as to CAAG member agencies. The Management Committee recommended approval of this item.

5O. Annexation Requirements for Census 2010

The 2010 Census is only nine months away. To prepare for this count, MAG wants to ensure that all jurisdictions are aware of the need to complete any annexations by December 31, 2009, and report those annexations to the U.S. Census Bureau by March 1, 2010, in order for population in the newly annexed area to be included in the jurisdiction's Census 2010 population. The U.S. Census Bureau conducts the Boundary and Annexation Survey (BAS) annually to update information about the legal boundaries and names of all governmental units in the United States. The Census Bureau uses the boundary information

collected in the BAS to tabulate data for various censuses and surveys, including the 2010 Census of Population and Housing. This item was on the agenda for information.

6. Transportation Public Involvement Report

Jason Stephens, MAG Public Involvement Planner, provided an update of MAG's transportation public involvement efforts for FY 2009. He noted that the information he would present was included in the FY 2009 Transportation Public Involvement Report that was included in the agenda packet.

Mr. Stephens noted that as a result of SAFETEA-LU federal guidelines, MAG revised its existing public involvement plan and adopted a new Public Participation Plan in December 2006, which includes a four-phase public input process that is tied to the planning and programming process. Mr. Stephens stated that changes in the planning and programming cycles result in changes to the public involvement phases. He reported that due to a variety of factors, these cycles have changed for FY 2009 and may not follow the phases outlined in the adopted MAG Public Participation Plan, however, MAG continued to conduct a proactive, inclusive public outreach process and will look to update its Public Participation Plan to reflect any changes as new cycles are determined.

Mr. Stephens stated that MAG participated in a number of events during FY 2009. He said that MAG staff hosted booths, gathered input and distributed information to event goers. Mr. Stephens stated that MAG partnered with ADOT, Valley Metro, METRO and the City of Phoenix public transit department where possible. He noted that MAG held a transportation public hearing where a court reporter took down comments verbatim and this transcript is included in the Transportation Public Involvement Report. Mr. Stephens stated that these comments received formal staff responses, which are also included in the report.

Mr. Stephens reported that MAG, along with Valley Metro, gave a number of presentations to disability groups around the Valley to help those with disabilities understand the planning process and give them tools to navigate the transportation system. He commented that in several instances, MAG and Valley Metro went back to organizations with an actual bus to assist these groups in learning how to utilize the transit system, including how to board, how to purchase tickets, how to utilize their ADA eligibility card, and what to expect when traveling by bus or rail. Mr. Stephens noted that MAG also helped arrange meetings between transit agencies and disability groups to streamline the ADA application process.

Mr. Stephens displayed a sample of the comments received and noted that a more extensive listing was in the report. He said that many comments were transit related, such as requests for more transit service in Apache Junction and how long it takes to ride the light rail route, and when Dial a Ride service would be increased. Mr. Stephens stated that people also asked whether there are cameras at the park and ride lots. Mr. Stephens advised that all of the comments made during the presentations or at events were responded to at the event/presentation or afterward via e-mail, telephone or written correspondence.

Chair Neely thanked Mr. Stephens for his report. She remarked that staff did a very thorough job compiling the report. Chair Neely asked if staff would be providing those comments regarding security

to member agencies to be able to deal with the issues. Mr. Stephens confirmed that the comments were provided to the relevant agencies.

7. Transportation Planning Update - Proposition 400 Regional Freeway Program

Bob Hazlett, MAG Senior Engineer, provided a presentation to the Regional Council on the tentative scenario that has been developed to address the funding gap in the Regional Freeway and Highway Program. He indicated that much of the information he would present tonight was presented to the Transportation Policy Committee (TPC) last week and was included in the agenda packet.

Mr. Hazlett pointed out that on July 15, the TPC recommended tabling a decision on the tentative scenario for 90 days and for it to be considered at the October 21, 2009, meeting. He commented that this would allow more time for review of the information to gain a better understanding of what went into the development of the tentative scenario.

Mr. Hazlett explained the document that includes a 30-page summary and the items and options considered when making the recommendations, the tables that document the changes for 55 segments and 91 projects, and more detailed maps. He noted that the presentation given at the June TPC meeting was also included in the agenda packet.

Mr. Hazlett stated that the tentative scenario was based on four principles: management strategies, value engineering, deferrals, and stay the course. He noted that management strategies identified about \$760 million in cost savings, due to lower construction costs and right of way costs. Mr. Hazlett stated that ADOT is also working on lowering non-project specific costs for administering the program.

Mr. Hazlett stated that most of the value engineering focused on Loop 303 and the South Mountain Freeway. He noted that discussion continues on value engineering the Loop 303 corridor to reduce costs, including deferrals and looking at the system interchanges. Mr. Hazlett stated that the original ADOT cost opinion for the Loop 303/I-10 interchange was \$760 million in June 2008. He advised that this amount has been reduced to \$518 million, and based on discussion with the City of Goodyear, it is possible that the cost could be reduced to approximately \$400 million given the current favorable bid climate at ADOT. Mr. Hazlett noted that there could be approximately \$150 million in savings on the Loop 303/Grand Avenue traffic interchange.

Mr. Hazlett stated that the ramps at Northern Parkway and Loop 303, which were not a part of the original Regional Transportation Plan, would be deferred in the tentative scenario. He indicated that staff is working with the City of Glendale to get the best connection to accommodate travel demand.

Mr. Hazlett stated that staff has had a number of discussions with the City of Phoenix on the South Mountain Freeway, and it appears the cost could be reduced to about \$1.9 billion by utilizing the narrower Proposition 300 cross section, selecting a 59th Avenue alignment, and applying lower construction and right of way costs. Mr. Hazlett replied that MAG staff is working with ADOT finish up the draft environmental impact statement (EIS) as soon as possible and he noted that the final EIS is anticipated the end of 2010 and a record of decision in early 2011.

Mr. Hazlett advised that the tentative scenario recommends that all of the HOV lanes be constructed and that SR-801, SR-802, and a short section of Loop 303 be deferred. He added that the recommendation is to continue to work on the corridors, especially on the environmental assessments, in order to bring right of way costs down. Mr. Hazlett pointed out the general purpose lanes recommended to be deferred were indicated in red on the map.

Mr. Hazlett referenced Table Eight of the summary report that identified why general purpose and direct HOV (DHOV) ramp connections in the system interchanges were recommended for deferral. He explained the analysis used in whether a segment would be recommended for deferral or not. Mr. Hazlett said that if a segment was forecasted to carry more than 200,000 vehicles per day, it was recommended to move forward; if a segment was forecasted to carry less than 200,000 vehicles per day, it could be deferred.

Mr. Hazlett stated that the tentative scenario recommends the DHOV ramps at the I-10 and I-17 interchanges be deferred at this time, due to the significant reconstruction of both traffic interchanges that would be required.

Mr. Hazlett stated that the tentative scenario recommends the right of way protection for SR-74 and Loop 303 in Phase Four be deferred. He noted that the report also includes a draft deferral policy because with \$4.1 billion in projects being deferred, there needs to be some sort of consideration of how to bring the projects back into the program. Mr. Hazlett stated that there are two principles in the draft policy: 1) Maintain the original project priority. 2) Capture the cost savings from a deferred corridor.

Mr. Hazlett stated that the report includes the rationale behind the stay the course recommendations. Mr. Hazlett stated that the \$6.6 billion in savings in the tentative scenario could bring the ADOT cost opinion of \$15.9 billion to \$9.4 billion and balance the program. He noted that revenue will continue to be monitored, there are opportunities for other federal funds and alternative funding, looking at project delivery methods, and working together on right of way preservation.

Chair Neely asked members if they had questions. She asked if it was anticipated that the tentative scenario would be before the Regional Council in October. Mr. Hazlett replied that was correct. Chair Neely noted that MAG staff had offered to meet with any community to review the tentative scenario in detail and she asked if staff was doing any outreach. Mr. Hazlett replied that staff has met with the City of Goodyear and has meetings scheduled with Surprise and Glendale. Mr. Hazlett encouraged member agencies to call staff and they could discuss the recommendations in the tentative scenario and how they were made. He added that there is still an opportunity to make changes.

8. Presentation of the Framework Recommendation for the Interstates-8 and 10-Hidden Valley Transportation Framework Study

Mr. Hazlett stated that the Interstates-8 and 10-Hidden Valley Transportation Framework Study has been underway for about two years and has reached the point for making a recommendation. He noted that the agenda packet includes the executive summary of all of the information relevant to the study.

Mr. Hazlett stated that the Interstates-8 and 10-Hidden Valley Transportation Framework Study is an effort similar to the Interstate 10-Hassayampa Valley Framework Study, and moves farther south to encompass another growth area. He noted that the Hidden Valley population projections are similar to those in the Hassayampa Valley, but the area of the study is much larger – about 3,200 square miles – which is about the size of the state of Delaware.

Mr. Hazlett stated that the Interstates-8 and 10-Hidden Valley Transportation Framework Study was a jointly funded effort by MAG, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the cities of Goodyear and Maricopa. He reported that a significant amount of information was contributed by the Central Arizona Association of Governments and the City of Casa Grande. He displayed a list of the Study Review Team, and noted that more than 225 meetings have taken place on this study.

Mr. Hazlett displayed a map of the study area, which extends south to the Gila River and into Pinal County. He said that the study utilized 36 different maps in the environmental scan and considered about 16 alternatives of balanced capacity, maximum capacity if building freeways, and minimum capacity if building arterials.

Mr. Hazlett displayed a map of the framework recommendation of transportation facilities by the project team. He said that in conjunction with the City of Goodyear, a better definition of Loop 303 to I-8 was developed, and in conjunction with Pinal County, a better definition to the Hassayampa Freeway in the area of the cities of Maricopa and Casa Grande was provided. Mr. Hazlett advised that no new transportation corridors across Indian land were recommended. He noted that the Ak-Chin and Gila River Indian Communities actively participated in the Study Review Team. Mr. Hazlett stated that the recommendation is to enhance the facilities they already have and provide ways around the Indian communities to the metro area and accommodate travel demand.

Mr. Hazlett stated that the recommendation also includes a number of parkways. He noted that they paid particular attention to wildlife crossings and national monuments, and added that the Bureau of Land Management, U.S. Fish and Wildlife, the Sonoran Institute, and Arizona Game and Fish actively participated in this effort. Mr. Hazlett advised that the information derived from the environmental scans can be used in environmental studies on any corridor in this area.

Mr. Hazlett stated that they have been reviewing what might be contained in the acceptance resolution with the Transportation Review Committee, and they will seek formal acceptance by the Regional Council of the study's recommendations in September 2009. Mr. Hazlett noted that the Central Phoenix Framework Study is starting soon and will include needed transportation services in the downtown area and the urban core. Chair Neely thanked Mr. Hazlett for his report and asked members if they had questions.

Mayor Rogers commented that she did not see a funding source identified for implementing the framework recommendations and this concerned her. She added that with the current economic situation, funding is something that needs to be considered. Mr. Hazlett replied that Mayor Rogers was correct, and staff would ensure this would be incorporated into the acceptance resolution.

Mayor Rogers asked the land mass of Maricopa County and Pinal County within the study area. Mr. Hazlett replied that the study area includes 2,000 square miles of Maricopa County and 1,200 square miles of Pinal County.

Chair Neely asked for clarification if Mr. Hazlett had displayed a slide that showed potential funding sources, such as impact fees, to the TPC. Mr. Hazlett replied that the TPC might have discussed potential funding sources, because that information was included in the document, but he did not have a slide that listed potential sources of funding.

9. MAG Committee Operating Policies and Procedures

Chair Neely expressed her gratitude to the other members of the MAG Process Review Task Force: Regional Council members Councilman Dick Esser, Mayor Hugh Hallman, Mayor Thomas Schoaf, and Mayor Elaine Scruggs, and City Managers Charlie McClendon from Avondale and Mark Pentz from Chandler. She also expressed appreciation to MAG staff, Dennis Smith, and MAG General Counsel, Fredda Bisman.

Chair Neely stated that when she became the Chair of the Regional Council, she heard that a review of the MAG policies and procedures was needed. She noted that reviews had been conducted in the mid-1990s and the early 2000s. Chair Neely stated that there was a lot of lively debate at the Task Force meetings and she felt a lot was accomplished. She commented that she thought the adjustments will help MAG move forward in a more streamlined manner.

Mr. Smith stated that the review of the MAG policies and procedures began in January 2009. He noted the previously discussed bell curve on bureaucracy and how an organization dies if it does not constantly renew itself. Mr. Smith expressed his thanks to MAG staff Alana Chavez and Lindy Bauer, and Fredda Bisman for their work on this effort.

Mr. Smith stated that a list of 15 major issues to be addressed was forwarded to the Regional Council for input. He provided a review of recurring themes: 1) Clarify the responsibility of the chairs of the committees, with the emphasis on making the chairs ministerial in nature and not wielding greater power over the members of the committees. 2) Respect the MAG committee process and move recommendations up through the committee process to be heard by the Regional Council. 3) Provide a mechanism for future items to be placed on agendas. 4) Provide more opportunities for members to preside over committees by having one-year terms for committee chairs. Include a process for technical committee chairs to have two one-year terms. 5) Make it clear that all committees have chairs and vice chairs and the officers ascend to the chair position. 6) Clarify how weighted voting works. 7) Describe how the quorum requirement works and clarify that meetings can be adjourned to gather a quorum. If a quorum is not reached, no business can be conducted. 8) Provide Rules of Order for all MAG committees.

Mr. Smith stated that the MAG Process Review Task Force unanimously recommended approval of the draft Operating Policies and Procedures. He advised that some of the changes will require modifications

to the MAG Bylaws, and additional material is being developed in the form of a resource guidebook to assist the MAG member agencies.

Chair Neely asked members if they had questions.

Mayor Cavanaugh asked for clarification of weighted voting. He read from page nine that said, “All votes of the MAG Regional Council and MAG Management Committee are taken on the basis of one vote per member. This is referred to as a ‘numerical vote.’” Mayor Cavanaugh asked if a member is not satisfied with that vote, the member can ask for a weighted vote. Mr. Smith replied that was correct.

Mayor Cavanaugh noted that the policy says that for a weighted vote to pass, the vote passing numerically is one of the two conditions that must be met. Mayor Cavanaugh asked how that numerical vote differed from the original numerical vote. Mr. Smith replied that they were the same. Mayor Cavanaugh stated that since both conditions – numerical and population – have to pass, and if the numerical vote is the same as the original vote, a weighted vote will never change the vote. Mr. Smith stated that the numerical vote is taken again after the weighted vote is called, in order to enter it into the computer. He gave as an example if 30 Regional Council members are present at a meeting, at least 16 are required to vote in favor of the motion. For the vote to pass, it must also pass by members representing a majority of the population. Mr. Smith added that with a weighted vote, there would be more discussion and it is possible that some members could change their vote. He said that most people think a weighted vote is to block an action, but it is really a reconsideration of the vote that was already cast.

Mayor Cavanaugh stated that he believed in having weighted votes. He stated that unless one member changes his or her numerical vote, then the original numerical vote will carry regardless of the weighted vote by population. Mr. Smith stated that the vote could carry by number but potentially not by weight.

Vice Chair Schoaf stated that the only thing a weighted vote can do is to block an action that was taken by a majority of members who do not have the weight of population. He added that if a majority numerically votes yes but does not have the weight of population, only one condition of a weighted vote is met and the measure fails. Vice Chair Schoaf stated that a weighted vote is a blocking mechanism by the majority of population in the Valley.

Mayor Cavanaugh indicated that he interpreted weighted voting as the reverse of Vice Chair Schoaf’s explanation. He asked if Mayor Hallman could offer a clarification.

Mayor Hallman stated that Mayor Cavanaugh was correct; if a vote fails, it cannot be overcome by a weighted vote, but if a vote passes numerically then a weighted vote can be called by those who do not agree with the vote that passed. He said that is why the weighted vote acts as a veto. Mayor Hallman stated that a population base approving matters is needed. He stated that in a weighted vote it is necessary but not sufficient to have the number of communities voting numerically in support of a motion; both conditions also must be met. Mayor Hallman stated that Mayor Cavanaugh was right and that is why there is confusion every time weighted voting comes up. He said that a member might be convinced to change their vote, but in almost every instance, weighted voting is merely to act as a veto

by the majority of the population base to overturn something that passed. It can never reverse by weight a vote that failed numerically. Mayor Hallman stated that if a weighted vote is called, both conditions must be met: the numerical majority of the communities present and by members present representing a majority of the population.

Mr. Smith recalled an instance at Regional Council when a weighted vote was called after a numerical vote failed. He commented that because it was a reconsideration of the vote, it is possible that if the member calling the weighted vote is persuasive enough, members potentially could change their minds.

Mayor Hallman expressed his appreciation for Mr. Smith's explanation that weighted voting is a reconsideration, but weighted voting acts as a veto for the majority of the population. He stated that weighted voting gives authority to those representing a majority of the population to veto an action passed by the majority of members numerically.

Mr. Smith stated that Vice Chair Schoaf pointed out in the Task Force process that weighted voting is a tool for both smaller and larger communities. If smaller communities decided that an action was not in their favor, they could block the vote because both measures are needed for a weighted vote to pass.

Councilman Esser stated that it was his understanding that a weighted vote does not negate the original vote, it just brings the issue back for discussion and it levels the playing field and gives smaller communities the opportunity to participate. He expressed his agreement with Mayor Schoaf's explanation.

Chair Neely stated that the Task Force discussed weighted voting extensively. She indicated that she believed most members feel it is a blocking mechanism.

Mayor Hallman stated that the analogy of a House and Senate representation model is a good one to keep in mind. He said that all communities have equal weight in the numbers count. Mayor Hallman stated that the largest community by population cannot get anything done unless they convince a number of smaller communities to join them. Conversely, a number of smaller communities cannot overwhelm the total population of Maricopa County and must convince a majority of the population. Mayor Hallman stated that this is why majorities by number and population are required for a weighted vote.

Chair Neely noted that the weighted voting numbers were shown on Table A. She asked Mr. Smith to continue with the presentation.

Mr. Smith clarified that proxies are considered a part of the quorum on technical committees. He noted that since the document was mailed out, a couple of changes were made. He said "with the exception of the Transportation Policy Committee" was added to the end of the following sentence: "The Executive Committee shall appoint the Chairs and Vice Chairs of the technical and policy committees." Mr. Smith clarified that successors to vacant positions will follow the order of ascension of officers only, and not at large members. Mr. Smith stated that the Task Force requested that the Regional Council approve the changes.

Mayor Hallman moved approval of the final MAG Process Review Task Force recommendations on the MAG Committee Operating Policies and Procedures. Councilman Esser seconded, and the motion passed unanimously.

Chair Neely once again thanked MAG staff for their work on the Operating Policies and Procedures.

10. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. He commented that his presentation would focus largely on the federal side. Mr. Pryor stated that the current version of reauthorization, SAFETEA-LU, is set to expire September 30 and factors playing a role include the Highway Trust Fund and environmental legislation. Mr. Pryor stated that the Highway Trust Fund is expected to run out of money in mid-August, which causes a cash flow issue. He noted that to get through the end of the year, \$5 billion to \$7 billion is needed, and for 2010, an additional \$10 billion is needed. Mr. Pryor noted that the situation this year is similar to last year and the remedy was to transfer funds from the general fund to the Highway Trust Fund.

Mr. Pryor stated that Congressman Oberstar's reauthorization bill was passed by the House Transportation and Infrastructure Committee last month. He reported that while this bill was moving through the House, Transportation Secretary LaHood has requested an 18-month extension of the current transportation legislation to March 2011, and he noted that a large part of that request is to wait and see the impact of the ARRA stimulus funds. Mr. Pryor stated that the Senate has bought into this and passed a clean version of the extension, but has not tacked on the Stage One provisions. Mr. Pryor stated that they are looking for a performance based reauthorization and promoting livability in tandem with housing and EPA. He said as discussion continues, the legislation will be monitored.

Mr. Pryor stated that with the Administration and the Senate agreeing with the 18-month extension, the House version is expected to fall short. He added that legislation is on a short timeframe and Congress is expected to take action before the August recess.

Mr. Pryor stated that the House passed the Clean Energy and Security Act last month and the Senate has moved forward with an alternate House version called CLEAN-TEA. He stated that staff currently is analyzing the CLEAN-TEA legislation. He reported that President Obama is looking to have environmental legislation in hand before the Climate Change Summit in Denmark in December. Mr. Pryor noted that there is a lot going on right now, including discussion of health care and appropriations.

Mr. Pryor stated that the Arizona Legislature is in the third week of a special session to address the \$2.5 billion to \$3 billion budget shortfall. He said he would continue to monitor the situation. He reported that this session, the Governor signed two bills of interest: The public-private partnership bill, and the ADOT omnibus bill that includes HOV lanes, their performance, and reprioritizing them as to who can use them. Mr. Pryor noted that they are looking to see if there is any degradation of traffic flow in HOV lanes by other vehicles that are allowed to use the lanes. Chair Neely thanked Mr. Pryor for his report. No questions from the Council were noted.

11. 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.

Chair Neely stated that historically, the August meetings have been cancelled unless business arises that requires a meeting. She said that it has been indicated that there is no need for an August meeting, and unless they hear otherwise, the August meeting will be cancelled and a notice will be sent out.

There being no further business, Councilman Esser moved to adjourn the Regional Council meeting. Mayor Waterman seconded, and the meeting adjourned at 6:05 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 22, 2009

SUBJECT:

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

SUMMARY:

The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program.

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

The majority of local projects being amended or modified into the FY 2008-2012 TIP are paving dirt road projects. These projects were previously approved by the Regional Council to be amended into a draft TIP. Project changes are needed for local projects in the FY 2010 ALCP to align with the FY 2008-2012 TIP. Due to the timing of producing the FY 2011-2015 TIP, it is necessary to amend/modify the paving and ALCP projects in the current TIP for projects to begin.

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

The Transportation Review Committee (TRC) and the Management Committee recommended approval of projects on pages one through five of the attachment. The projects on page six of the attachments titled New Requests, will be heard for the first time at the Transportation Policy Committee (TPC). In addition, ADOT project (DOT 07-323) on page one of the attachment has been modified further than the initial requests approved by TRC and Management. There are eight project change requests that will be heard for the first time at the TPC. The one freeway project is dependent on the recommended action for the prioritization of the ARRA-Highway funds. The seven transit projects were recommended for modification/amendments to ARRA-Transit funds by the Regional Public Transportation Authority (RPTA) Board on September 17, 2009.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and the FY 2010 Arterial Life Cycle Program.

PRIOR COMMITTEE ACTIONS:

This item is on the September 23, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

MAG Management Committee: On September 16, 2009, the MAG Management Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and the FY 2010 Arterial Life Cycle Program.

MEMBERS ATTENDING

- Carl Swenson, Peoria, Vice Chair
- # George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Pat McDermott for Mark Pentz, Chandler
- Pat Dennis for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghetti for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- David White, Gila River Indian Community
- George Pettit, Gilbert
- Horatio Skeete for Ed Beasley, Glendale
- Mark Gaillard for John Fischbach, Goodyear

- RoseMary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Frank Fairbanks, Phoenix
- # John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for John Little, Scottsdale
- Michael Celaya for Randy Oliver, Surprise
- Charlie Meyer, Tempe
- Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- # Lloyce Robinson, Youngtown
- John McGee for John Halikowski, ADOT
- Mike Sabatini for David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: On August 27, 2009, the MAG Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and the FY 2010 Arterial Life Cycle Program.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Steve Hull for Floyd Roehrich
- # Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss
- * Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- # Guadalupe: Gino Turrubiarres

- * Litchfield Park: Mike Cartsonis
- Maricopa County: John Hauskins
- # Mesa: Scott Butler
- * Paradise Valley: Bill Mead
- Phoenix: Ed Zuercher
- * Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Randy Overmyer
- Tempe: Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Jim Hash, City of Mesa
- * Street Committee: Darryl Crossman, City of Litchfield Park
- * ITS Committee: Mike Mah: City of Chandler

- Pedestrian Working Group: Brandon Forrey, City of Peoria
- * Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix

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

+ Attended by Videoconference

CONTACT PERSON:

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

Request for Project Change
Amendments and Administrative Modifications to the FY08-12 TIP and FY 2010 ALCP
September Regional Council

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications														
Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length		Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT10-801	ADOT	10: MP 129 - 146	Sign replacement/rehabilitation	2010	17		IM	\$ 42,750	\$ 707,250			\$ 750,000	Amend: Create a new sign replacement project in FY 2010.
Highway	DOT10-802	ADOT	17: MP 194 - 201	Sign replacement/rehabilitation	2010	7		IM	\$ 37,050	\$ 612,950			\$ 650,000	Amend: Create a new sign replacement project in FY 2010.
Highway	DOT10-803	ADOT	202 (Red Mountain Fwy): MP 10 - 17	Sign replacement/rehabilitation	2010	7		NHS	\$ 42,750	\$ 707,250			\$ 750,000	Amend: Create a new sign replacement project in FY 2010.
Highway	DOT10-804	ADOT	60 (Grand Ave): Wickenburg - San Domingo Wash	Pavement Preservation	2010	5.1		NH	\$ 330,600	\$ 5,469,400			\$ 5,800,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	DOT10-805	ADOT	8: MP 121 - Big Horn	Pavement Preservation	2010	13.6		IM	\$ 969,000	\$ 16,031,000			\$ 17,000,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	DOT10-806	ADOT	87: Chandler - Mesa City Line	Pavement Preservation	2010	1.32		STP	\$ 86,000	\$ 1,415,000			\$ 1,500,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	*DOT07-323	ADOT	101 (Agua Fria Fwy)/99th Ave: I-10 to Van Buren	Roadway Widening	2010	1.0		ARRA	\$ 601,050		\$ 3,152,890		\$ 3,753,940	*Admin Mod: Modify costs to increase from \$3,603,000 to \$3,753,940. And change STP funds to ARRA-Highway funds \$2.5 million in ARRA-Highway, and \$652,890 in ARRA-MPO/Local.
Highway	DOT10-843	ADOT	101L Price Fwy: Baseline Rd to Chandler Blvd	FMS Construction	2010	5		CMAQ	\$ 44,631	\$ 738,369			\$ 783,000	Admin Mod: Change funding source from RARF to CMAQ.
Highway	DOT09-815	ADOT	I-10: Verrado Way to Sarival Rd	Construct General Purpose Lane	2009	1		ARRA			\$ 26,272,000		\$ 26,272,000	Admin Mod: Change project costs from \$28.2 mill to \$26,272,000
Highway	DOT09-818	ADOT	I-17: SR74 to Anthem Way	Construct General Purpose Lane	2009	5		ARRA			\$ 13,314,100		\$ 13,314,100	Admin Mod: Change project costs from \$13,368,500 to \$13,314,100
Highway	DOT07-332	ADOT	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	1.7		ARRA			\$ 7,647,200		\$ 7,647,200	Admin Mod: Change project costs from \$11.2 mill to \$7,647,200
Highway	DOT06-613	ADOT	SR85: Southern Ave to I-10	2 miles new roadway	2009	2.5		ARRA			\$ 11,042,300		\$ 11,042,300	Admin Mod: Change project costs from \$18.6 mill to \$11,042,300 - pending contract award
Highway	DOT10-850	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Ellsworth Rd	Design	2010	2		Local	\$ 12,000,000				\$ 12,000,000	Amend: Add new project to the TIP. Project is being advanced with City of Mesa local funds. Repayment in 2014.
Highway	DOT10-851	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Ellsworth Rd	Right of way acquisition	2010	2		Local	\$ 33,000,000				\$ 33,000,000	Amend: Add new project to the TIP. Project is being advanced with City of Mesa local funds. Repayment in 2014.

* Approval of these administrative modifications are dependent on Regional Council Action for reprioritizing ARRA-Highway Projects.

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length		Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	BKY10-802	Buckeye	North Watson Road and MC85 Phase I and Phase II	Design pave dirt road project	2010	0.22		Local	\$ 48,840				\$ 48,840	Amend: Add new project to the TIP
Highway	BKY11-801	Buckeye	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	2011	0.22		CMAQ	\$ 3,896	\$ 64,456			\$ 68,352	Amend: Add new project to the TIP
Highway	ELM10-801	El Mirage	Westside of Downtown El Mirage	Design pave dirt road project	2010	1.7		Local - HURF	\$ 40,800				\$ 40,800	Amend: Add new project to the TIP
Highway	ELM11-801	El Mirage	Westside of Downtown El Mirage	Paving existing unpaved alleys	2011	1.7		CMAQ	\$ 24,500	\$ 222,000			\$ 246,500	Amend: Add new project to the TIP
Highway	ELM11-802	El Mirage	Eastside of Downtown El Mirage	Design pave unpaved alley project	2011	2.16		Local - HURF	\$ 49,000				\$ 49,000	Amend: Add new project to the TIP
Highway	ELM12-801	El Mirage	Eastside of Downtown El Mirage	Paving existing unpaved alleys	2012	2.16		CMAQ	\$ 16,985	\$ 281,000			\$ 297,985	Amend: Add new project to the TIP
Highway	FTM10-801	Fort McDowell Yavapai Nation	Hiawatha Hood Rd, SR-87 to 3 miles north	Design pave dirt road project	2010	2.7		Local	\$ 145,000				\$ 145,000	Amend: Add new project to the TIP
Highway	FTM11-801	Fort McDowell Yavapai Nation	Hiawatha Hood Rd, SR-87 to 3 miles north	Pave Unpaved Road	2011	2.7		CMAQ	\$ 56,622	\$ 936,731			\$ 993,353	Amend: Add new project to the TIP
Highway	FTM10-802	Fort McDowell Yavapai Nation	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Design pave dirt road project	2010	4		Local	\$ 155,000				\$ 155,000	Amend: Add new project to the TIP
Highway	FTM11-802	Fort McDowell Yavapai Nation	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Pave Unpaved Road	2011	4		CMAQ	\$ 71,792	\$ 1,187,709			\$ 1,259,500	Amend: Add new project to the TIP
Highway	FTH07-301	Fountain Hills	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	2009			STP-MAG & ARRA	\$ 131,000	\$ 2,164,000	\$ 1,081,614		\$ 3,376,614	Admin Mod: Adjust ARRA costs for project from \$410K to \$1,081,614
Highway	FTH09-800	Fountain Hills	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	2009	0.5		ARRA			\$ 671,614		\$ 671,614	Amend: Delete project from the TIP
Highway	GLB10-802	Gilbert	Ryan Road: Greenfield Rd to 164th St.	Design pave dirt road project	2010	0.5		Local	\$ 15,000				\$ 15,000	Amend: Add new project to the TIP
Highway	GLB11-806	Gilbert	Ryan Road: Greenfield Rd to 164th St.	Pave Unpaved Road	2011	0.5		CMAQ	\$ 9,840	\$ 162,760			\$ 172,600	Amend: Add new project to the TIP
Highway	GLB11-807	Gilbert	Walnut Road: 162nd Street to 164th Street	Design pave dirt road project	2011	0.3		Local	\$ 7,700				\$ 7,700	Amend: Add new project to the TIP
Highway	GLB12-801	Gilbert	Walnut Road: 162nd Street to 164th Street	Pave Unpaved Road	2012	0.3		CMAQ	\$ 5,262	\$ 87,038			\$ 92,300	Amend: Add new project to the TIP
Highway	GLB11-808	Gilbert	Bonanza Road: 156th St to 157th St	Design pave dirt road project	2011	0.15		Local	\$ 4,500				\$ 4,500	Amend: Add new project to the TIP
Highway	GLB12-802	Gilbert	Bonanza Road: 156th St to 157th St	Pave Unpaved Road	2012	0.15		CMAQ	\$ 3,221	\$ 53,279			\$ 56,500	Amend: Add new project to the TIP
Highway	MMA09-811	Maricopa County	Old US-80 Bridge over Gila River	Rehabilitate bridge	2010	0.1		BR-Bridge Funding/ STP-TEA	\$ 6,200,000	\$ 1,500,000			\$ 7,700,000	Admin Mod: Project was originally funded with 100% local, funding changed to include \$1 million of federal Bridge funds, and \$500K of STP-TEA
Highway	MMA10-801	Maricopa County	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Design pave dirt road project and obtain right of way and utility clearances	2010	0.3		Local - HURF	\$ 31,508				\$ 31,508	Amend: Add new project to the TIP

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	MMA11-801	Maricopa County	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Pave Unpaved Road	2011	0.3	CMAQ	\$ 11,252	\$ 186,146			\$ 197,398	Amend: Add new project to the TIP
Highway	PHX11-801	Phoenix	Citywide	Design alley dust proofing project	2011	40	Local	\$ 260,000				\$ 260,000	Amend: Add new project to the TIP
Highway	PHX12-801	Phoenix	Citywide	Alley Dust proofing	2012	40	CMAQ	\$ 190,000	\$ 2,009,471			\$ 2,199,471	Amend: Add new project to the TIP
Highway	SRP11-801	SRP-MIC	Mesa Dr: Chaparral Rd to McDonald Dr and McDonald Road: Center to Olive Street	Pave Unpaved Road	2011	1.68	CMAQ	\$ 54,314	\$ 773,483			\$ 827,797	Amend: Add new project to the TIP
Highway	SRP12-801	SRP-MIC	Dobson Road: Arizona Canal to Indian Bend Road and Center: McDonald Dr to Indian Bend Rd	Pave Unpaved Road	2012	1.25	CMAQ	\$ 39,580	\$ 582,967			\$ 622,547	Amend: Add new project to the TIP
Highway	SRP12-802	SRP-MIC	McDonald Road: Alma School Rd to Center and Alma School Rd: Arizona Canal to McDonald Dr	Pave Unpaved Road	2012	1.63	CMAQ	\$ 57,855	\$ 842,145			\$ 900,000	Amend: Add new project to the TIP
Highway	SUR10-801	Surprise	Dove Valley Rd: 163rd Ave. to 179th Ave	Design pave dirt road project	2010	2	Local	\$ 170,000				\$ 170,000	Amend: Add new project to the TIP
Highway	SUR12-801	Surprise	Dove Valley Rd: 163rd Ave. to 179th Ave	Pave Unpaved Road	2012	2	CMAQ	\$ 68,200	\$ 956,800			\$ 1,025,000	Amend: Add new project to the TIP
Highway	SUR09-802	Surprise	Dove Valley Rd: 163rd Ave to 179th Ave	Design Pave dirt road project	2009	2	CMAQ		\$ 150,000			\$ 150,000	Amend: Delete project from the TIP

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

RTPID	TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
All-CHN-2003	CHN120-07C	Chandler	Chandler Blvd at Dobson Rd	Construct intersection improvement	2010	2010	0.25	RARF	\$ 3,583,978	\$ -		\$ 2,287,228	\$ 5,871,206	Admin Mod: Project deferred from 2009 to 2010.
All-CHN-2003	CHN10-002RWZ	Chandler	Chandler Blvd at Dobson Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.25	RARF	\$ 322,104	\$ -		\$ 751,577	\$ 1,073,682	Amend: New TIP project. Acquisition of Right-of-Way to be completed in FY 2010.
ACI-GIL-1003-A	CHN10-004CZ	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Construct roadway widening	2010	2016, 2021	1.3	RARF	\$ 2,678,604	\$ -		\$ 2,703,207	\$ 5,381,811	Original project to be completed in 2009. Portion of project financing is not included in 2010, and a new TIP ID/project is required.
ACI-SHA-10-03-A	FTH10-001DZ	Fountain Hills	Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	Design roadway widening	2010	2010	1.0	RARF	\$ 17,118	\$ -		\$ 39,805	\$ 56,923	Amend: New TIP project. Design to be completed in FY 2010.
ACI-SHA-10-03-B	FTH10-002DZ	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	2010	2010	0.8	RARF	\$ 359,455	\$ -		\$ 838,611	\$ 1,198,066	Amend: New TIP Project. Design to be completed in FY 2010.
ACI-SHA-10-03-B	FTH09-908	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Acquisition of right-of-way for roadway widening	2010	2010	0.8	RARF	\$ 77,341	\$ -		\$ 180,459	\$ 257,800	Amend: Updated Local/Regional/Total Costs and project deferred from 2009 to 2010.
ACI-SHA-10-03-B	FTH10-909	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	2010	2010	0.8	RARF	\$ 1,966,759	\$ -		\$ 4,589,105	\$ 6,555,864	Admin Mod: Updated Local/Regional/Total Costs.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

RTPID	TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
AII-GUD-30-03	GLB120-08D	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2010	2010	0.2	RARF	\$ 149,193	\$ -		\$ 231,995	\$ 381,188	Amend: Updated Local/Regional/Total Cost and project deferred from 2009 to 2010.
AII-GUD-30-03	GLB120-08RW	Gilbert	Guadalupe Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.2	RARF	\$ 671,761	\$ -		\$ 1,567,442	\$ 2,239,203	Admin Mod: Defer project from 2009 to 2010.
AII-GUD-30-03	GLB10-003CZ	Gilbert	Guadalupe Rd at Cooper Rd	Construct intersection improvement	2011	2011	0.2	RARF	\$ 1,157,418	\$ -		\$ 947,433	\$ 2,104,852	Amend: New TIP project. Construction to be completed in FY 2011.
ACI-PWR-10-03-B	GLB10-005RWZ	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	2010	2010	1.5	RARF	\$ 1,184,977	\$ -		\$ 1,306,546	\$ 2,491,523	Amend: New TIP project. Acquisition of Right-of-Way to be completed in FY 2010.
ACI-PWR-10-03-B	GLB400-11D	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	2010	2010	1.5	RARF	\$ 1,315,755	\$ -		\$ 1,012,650	\$ 2,328,405	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-PWR-10-03-B	GLB09-726C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2010	2011	1.5	RARF	\$ 5,802,195	\$ -		\$ 3,347,314	\$ 9,149,509	Admin Mod: Project deferred from FY 2009 to FY 2010
AII-WNR-10-03	GLB10-007RWZ	Gilbert	Warner Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.4	RARF	\$ 85,722	\$ -		\$ 200,018	\$ 285,740	Amend: New TIP project. Right-of-way acquisition to be completed in FY 2010.
AII-WNR-10-03	GLB10-007RCZ	Gilbert	Warner Rd at Cooper Rd	Construct intersection improvement	2010	2010	0.4	RARF	\$ 1,028,770	\$ -		\$ 2,400,463	\$ 3,429,233	Original project to be completed in 2009. Portion of project financing is not included in 2010, and a new TIP ID/project is required.
ACI-NOR-30-03-B	MMA10-004RWZ	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening	2010	2011	12.5	STP-MAG	\$ 618,727	\$ 1,443,697		\$ -	\$ 2,062,424	Amend: New TIP Project.
ACI-NOR-30-03-A	MMA10-009DZ	Maricopa County	Northern Parkway: Sarival to Dysart	Design roadway widening	2010	2010	4.1	STP-MAG	\$ 1,370,058	\$ 3,196,803		\$ -	\$ 4,566,861	Amend: New TIP project. Design to be completed in FY 2010.
ACI-NOR-30-03-A	MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2010	2010	4.1	STP-MAG	\$ 7,026,973	\$ 16,396,272		\$ -	\$ 23,423,245	Admin Mod: Project deferred from FY 2009 to FY 2010.
AII-DOB-10-03	MES10-004RWZ	Mesa	Dobson Rd at Guadalupe Rd	Acquisition of right-of-way for intersection improvement	2010	2010	1	RARF	\$ 197,657	\$ -		\$ 461,201	\$ 658,858	Amend: New TIP project.
ACI-GRN-20-03-A	MES10-005DZ	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Design roadway widening	2010	2010	1	RARF	\$ 10,657	\$ -		\$ 24,866	\$ 35,523	Amend: New TIP project. Design to be completed in FY 2010.
ACI-MES-10-03-B	MES09-911	Mesa	Mesa Dr at Broadway Rd	Design intersection improvement	2010	2010	1	RARF	\$ 42,627	\$ -		\$ 99,462	\$ 142,089	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-MES-10-03-A	MES150-08D	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	2010	2010	1	RARF	\$ 550,260	\$ -		\$ 1,283,940	\$ 1,834,200	Updated Local/Regional/Total Costs.
ACI-MES-10-03-A	MES10-012RWZ	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	2010	2010	1	RARF	\$ 2,536,816	\$ -		\$ 2,130,501	\$ 4,667,317	Amend: New TIP project.
ACI-PWR-20-03-A	MES10-014DZ	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Pre-Design/Design of roadway widening	2010	2012	3.5	RARF	\$ 125,164	\$ -		\$ 292,049	\$ 417,213	Amend: New TIP project.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

RTPID	TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
ACI-PWR-20-03-A	MES10-014RWZ	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Acquisition of right-of-way for roadway widening	2010	2013	3.5	RARF	\$ 287,708	\$ -		\$ 493,176	\$ 780,884	Amend: New TIP project.
ACI-SOU-10-03-A	MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 31,970	\$ -		\$ 74,597	\$ 106,567	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-SOU-10-03-A	MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 31,970	\$ -		\$ 74,597	\$ 106,567	Updated Local/Regional/Total Costs.
ACI-SOU-10-03-B	MES10-016DZ	Mesa	Southern Ave at Stapley Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 21,313	\$ -		\$ 49,731	\$ 71,044	Amend: New TIP project.
ACI-HPV-10-03-B	PEO10-004CZ	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Construct roadway widening	2010	2027	4	RARF	\$ 15,663,288	\$ -		\$ 2,483,428	\$ 18,146,716	Original project to be completed in 2009. Portion of project financing is not included in 2010, and a new TIP ID/project is required.
ACI-LKP-10-03-A	PEO10-002DZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Design roadway widening	2010	2013	9.76	RARF	\$ 1,609,228	\$ -		\$ 3,753,612	\$ 5,362,840	Amend: New TIP project.
ACI-SON-10-03-B	PHX10-003DZ	Phoenix	Sonoran Blvd: 10th St to 26th St	Design roadway widening	2010	2011	2	RARF	\$ 973,773	\$ -		\$ 865,439	\$ 1,839,212	Amend: New TIP project.
ACI-SON-10-03-A	PHX10-004DZ	Phoenix	Sonoran Blvd: 15th Ave to 10th St	Design roadway widening	2010	2011	1.75	RARF	\$ 162,392	\$ -		\$ 317,169	\$ 479,561	Amend: New TIP project.
ACI-SON-10-03-C	PHX10-005DZ	Phoenix	Sonoran Blvd: 26th St to Cave Creek	Design roadway widening	2010	2011	2	RARF	\$ 205,560	\$ -		\$ 407,894	\$ 613,454	Amend: New TIP project.
ACI-PMA-30-03	SCT100-08P	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Pre-Design roadway widening	2009	2010	8	RARF	\$ 3,199,851	\$ -		\$ -	\$ 3,199,851	Pre-Design to completed in FY 2009. Previously listed as completed in 2008.
ACI-PMA-30-03	SRP100-08D	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Design roadway widening	2010	2010	8	RARF	\$ 864,156	\$ -		\$ 2,015,143	\$ 2,879,299	Admin Mod: Project deferred from 2009 to 2010.
ACI-PMA-30-03	SRP100-09RW	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Acquisition of right-of-way for roadway widening	2010	2010	8	RARF	\$ 1,520,006	\$ -		\$ 3,546,338	\$ 5,066,345	Admin Mod: Project deferred from 2009 to 2010.
ACI-PMA-10-03-A	SCT10-008DZ	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2010	2010	1	RARF	\$ 62,586	\$ -		\$ 146,037	\$ 208,624	Amend: New TIP project. Design to be completed in FY 2010.
ACI-PMA-10-03-A	SCT09-925	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Acquisition of right-of-way for roadway widening	2010	2010	1	RARF	\$ 745,022	\$ -		\$ 1,738,386	\$ 2,483,408	Amend: Updated Local/Regional/Total Costs and project deferred from 2009 to 2010.
ACI-PMA-10-03-A	SCT220-08AC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2010	2010	1	RARF	\$ 4,639,128	\$ -		\$ 10,824,633	\$ 15,463,762	Admin Mod: Project deferred from FY2009 to FY 2010
ACI-SCT-10-03-A	SCT210-08AP	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Pre-Design roadway widening	2009	2011	2	RARF	\$ 80,022	\$ -		\$ 186,649	\$ 266,672	Pre-Design to be completed in FY 2010. Previously listed as complete in FY 2007.
ACI-SCT-10-03-A	SCT10-014PDZ	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Pre-Design roadway widening	2010	2011	2	RARF	\$ 80,022	\$ -		\$ 186,649	\$ 266,672	Amend: New TIP Project. Pre-Design to be completed in FY 2010.
ACI-SHA-20-03-E	SCT08-930	Scottsdale	Shea at 120/124th Streets	Construct intersection improvement	2010	2024	0.4	RARF	\$ 108,277	\$ -		\$ 252,647	\$ 360,925	Admin Mod: Project deferred from FY 2009 to FY 2010

NEW REQUESTS to Modify/Amend Projects as of September 21, 2009

Transit Projects - TIP FY2008-2012 Amendments & Administrative Modifications													
Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	ALI	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Transit	MES10-801T	Mesa	US60/Country Club	Park-and-Ride design	2010	11.31.04	ARRA-Transit			\$ 367,500		\$ 367,500	Amend: Add new ARRA-Transit project to list.
Transit	MES10-802T	Mesa	US60/Country Club	Park-and-Ride land acquisition	2010	11.32.04	ARRA-Transit			\$ 3,238,250		\$ 3,238,250	Amend: Add new ARRA-Transit project to list.
Transit	MES10-809T	Mesa	US60/Country Club	Park-and-Ride construction	2010	11.33.04	ARRA-Transit			\$ 3,228,750		\$ 3,228,750	Admin Mod: Modify project costs to lower amount.
Transit	MES10-803T	Mesa	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	2010	11.31.04	ARRA-Transit			\$ 765,000		\$ 765,000	Amend: Add new ARRA-Transit project to list.
Transit	MES08-801T	Mesa	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	2010	11.33.04	ARRA-Transit/5309	\$ 256,450	\$ 1,025,800	\$ 517,750		\$ 1,800,000	Admin Mod: Modify project costs to lower amount and change funding type to ARRA-Transit and 5309.
Transit	MES10-804T	Mesa	Gilbert/McDowell	Design regional park-and-ride	2010	11.31.04	ARRA-Transit			\$ 765,000		\$ 765,000	Amend: Add new ARRA-Transit project to list.
Transit	MES10-805T	Mesa	Gilbert/McDowell	Construct regional park-and-ride	2010	11.33.04	ARRA-Transit/5309	\$ 135,780	\$ 1,416,999	\$ 517,750	\$ 218,471	\$ 2,289,000	Amend: Add new ARRA-Transit project to list.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 22, 2009

SUBJECT:

Central Mesa High Capacity Transit Alternatives Analysis

SUMMARY:

The Central Mesa High Capacity Transit Alternatives Analysis report addresses the technology and alignment for extending high capacity transit improvements in the Central Mesa corridor. The study began the Federal Transit Administration's project development process in order to qualify for Section 5309 New Start federal funding. Specific purpose and needs of the project identified by the study included:

- Increasing efficient access to employment opportunities throughout the region for City of Mesa residents.
- Providing improved travel times over local bus in a congested environment.
- Connecting the western and central segments of the City of Mesa with light rail.
- Facilitating continued growth and development of a comprehensive and interconnected regional transit network that is multimodal, offers a range of effective mobility choices for current and future transit riders, and attracts new transit riders into the growing regional system.
- Supporting economic development and ensure enhanced connectivity among existing and planned regional and local activity centers and attractions.

A two-tiered alternatives development process was implemented to evaluate the Central Mesa corridor. The outcome of the evaluation resulted in the advancement of the light rail transit (LRT) on Main Street. METRO staff recommended to Mesa City Council on May 18, 2009 to advance light rail transit as the preferred technology and Main Street as the preferred alignment. The locally preferred alternative (LPA) includes a light rail extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. The LPA will be advanced in accordance with the financially constrained MAG Regional Transportation Plan (RTP) and subsequently METRO will seek formal FTA approval to enter the next phase of the project development process.

METRO staff also recommended, as funding becomes available, a future (Phase II) extension of light rail transit to Gilbert Road. The extension would provide better regional transit connections and opportunity for a significant park-and-ride facility. Staff also recommends that funding be pursued so that the service frequency on the new Main Street LINK bus rapid transit, from the Sycamore LRT station to Superstition Springs Mall, can be improved to match light rail. At this time, Phase II is not identified in the MAG RTP, but the Phase II recommendation will be forwarded to MAG for consideration as an "illustrative project" for inclusion in the RTP.

The Mesa City Council approved these recommendations on May 18, 2009. The recommended alternative was coordinated with and recommended by the Downtown Development Committee, Economic Development Advisory Board, Museum and Cultural Advisory Committee and the Transportation Advisory Board. In addition, a majority of the board of directors representing the Downtown Mesa Association voted to support the recommended alternative.

The attachment memorandum from the METRO Board of Directors provides additional background on the study and recommendations. The memorandum addresses study criteria and analyses, estimated costs, public input, and recommended alternatives.

PUBLIC INPUT:

METRO prepared a Public Involvement Plan for the study. There was no public comment at the August 27, 2009, Transportation Review Committee meeting nor at the September 16, 2009 Management Committee meeting.

PROS & CONS:

PROS: The Mesa extension of high capacity transit to Mesa Drive was included in the Regional Transportation Plan and is a Proposition 400 project. Approval of the Alternatives Analysis recommendation will allow the process to move forward to the next step in the project development process once the approval of the Federal Transit Administration is received.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Alternatives Analysis conducted by METRO found that this alternative has the greatest ability to fulfill the goals and objectives outlined in the purpose and need statement for this project. These goals include: 1) Increased efficient access to employment opportunities throughout the region for Mesa residents; improved travel times over local bus options; connecting the western and central segments of Mesa with light rail; facilitating continued growth and development of a comprehensive, interconnected system; and, support economic development and ensure enhanced connectivity among existing and planned centers and attractions.

POLICY: The Mesa City Council approved these recommendations on May 18, 2009 and the METRO Board approved the recommendations on June 17, 2009.

ACTION NEEDED:

Approval of the Central Mesa locally preferred alternative as Phase I, which includes light rail transit on a Main Street alignment to the east side of Mesa Drive in accordance with the Regional Transportation Plan (RTP) and the consideration of the Phase II recommendations for future funding consideration as an “illustrative project” in the next RTP update.

PRIOR COMMITTEE ACTIONS:

This item is on the September 23, 2009, agenda of the Transportation Policy Committee. An update will be provided on action taken by the Committee.

On September 16, 2009, the Management Committee recommended approval of the Central Mesa locally preferred alternative as Phase I, which includes light rail transit on a Main Street alignment to the east side of Mesa Drive in accordance with the Regional Transportation Plan (RTP) and the consideration of the Phase II recommendations for future funding consideration as an “illustrative project” in the next RTP update.

MEMBERS ATTENDING

Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Rogene Hill for Charlie McClendon,
Avondale

David Johnson for Stephen Cleveland,
Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek

Pat McDermott for Mark Pentz, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
David White, Gila River Indian Community
George Pettit, Gilbert
Horatio Skeete for Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley

Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Brad Lundahl for John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John McGee for John Halikowski, ADOT
Mike Sabatini for David Smith,
Maricopa County
David Boggs, Valley Metro/RPTA

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

On August 27, 2009, the Transportation Review Committee recommended approval of the Central Mesa LPA as Phase I, which includes LRT on a Main Street alignment to the east side of Mesa Drive in accordance with the RTP and the consideration of the Phase II recommendation for future funding consideration as an "illustrative project" in the next Regional Transportation Plan (RTP) update.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrlich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Sreedevi Samudrala for Doug
Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiarres

* Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Randy Overmyer
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for
Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash, Mesa
* Street Committee: Darryl Crossman, Litchfield
Park
* ITS Committee: Mike Mah: Chandler

Pedestrian Working Group: Brandon Forrey,
Peoria
* Transportation Safety Committee: Kerry
Wilcoxon, Phoenix

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

CONTACT PERSON:

Wulf Grote, METRO, (602) 322-4420, wgrote@metrolightrail.org



BOARD MEMO

AGENDA ITEM 8

To: Chairman Simplot and Members of the METRO Board of Directors

Through: Richard J. Simonetta, Chief Executive Officer

From: Wulf Grote, Director, Project Development

Date: June 10, 2009

Re: Central Mesa High Capacity Transit Alternatives Analysis Recommendations

PURPOSE

This report provides a recommendation resulting from the Alternatives Analysis for the technology and alignment to extend high capacity transit improvements in the Central Mesa corridor. The recommended technology is light rail transit (LRT). The recommended alignment is east along Main Street from the starter LRT line at Sycamore & Main Street through Downtown Mesa to the east side of Mesa Drive (shown in the map at the end of this report).

BACKGROUND/DISCUSSION

In May 2007, METRO initiated a federally sponsored Alternatives Analysis in the Central Mesa corridor. The study begins the Federal Transit Administration's project development process in order to qualify for Section 5309 New Start federal funding. Through the study process, specific purpose and needs of the project were identified. They are:

- Increase efficient access to employment opportunities throughout the region for City of Mesa residents;
- Provide improved travel times over local bus in a congested environment;
- Connect the western and central segments of the City of Mesa with light rail;
- Facilitate continued growth and development of a comprehensive and inter-connected regional transit network that is multi-modal, offers a range of effective mobility choices for current and future transit riders, and attracts new transit riders into the growing regional system;
- Support economic development and ensure enhanced connectivity among existing and planned regional and local activity centers and attractions.

A two-tiered alternatives development process was implemented to evaluate the Central Mesa corridor. The first phase (Tier 1) included a conceptual level evaluation that analyzed the advantages and disadvantages of a wide range of potential alternatives to address the transportation needs of the corridor.

The Tier 2 evaluation was a more rigorous screening process. Six alternatives were evaluated in the Tier 2 phase of the study. These alternatives included two Bus Rapid Transit (BRT) alternatives (Main Street 2-Lane & 4-Lane) and four LRT alternatives (Main Street 2-Lane & 4-Lane, 1st Street and 1st Avenue). The Tier 2 process resulted in the identification of a preliminary corridor recommendation. Criteria evaluated in the Tier 2 process included traffic, land use compatibility, travel markets, environmental issues, historic properties, design and constructability, economic development potential, projected number of riders and costs. Additional criteria were used to evaluate the alternatives through the downtown area. This included the number of travel lanes and the availability of left turns; maintaining pedestrian crosswalks, bicycle lanes, on-street parking, curbs and sidewalks, landscape and streetscape elements; economic development potential and construction phasing. The outcome of the Tier 2 evaluation resulted in the advancement of the LRT on Main Street 2-lane and 4-lane alternatives.

Determining a 2-lane or 4-lane alternative in the downtown area and other urban design issues and concerns will be addressed in the subsequent environmental and planning phase. As such, the City Council recommendation also included direction for City staff and METRO to convene a working group of stakeholders and adjacent property owners and businesses to develop design guidelines for specific elements in the downtown and develop a specific business outreach program during construction.

Preliminary ridership forecasts are estimated at approximately 4,300 daily riders in 2030. Project capital costs are estimated to be between \$185 and \$200 million. This estimate is based upon early conceptual engineering undertaken during the Tier 2 evaluation in order to provide some comparison between the various alternatives. This estimate is in 2009 dollars and includes guideway, utility relocations, stations, park-and-ride lots, right-of-way, vehicles, construction management, etc. Once preliminary engineering is underway, greater definition will allow for a more accurate estimate.

Public Process

METRO prepared a Public Involvement Plan for the study. The overall goal was to inform the residents, stakeholder interest groups and involved agencies about the project and to present the alternatives and issues for public and agency review. During the course of the study, the public involvement team conducted: five public meetings with 520 people attending; a business forum with 127 people attending; 38 meetings with property and business owners; over 40 presentations to advisory committees, neighborhood associations and civic organizations; and continuous updates via website, e-mails, newsletters and fact sheets.

Through the public outreach program, a general theme started to emerge in the feedback from the community. It centered on a few main points:

- Better serve the East Valley with an extension east to Gilbert Road;
- Improve LINK bus service to match light rail frequencies;
- Improve and expand bus service to connect with light rail;
- Enhance transit service to ASU Polytechnic and the Mesa Gateway Area;
- Promote economic development by connecting residents and employment to other regional centers; and

- Promote integration of light rail and land use planning to support sustainability and livable community initiatives.

Recommended Alternative

METRO staff recommended to Mesa City Council on May 18, 2009 to advance light rail transit as the preferred technology and Main Street as the preferred alignment. The locally preferred alternative (LPA) includes a light rail extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. The LPA will be advanced in accordance with the financially constrained MAG Regional Transportation Plan (RTP) and subsequently METRO will seek formal FTA approval to enter the next phase of the project development process.

Light rail transit is the recommended technology over bus rapid transit because of the following:

- Lower long term life cycle costs;
- Provides up to five times the passenger carrying capacity;
- Reduces passenger travel times;
- Eliminates a bus to rail transfer at Main and Sycamore;
- Offers greater economic development opportunities; and
- Better serves the documented travel demand.

Main Street is the recommended alignment over 1st Street and 1st Avenue because of the following:

- Closest proximity to major Downtown Mesa activity centers (closest to Downtown Mesa retail activities, Mesa Arts Center, City Hall);
- Lower capital costs;
- Forecasted number of daily riders;
- Reduces property acquisition requirements;
- Reduces passenger travel times;
- Offers the greatest economic development opportunities;
- Best opportunity to meet FTA criteria for cost effectiveness.

METRO staff also recommends, as funding becomes available, a future (Phase II) extension of light rail transit to Gilbert Road. This extension would provide better regional transit connections and opportunity for a significant park-and-ride facility. Staff also recommends that funding be pursued so that the service frequency on the new Main Street LINK bus rapid transit, from the Sycamore LRT station to Superstition Springs Mall, can be improved to match light rail. At this time, Phase II is not identified in the MAG RTP, but the Phase II recommendation will be forwarded to MAG for consideration as an "illustrative project" for inclusion in the RTP.

The Mesa City Council approved these recommendations on May 18, 2009. The recommended alternative was coordinated with and recommended by the Downtown Development Committee, Economic Development Advisory Board, Museum and Cultural Advisory Committee and the Transportation Advisory Board. In addition, a majority of the board of directors representing the Downtown Mesa Association voted to support the recommended alternative.

RAIL MANAGEMENT COMMITTEE CONSIDERATION

At its June 3, 2009 Rail Management Committee (RMC) meeting, the RMC recommended that the Board approve the Central Mesa LPA as Phase 1, which includes LRT on a Main Street alignment to the east side of Mesa Drive and a recommendation for the LPA to be advanced to the environmental phase. Staff further requests approval to forward Phase 2 recommendations to MAG for future funding consideration. Phase 2 includes a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK BRT to match LRT.

RECOMMENDATION

Staff recommends that the Board to approve the Central Mesa LPA as Phase 1, which includes LRT on a Main Street alignment to the east side of Mesa Drive and a recommendation for the LPA to be advanced to the environmental phase. Staff further requests approval to forward Phase 2 recommendations to MAG for future funding consideration. Phase 2 includes a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK BRT to match LRT.

CENTRAL MESA RECOMMENDED ALTERNATIVE



LEGEND		
Study Area	Light Rail Line / Station	Central Mesa Phase 1 - Funded
Tempe Canal	Transit Center	Central Mesa Phase 2 - Unfunded
Railroad	Park-and-Ride	Valley Metro LINK BRT Alignment / Stop

* Mesa Dr. Park-and-Ride lot would be interim until the extension to Gilbert Rd is complete. Rev. 05-22-09

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

DATE:

September 22, 2009

SUBJECT:

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

SUMMARY:

As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwestern Maricopa County and western Pinal County. Beginning in May 2007, a consultant team began framework planning efforts for a 3,200 square mile study area bounded by Gila River on the north, SR-87 and Overfield Road on the east in Pinal County, the Tohono O'odham Indian Community and Barry Goldwater Range on the south, and 459th Avenue on the west in Maricopa County. The project's study team has determined that entitled development represents a population of approximately 2.5 million by buildout.

This study is the second framework effort in the MAG region since the conception of the regional freeway network in 1960, and the Hassayampa Study in 2008, to establish a network of transportation facilities to meet buildout travel demand. In doing so, the study team developed and studied alternatives illustrating high capacity roadway and transit corridors to frame transportation for the Hidden Valley study area. The team also conducted a precursory environmental scan of the study area with the purpose that transportation corridors could be identified to avoid presently known natural and built environmental factors.

At this time, the project's funding partners, in cooperation with a study review team and a project consultant team, have made their final framework recommendation that is ready for study acceptance by the MAG and the Central Arizona Association of Governments (CAAG) Regional Councils. An illustration of the recommendation is attached to this transmittal. The project has received consultant help from DMJM Harris, Inc., and its subconsultants Wilson and Company, Partners for Strategic Action, Lima and Associates, and Curtis Lueck and Associates. Acceptance of the study recommendations is requested.

PUBLIC INPUT:

To date, the project team has conducted more than 200 stakeholder events and meetings to receive public input on the study and transportation framework alternatives. The events included six public meetings, two public-developer forums, presentations to CAAG, and individual meetings with elected officials from the Cities of Casa Grande, Coolidge, Goodyear, and Maricopa, Maricopa County, Pinal County, the Town of Buckeye, and the tribal councils for the Gila River and Ak-Chin Indian Communities.

In addition to the meetings, the project's study team has issued two newsletters for the general public. All information related to the project is available at www.bqaz.org.

PROS & CONS:

PROS: The study recommends a framework for extending and preserving the existing and planned metropolitan freeway network for the next ring of development in the MAG and CAAG regions. The project's recommendations provide guidance to MAG, CAAG, and member agencies for establishing a transportation framework and an implementation strategy to meet buildout travel demands. The recommendations also include an interchange spacing strategy to preserve Interstates 8 and 10 as freight corridors.

CONS: Most of the transportation needs identified in this study will not be funded. Thus, as with the Hassayampa Study, the Regional Council will be requested to accept the study's findings versus actually adopting them. In taking this action, the planning process can be moved forward in an illustrative manner, thereby providing guidance to MAG and the affected agencies in the Hidden Valley for future activities, including updates to the Regional Transportation Plan. The framework recommendations are also based upon presently known natural and built environmental factors.

Future studies could identify potential impacts that may either need mitigation, prevent construction, or require an update to the framework.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The September 2009 request for the project's recommendations is for acceptance. As future planning continues in the MAG region, additional studies will be needed to identify how the project's corridors are ultimately incorporated into the Regional Transportation Plan for possible implementation and construction.

POLICY: This framework study is the second effort of its type for the MAG region since 1960. Preliminary results from the Interstates 8 and 10-Hassayampa Valley Transportation Framework Study are being incorporated by affected agencies in their continuing planning studies and process. From a policy perspective, this study's recommendations provide guidance and coordinated transportation vision to a rapidly developing portion of the metropolitan area.

ACTION NEEDED:

Accept the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; recommend the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities.

PRIOR COMMITTEE ACTIONS:

This item is the September 23, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On September 16, 2009, the Management Committee recommended to (1) accept the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; (2) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; (3) accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; (4) recommend the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and (5) coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities.

MEMBERS ATTENDING

Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction

Rogene Hill for Charlie McClendon,
Avondale

David Johnson for Stephen Cleveland,
 Buckeye
 * Gary Neiss, Carefree
 Wayne Anderson for Usama Abujbarah,
 Cave Creek
 Pat McDermott for Mark Pentz, Chandler
 Pat Dennis for B.J. Cornwall, El Mirage
 Alfonso Rodriguez for Phil Dorchester,
 Fort McDowell Yavapai Nation
 Julie Ghetti for Rick Davis, Fountain Hills
 Rick Buss, Gila Bend
 David White, Gila River Indian Community
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 Horatio Skeete for Ed Beasley, Glendale
 Mark Gaillard for John Fischbach, Goodyear
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Christopher Brady, Mesa
 Jim Bacon, Paradise Valley
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 # John Kross, Queen Creek
 * Bryan Meyers, Salt River Pima-Maricopa
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 Brad Lundahl for John Little, Scottsdale
 Michael Celaya for Randy Oliver, Surprise
 Charlie Meyer, Tempe
 Reyes Medrano, Tolleson
 Gary Edwards, Wickenburg
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 John McGee for John Halikowski, ADOT
 Mike Sabatini for David Smith,
 Maricopa County
 David Boggs, Valley Metro/RPTA

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

On August 27, 2009, the Transportation Review Committee recommended to (1) accept the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; (2) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; (3) accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; (4) recommend the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and (5) coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities.

MEMBERS ATTENDING

Peoria: David Moody
 ADOT: Steve Hull for Floyd Roehrich
 # Avondale: David Fitzhugh
 Buckeye: Scott Lowe
 Chandler: RJ Zeder for Patrice Kraus
 El Mirage: Lance Calvert
 Fountain Hills: Randy Harrel
 * Gila Bend: Rick Buss
 * Gila River: Sreedevi Samudrala for Doug
 Torres
 Gilbert: Michelle Gramley for Tami Ryall
 Glendale: Terry Johnson
 Goodyear: Cato Esquivel
 # Guadalupe: Gino Turrubiarres

* Litchfield Park: Mike Cartsonis
 Maricopa County: John Hauskins
 #Mesa: Scott Butler
 * Paradise Valley: Bill Mead
 Phoenix: Ed Zuercher
 * Queen Creek: Mark Young
 RPTA: Bryan Jungwirth
 Scottsdale: Dave Meinhart
 Surprise: Randy Overmyer
 Tempe: Chris Salomone
 Valley Metro Rail: John Farry
 Wickenburg: Rick Austin
 Youngtown: Grant Anderson for Lloyce
 Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash, Mesa
 * Street Committee: Darryl Crossman,
 Litchfield Park

* ITS Committee: Mike Mah: Chandler
Pedestrian Working Group: Brandon Forrey,
Peoria

* Transportation Safety Committee: Kerry
Wilcoxon, Phoenix

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

+ - Attended by Videoconference

On July 22, 2009, the Regional Council received a presentation on the study.

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park,
Vice Chair
Councilwoman Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
Councilman Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Clinton Pattea, Fort McDowell
Yavapai Nation
Mayor Jay Schlum, Fountain Hills
Mayor Ron Henry, Gila Bend
Lt. Governor Joseph Manuel for Governor
William Rhodes, Gila River Indian Community
Vice Mayor Linda Abbott for Mayor John Lewis,
Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Mayor Yolanda Solarez, Guadalupe

* Supervisor Max W. Wilson, Maricopa County
Vice Mayor Kyle Jones for Mayor Scott Smith,
Mesa
Vice Mayor Jini Simpson for Mayor Vernon
Parker, Paradise Valley
Mayor Bob Barrett, Peoria
Councilman Gail Barney for Mayor Arthur
Sanders, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
* Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
* Victor Flores, State Transportation Board
* Vacant, Citizens Transportation Oversight
Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

On July 15, 2009, the Transportation Policy Committee received a presentation on the study.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair
* Mayor Scott Smith, Mesa, Vice Chair
Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa
Indian Community
+ Councilmember Gail Barney, Queen Creek
Stephen Beard, HDR Engineering Inc.
Dave Berry, Swift Transportation
* Jed Billings, FNF Construction
Mayor James Cavanaugh, Goodyear
* Mayor Boyd Dunn, Chandler
* Mayor Hugh Hallman, Tempe
* Eneas Kane, DMB Associates

Mark Killian, The Killian Company/Sunny
Mesa, Inc.
* Mayor Jim Lane, Scottsdale
Mayor John Lewis, Gilbert
* Mayor Jackie Meck, Buckeye
Councilwoman Peggy Neely, Phoenix
* David Scholl
Mayor Elaine Scruggs, Glendale
Mayor Lyn Truitt, Surprise
* Supervisor Max W. Wilson, Maricopa County
Felipe Zubia, State Transportation Board
* Vacant, Citizens Transportation Oversight
Committee

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On July 8, 2009, the Management Committee received a presentation on the study.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

An update on the planning process for the Interstates 8 and 10-Hidden Valley Transportation Framework Study was provided to the Transportation Review Committee, Management Committee, the Transportation Policy Committee, and the MAG Regional Council in June 2008.

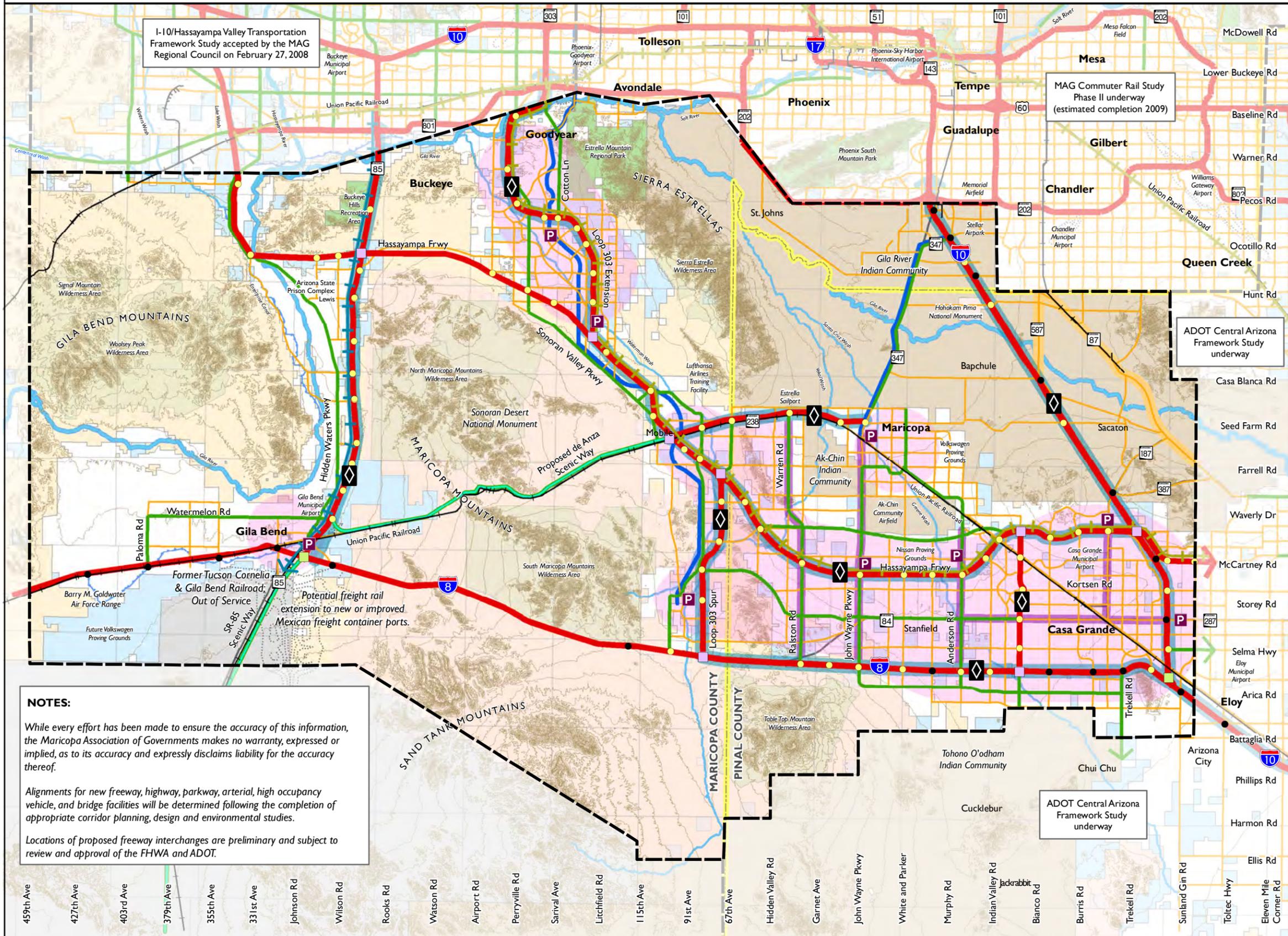
CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.



I-8/I-10 Hidden Valley Transportation Framework Study

Recommended Framework



- Legend**
- Study Area Boundary
 - Existing Railroad
- Proposed Hidden Valley Network**
- Arterial
 - Arizona Parkway
 - Arizona Scenic Way
 - Improved/Proposed Freeway
 - Proposed Freight Railroad
 - Safety and Operational Improvements Corridor
 - Existing Traffic Interchange
 - Proposed Traffic Interchange
 - Existing or Programmed System Interchange
 - Proposed System Interchange
- Proposed Transit Network**
- Freeway Transit Corridor
 - Parkway Bus Transit Corridor
 - Potential Commuter Rail
 - Enhanced Transit Corridor
 - Potential Local Transit Service Area (including service to support regional transit)
 - Potential Park-n-Ride
 - High Occupancy Vehicle (HOV) Lane

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.

Alignments for new freeway, highway, parkway, arterial, high occupancy vehicle, and bridge facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.

Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.

ADOT Central Arizona Framework Study underway

ADOT Central Arizona Framework Study underway

Note: This proposed network is for a buildout scenario.



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 22, 2009

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from January 1, 2009, to June 30, 2009. Of the 140 notices received, 31 had an impact to the State Highway System. These 31 notices are attached.

PUBLIC INPUT:

No comments have been received.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the September 16, 2009, agenda for information and discussion.

MEMBERS ATTENDING

Carl Swenson, Peoria, Vice Chair
 # George Hoffman, Apache Junction
 Rogene Hill for Charlie McClendon, Avondale
 David Johnson for Stephen Cleveland, Buckeye
 * Gary Neiss, Carefree
 Wayne Anderson for Usama Abujbarah, Cave Creek
 Pat McDermott for Mark Pentz, Chandler
 Pat Dennis for B.J. Cornwall, El Mirage
 Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
 Julie Ghatti for Rick Davis, Fountain Hills
 Rick Buss, Gila Bend
 David White, Gila River Indian Community
 George Pettit, Gilbert
 Horatio Skeete for Ed Beasley, Glendale
 Mark Gaillard for John Fischbach, Goodyear

RoseMary Arellano, Guadalupe
 Darryl Crossman, Litchfield Park
 Christopher Brady, Mesa
 Jim Bacon, Paradise Valley
 Frank Fairbanks, Phoenix
 # John Kross, Queen Creek
 * Bryan Meyers, Salt River Pima-Maricopa Indian Community
 Brad Lundahl for John Little, Scottsdale
 Michael Celaya for Randy Oliver, Surprise
 Charlie Meyer, Tempe
 Reyes Medrano, Tolleson
 Gary Edwards, Wickenburg
 # Lloyce Robinson, Youngtown
 John McGee for John Halikowski, ADOT
 Mike Sabatini for David Smith, Maricopa County
 David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee: This item was on the August 27, 2009, agenda for information and discussion.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Steve Hull for Floyd Roehrich
- # Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss
- * Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- # Guadalupe: Gino Turrubiarres

- * Litchfield Park: Mike Cartsonis
- Maricopa County: John Hauskins
- # Mesa: Scott Butler
- * Paradise Valley: Bill Mead
- Phoenix: Ed Zuercher
- * Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Randy Overmyer
- Tempe: Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Jim Hash, Mesa
- * Street Committee: Darryl Crossman, Litchfield Park
- * ITS Committee: Mike Mah: Chandler

- Pedestrian Working Group: Brandon Forrey, Peoria
- * Transportation Safety Committee: Kerry Wilcoxon, Phoenix

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

+ - Attended by Videoconference

CONTACT PERSON:

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



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

Floyd Roehrich Jr.
 State Engineer

July 30, 2009

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

Re: Red Letter Report - Notices from January 1, 2009 to June 30, 2009

Dear Mr. Smith:

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of January 1, 2009 to June 30, 2009. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	01	01
City of Avondale	01	00
Town of Buckeye	02	02
City of Chandler	05	00
Town of Gilbert	03	02
City of Glendale	01	00
City of Goodyear	15	01
Maricopa County	18	05
City of Mesa	02	00
City of Peoria	03	01
City of Phoenix	25	10
City of Surprise	46	05
City of Tempe	00	00
Other	<u>18</u>	<u>04</u>
Total Received	140	31

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT:

06/17/2009 Accipiter Communications / #18-113322 & #18-113332 / Various locations

Notification was sent in regards to the installation of fiber optic lines in various locations around the Loop 303. Annette Close, ADOT Administrative Assistant III advised them that application #18-113332 will have the greatest impact on the Loop 303 and that they needed to obtain a permit before accessing ADOT property.

CITY OF AVONDALE: No impact responses sent.

TOWN OF BUCKEYE:

02/05/2009 Sundance Business Park / PP07-17 (504-19-007E) / SWC of Watson Rd & I-10

Notification was sent in regards to the Public Hearing notice from Matt Klyszeiko with RBF Consulting on the project referenced above. Annette Close, ADOT Administrative Assistant III requested the developer to send us a copy of there Site Plans so we can review them to ensure no access, encroachment or drainage issues exist that could affect our highway system and that they needed to obtain a permit before accessing ADOT property.

05/05/2009 Watson Marketplace / PP08-04 (504-19-014J) / SWC of Watson Rd & I-10

Notification was sent in regards to the Public Hearing on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-10 and that they needed to obtain a permit before accessing ADOT property.

CITY OF CHANDLER: No impact responses sent.

TOWN OF GILBERT:

05/05/2009 Parcel # 304-28-009A/ SEC of the 202L and Wade Rd.

Notification was sent in regards to the Public Hearing regarding the zoning change on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

05/13/2009 Skilled Nursing Facility / DR 09-16/ SEC of the 202L and Pecos Rd.

Notification was sent in regards to the Design Review regarding the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR:

05/13/2009 Centerscape at Palm Valley / 09-20000004/ SEC of Bullard Ave & McDowell Rd.

Notification was sent in regards to the Zoning Change request on the above referenced subject. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-10 and that they needed to obtain a permit before accessing ADOT property.

MARICOPA COUNTY:

05/05/2009 Mirage Plastering/ Z2008127/SEC I-10 & L202

Notification was sent in regards to the Plan of Development on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-10 EB ramp to the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

03/11/2009 Verizon S.U.P.- PHO Whittman /Z2008102/ NWC of US 60 & 211th Ave

Notification was sent in regards to the Public Hearing on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the US 60 and that they needed to obtain a permit before accessing ADOT property. We also informed them that Maricopa Association of Governments is conducting a study for future improvements on US 60 that could affect this property.

03/11/2009 Sabre Business Park / Z2009012 & CPA200901 / East of the 303L to Sarival

Notification was sent in regards to the Plan Amendment and Zoning Change on the above referenced project. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 303.

03/10/2009 F-5 Equipment Building/ Z2009014 / 4900 S. 51st Avenue

Notification was sent in regards to the Plan of Development on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the SR202.

03/10/2009 American Outdoor Advertising/ Z2009002 / So. of the SEC of Elliot Rd. & I-10

Notification was sent in regards to the Plan of Development on the subject referenced above. Annette Close, Administrative Assistant III advised them that this project could have an impact on the I-10 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

CITY OF MESA: No impact responses sent.

CITY OF PEORIA:

06/18/09 Olive Retail Park PH II / PR 09-09/ S/O SWC of 91st Ave and Olive Avenue

Notification was sent in regards to the Site Plan on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 101 and that they needed to obtain a permit before accessing ADOT property.

CITY OF PHOENIX:

03/12/2009 Clear Channel Billboard/ ZA-108-09/ West of I-17 North of Williams Dr.

Notification was sent in regards to the Zoning Change on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

03/10/2009 S.W Behavior Health/01-20803/2313 W. Yuma St.

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that we need a copy of the site plans, so The Arizona Department of Transportation can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

03/11/2009 Holiday Inn/ Project 09-199/NWC of Tatum Blvd & 101Loop.

Notification was sent in regards to the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they needed to obtain a permit before accessing ADOT property. We requested a copy of the site plans from the developer, so ADOT can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

03/10/2009 Park & Ride/ Project # 09-557 /I-17 & Happy Valley Road

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they needed to obtain a permit before accessing ADOT property. We requested a copy of the site plans from the developer, so ADOT can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

04/09/2009 Laveen Health Services/ Project # 09-873 /NEC of 63rd Avenue & Dobbins Road

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202. We requested a copy of the site plans from the developer, so ADOT can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

04/09/2009 Clear Channel Billboard/ Project # 99-18990 / 2211 N. Black Canyon

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

04/09/2009 Clear Channel Billboard/ Project # 02-417 / 1335 E. Maricopa Freeway

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the I-17 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

05/05/2009 Chase Bank/ Project 09-1685/SWC of Scottsdale Rd & 101 Loop.

Notification was sent in regards to the e-mail on the subject referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 101 and that they needed to obtain a permit before accessing ADOT property. We requested a copy of the site plans from the developer, so ADOT can review and comment on them to ensure there are no encroachments, drainage, and/or access problems.

05/06/2009 Staybridge Suites/ SDEV 0800823/NEC of SR 51 & Greenfield Rd (Thomas Rd).

Notification was sent in regards to the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the SR 51 and that they needed to obtain a permit before accessing ADOT property.

06/18/2009 Park & Ride/ SDEV 0900232/SWC of 40th St & Pecos Rd

Notification was sent in regards to the amendment on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

CITY OF SURPRISE:

02/05/2009 X175 Hart's Field Ranch/AUPC 08-340/14102 W. Pinnacle Peak Rd

Notification was sent in regards to the Administrative Use Permit on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 303 and that they needed to obtain a permit before accessing ADOT property.

03/10/2009 David Hanner /PA09-002/SWC of Grand Ave & Norwich Dr.

Notification was sent in regards to the Zoning Change on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the US 60 and that they needed to obtain a permit before accessing ADOT property.

03/12/2009 Grand Hotel Plaza/SPA09-033/14783 W. Grand

Notification was sent in regards to the Site Plan Amendment on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the US 60 and that they needed to obtain a permit before accessing ADOT property.

04/10/2009 Lone Mountain Retail/ GPA08-331 / Grand Avenue and Deer Valley Road

Notification was sent in regards to the General Plan Amendment on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the US 60 and that they needed to obtain a permit before accessing ADOT property. We also informed them that the Maricopa Association of Governments is conducting a study for future improvements on US 60 that could affect this property.

05/05/2009 City of Surprise/GPA09-005/ Various Locations

Notification was sent in regards to the Public Notice on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that the proposed project could have an impact on our highway facilities in this area. ADOT would like to review the plans when they are available and that they needed to obtain a permit before accessing ADOT property.

CITY OF TEMPE: No impact responses sent.

OTHER:

03/11/2009 Z-85-08-7 / SEC of 63rd Avenue & Lower Buckeye Rd

Notification was sent in regards to the Zoning Change on the project referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the SR202.

06/24/2009 ZA-207-09 / 402 S. 54th Street

Notification was sent in regards to the Billboard referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the SR202 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

06/18/2009 Higley Park/ NEC of the 202 & Higley Rd.

Notification was sent in regards to the Billboard referenced above. Annette Close, ADOT Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they need to verify whether the proposed sign complies with ADOT's requirements relating to Outdoor Advertising Control.

06/18/2009 Baseline Center /NWC of the 202 and Baseline Rd

Notification was sent in regards to the Public Hearing on the subject referenced above. Annette Close, Administrative Assistant III advised them that this project could have an impact on the Loop 202 and that they needed to obtain a permit before accessing ADOT property.

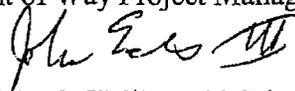
The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising,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

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

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

Sincerely,

John Eckhardt III, Manager
Right of Way Project Management



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

September 22, 2009

TO: Members of the MAG Regional Council

FROM: Dennis Smith, Executive Director

SUBJECT: POTENTIAL CONSOLIDATION OF REGIONAL TRANSIT PLANNING
ACTIVITIES AT MAG

At several Regional Council Executive Committee meetings, staff has reported on the effort to examine the transit programming and planning roles performed by MAG, the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (METRO). This examination has been prompted by three primary factors:

- (1) The need for a more integrated transit planning process.
- (2) Notice by the Federal Transit Administration (FTA) for MAG to more fully assume the transit programming role and for the role to be documented in a revised Memorandum of Understanding prior to the November 2009 federally required planning certification review.
- (3) The need to have a more efficient and integrated planning and programming process prior to the required Proposition 400 performance audit to be conducted in 2010.

Four options were developed to address better integration of transit planning and programming. On September 21, 2009, the Executive Committee discussed four options that had been developed by the working group and recommended approval of Option 1: Programming Consolidated at MAG; forming a MAG transit committee, addressing potential budget issues regarding the Regional Public Transportation Authority and Valley Metro Rail in the development of the FY 2011 MAG Unified Planning Work Program and Annual Budget, and reporting back to the Executive Committee on progress in 90 days or sooner with a plan on progress regarding the remaining options including a budget analysis of the options. The following information was considered by the Executive Committee.

The four options were developed by staff members from MAG, RPTA, and METRO, who have been meeting over the past several months to discuss opportunities to develop a more integrated approach to regional transit planning. Staff from the City of Phoenix recently joined the group due to the City's role as the designated grant recipient for federal transit funds. The four options are enclosed in Attachment One. Each option builds on the previous option by increasing the overall level of integration among the three regional agencies. The staff working group reached consensus on pursuing Option 1 below, and has agreed to continue meeting to explore the other three options. The four options presented for consideration include the following:

Option 1: Programming Consolidated at MAG.

Option 2: Programming and System Planning Consolidated at MAG. This would also include the activities identified in Option 1.

Option 3: All Transit Planning Consolidated at MAG. This would also include all of the functions in Options 1 and 2.

Option 4: All Transit Planning + Additional Environmental/Bicycle Programs Consolidated at MAG. This would also include all of the functions in Options 1, 2 and 3.

Funding

As the metropolitan planning organization (MPO) for the metropolitan planning area, MAG receives Federal Transit Administration (FTA) funds (Section 5303) for regional transit planning. A portion of these funds has been provided to RPTA (\$224,000) and to METRO (\$500,000) for regional transit planning support. Each year, MAG defines the scope of work to be provided by RPTA and METRO through contracts issued by MAG. For FY 2009, MAG provided \$224,720 to RPTA and \$500,000 to METRO. The FY 2010 MAG Unified Planning Work Program reflects the FY 2009 funding amounts for transit planning support, while noting that the final amounts are to be determined. MAG has provided the transit planning support funding to RPTA and METRO for the first quarter of FY 2010 (July-September). Based on the guidance by the MAG Executive Committee, the transit roles in the MAG contracts with RPTA and METRO will be defined for the remainder of FY 2010. Adjustments to the contract budgets for RPTA and METRO would be considered in the development of the FY 2011 MAG Unified Planning Work Program, which is scheduled for approval by the Regional Council in May 2010.

Background

Transportation planning has become increasingly more complex over the last 20 years. Federal planning requirements have increasingly emphasized the need for more integrated planning across the various modes of travel. The Intermodal Surface Transportation and Efficiency Act (ISTEA), which was passed in 1991, requires MPOs to develop a transportation plan that identifies major roadways, transit and intermodal facilities that should function as an integrated regional system. ISTEA states that the plan needs to include actions that develop and maintain an integrated, intermodal transportation system that is accessible and that efficiently moves people and goods. Approximately the same time, the Clean Air Act Amendments of 1990 recast the planning function in nonattainment areas to ensure that transportation planning addresses air quality rather than just mobility. TEA-21 and SAFETEA-LU, passed by Congress in 1998 and 2005, respectively, reinforced the requirement for integrated, multimodal planning.

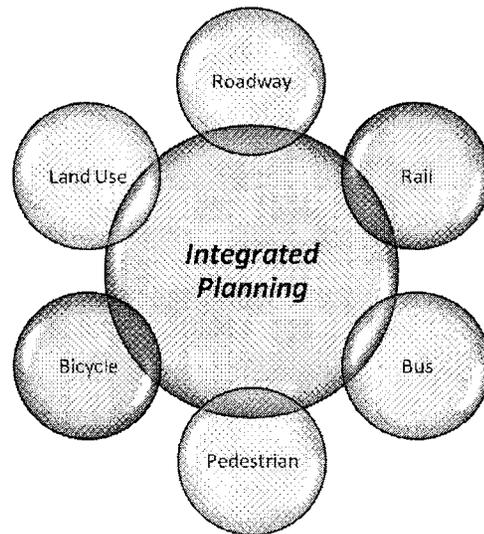
Why is Integrated Planning Important?

The Phoenix Central Core Freeway Program Peer Review was assembled in November 2008 to provide an outside, expert opinion about the freeway components for the central core of the urban area. Although much of the work of the expert panel focused on the freeway program, a substantial part of the recommendations of the peer review panel was concerned with the need to improve the transportation

planning process for the MAG region through better integration. In discussing integrated transportation planning, the peer review stated:

“Integrated transportation planning is about a collaborative, well-coordinated decision-making process that solves the mobility and accessibility needs of communities in a manner that optimizes across multiple community goals – from economic development and community livability to environmental protection and equity. It is about providing users of transportation systems with choices, and about providing information on the performance of transportation networks and facilities that reflects what customers value most.”

The need for better integration of planning can be illustrated by looking at the Interstate 10 corridor to the west. In the future, this corridor is likely to have the most transportation options available in some form, including freeways, arterial streets, local bus, bus rapid transit, light rail and commuter rail. The integration of the different transportation modes will be critical to the level of mobility and efficiency for the entire transportation system in the subregion. The locations of park and ride lots, intermodal terminals, access to and from Interstate 10, and transfer points to other parts of the region, are just some of the elements that need to be seamlessly integrated.



Certification of Planning Process

The MAG programming and planning process is subject to a periodic certification review process as required of metropolitan planning organizations (MPOs) by federal law (23 CFR 450.334). During the certification process, representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) review the MAG planning process to determine if it conforms to federal transportation planning requirements, and identify areas that need corrective action or improvement. One of the results from the 2001 certification report was that “MAG should explain how it chooses and subsequently ranks transit projects in the TIP.” As part of the 2004 certification report, this finding was carried forward. The report stated that “MAG should document how it chooses and subsequently ranks transit projects in the TIP and make this information available to interested members of the public.” The report noted that this was a recommendation that was carried forward from the 2001 certification.

On April 17, 2009, the annual Intermodal Planning Group (IPG) meeting was held to review the work activities of MAG, RPTA and METRO. Representatives from FHWA, FTA, the EPA, and the Arizona Department of Transportation (ADOT) participated in the session. During the meeting, the FTA

representative stated that MAG could not delegate its transit programming responsibilities. Since the IPG meeting, the FTA has notified MAG that the programming responsibilities need to be clarified in a new Memorandum of Understanding (MOU) between MAG and the transit operators. For the current fiscal year, MAG is being allowed to advance its programs despite the lack of a comprehensive agreement(s). FTA is anticipating that compliance will be achieved during the planning certification review. We have been notified that FTA expects MAG to have a draft of the MOU available for review prior to the certification meeting. If the FHWA and the FTA jointly determine that the transportation planning process does not substantially meet the requirements, they may withhold in whole or in part the apportionment attributed to the metropolitan planning area.

Performance Audits of Proposed Transportation Projects and Systems

Arizona Revised Statutes 28-6313 require that "beginning in 2010 and every fifth year thereafter, the Auditor General shall contract with a nationally recognized independent auditor with expertise in evaluating multimodal transportation systems and in regional transportation planning to conduct a performance audit, as defined in section 41-1278, of the regional transportation plan and projects scheduled for funding for the next five years." The audit also provides an examination of the expenditures of the Regional Transportation Plan and the performance of the system in relieving congestion and improving mobility. The audit also makes recommendations regarding whether further implementation of a project of the transportation system is warranted, warranted with modifications, or not warranted. Within forty-five days after the audit's release, the regional planning agency shall hold a public hearing on the audit findings and recommendations.

Proposed Process for MAG Transit Programming of Federal Transportation Funds

Federal law (23 CFR 450.324) requires that "the metropolitan planning process shall include development of a transportation improvement program (TIP) for the metropolitan area by the MPO in cooperation with the State and public transit operators." If the Regional Council approves of MAG assuming the role for programming federal transit funds, a process will need to be established at MAG. Currently, MAG has technical committees for Streets, Bicycle/Pedestrian, Intelligent Transportation Systems and Safety. These committees review projects and transmit them to the MAG Transportation Review Committee to be assembled into a Transportation Improvement Program (TIP). Once the TIP is assembled, it is forwarded to the Management Committee, Transportation Policy Committee and Regional Council for approval. It is envisioned that if the transit programming process is assumed by MAG, a MAG Transit Committee would be formed. The committee would be responsible for recommending the transit element of the TIP to the Transportation Review Committee. This would include bus, light rail, commuter rail, park and ride lots and other projects. As with other MAG technical committees, membership would be made available to all interested MAG member agencies, RPTA and METRO.

Scenarios for Integrated Transit Planning

A staff working group was formed to discuss options for integrating regional transit planning activities in the MAG region. To date, the working group has reached consensus on pursuing Option 1 below, which would consolidate transit programming activities at MAG. The working group has not reached consensus on whether to pursue any of the subsequent options, but has agreed to continue discussing the issues.

A summary of each option is presented below. Please refer to Attachment One for additional details about the options.

Option 1: Programming Consolidated at MAG (Executive Committee and Staff Recommendation)

This option would consolidate the preparation and maintenance of the transit element of the Transportation Improvement Program (TIP) at MAG. Currently, the transit element of the TIP is developed by RPTA (with input from METRO) and provided to MAG. It is anticipated that the services of a transportation intern would be used along with the MAG programming and transit planning staff to undertake the new work elements described below.

Elements

- ▶ Transit Life Cycle Program – Program responsibility to remain at RPTA, with program review to occur at MAG.
- ▶ Transportation Improvement Program – Program responsibility consolidated at MAG.
- ▶ Annual formula grant process – Bus and high capacity formula funded project development to remain at City of Phoenix.
- ▶ Annual discretionary grant process – Program responsibility to remain at RPTA and METRO, with program review to occur at MAG.

Process and Timeframe Under this Option

- ▶ October 2009 – MAG assumes responsibility for transit programming.
- ▶ October 2009 through December 2009 – Formation of a MAG Transit Committee.
- ▶ October 2009 through June 2010 – MAG staff, in cooperation with the staff of RPTA, METRO and other transit operators, develop the 2011-2015 Transit TIP. The development of the 2011-2015 Transit TIP, beginning in October 2009, will be a transition year with MAG working with the existing programming staff. Review of the 2011-2015 Transit TIP to occur at the newly formed MAG Transit Committee.
- ▶ January 2010 – RPTA provides an updated Transit Life Cycle Program (TLCP) to MAG, per RPTA's current TLCP update schedule.
- ▶ July 2010 – Regional Council approval of 2011-2015 TIP.
- ▶ Following approval of the TIP, MAG works in cooperation with the City of Phoenix in its role as the Designated Transit Recipient to ensure that the projects are reflected in the grant prepared by the City of Phoenix and forwarded to the FTA.

OPTIONS FOR FURTHER STUDY

Option 2: Programming and System Planning Consolidated at MAG

In addition to the elements included in Option 1, Option 2 consolidates transit system planning activities at MAG. System planning represents the first phase of identifying transit solutions for the entire region, subareas, or corridors. Funding for specific projects has not been identified at this stage, although information from system studies may be used to update the Regional Transportation Plan (RTP). Examples of system planning include the following:

- ▶ Long Range Transit Studies (e.g., Regional Transit Framework Study, Commuter Rail System Study).
- ▶ Transit Feasibility Studies (e.g., South Central Feasibility Study, Grand Avenue Commuter Rail Corridor Development Plan).
- ▶ Subregional Transit Studies (e.g., Glendale Subregional High Capacity Transit Study).
- ▶ Local transit plans and small area transit studies.

It is anticipated that additional staffing resources will be required at MAG to undertake the new work elements described below.

Elements (Option 1 Elements Plus the Following)

- ▶ Public Transit Element of the RTP – Consolidated at MAG.
- ▶ Transit corridor studies – Consolidated at MAG.
- ▶ Transit system plans and subregional studies – Consolidated at MAG.

Process and Timeframe Under this Option

- ▶ October through December 2009 – Identification of a detailed process timeline by MAG, RPTA, and METRO staff. The process timeline would identify organizational and staffing requirements.
- ▶ January through June 2010 – Identification of transit studies and staffing requirements through the FY 2011 MAG Unified Planning Work Program development process.
- ▶ July 2010 – MAG assumes responsibility for transit system planning.

Option 3: All Transit Planning Consolidated at MAG.

In addition to the elements included in Options 1 and 2, Option 3 consolidates transit project planning and support-planning activities at MAG. Following the results of system planning, project planning focuses on a specific transportation need (or set of needs) in a given corridor or subarea, identifies alternative actions to address these needs, and generates the information needed to select a preferred project for implementation. Projects for evaluation have local funding in place and are identified in the Regional Transportation Plan. Examples of project planning include the following:

- ▶ FTA New Starts, Small Starts, and Very Small Starts planning processes (e.g., I-10 West Alternatives Analysis/Environmental Impact Statement, project planning during engineering).
- ▶ Implementation of RTP corridors with Proposition 400 funds (e.g., Mesa Main Street BRT implementation, Arizona Avenue BRT Design).

Support planning activities are undertaken to supplement both project planning activities and the operations and maintenance of transit services. Examples of work in this category include the following:

- ▶ Travel demand forecasting.
- ▶ Short range transit plan.
- ▶ Origins & destinations on-board survey.
- ▶ LRT system configuration studies for RTP implementation.
- ▶ Bus-rail interface and service coordination planning.

Elements (Options 1 and 2 elements plus the following)

- ▶ RTP project planning – Consolidated at MAG.
- ▶ Environmental Planning – Program responsibility to remain with City of Phoenix.
- ▶ Project planning during engineering – Program responsibility to remain at RPTA and METRO.
- ▶ Bus-rail interface and service coordination planning – Program responsibility to remain at RPTA and METRO, with program support from MAG.
- ▶ Short-range transit plan – Consolidated at MAG.
- ▶ Transit capital facility planning – Consolidated at MAG.
- ▶ Transit system configuration studies – Consolidated at MAG.
- ▶ Transit GIS implementation and use – Consolidated at MAG.
- ▶ Sustainability/EMS strategic planning – Consolidated at MAG.
- ▶ Transit oriented development – Consolidated at MAG.
- ▶ Peer city research – Consolidated at MAG.
- ▶ FTA policy input – Consolidated at MAG.
- ▶ Seeking transit funding sources – Consolidated at MAG.
- ▶ Transit system performance monitoring – Consolidated at MAG.
- ▶ Travel demand forecasting – Consolidated at MAG.

Process and Timeframe Under this Option

The consolidation of all transit planning activities at MAG would require a dramatic restructuring of organizational and staffing resources among the three agencies.

- ▶ October 2009 – MAG assumes responsibility for transit programming (Option 1 above).
- ▶ July 2010 – MAG assumes responsibility for transit system planning (Option 2 above).
- ▶ July through December 2010 – Identification of a detailed process timeline by MAG, RPTA, and METRO staff. The process timeline would identify organizational and staffing requirements for the consolidation of project and support planning activities at MAG.
- ▶ January through June 2011 – Identification of transit studies and staffing requirements through the FY 2012 MAG Unified Planning Work Program development process.
- ▶ July 2011 – MAG assumes responsibility for project and support planning activities.

Option 4: All Transit Planning + Additional Environmental/Bicycle Programs Consolidated at MAG.

During the staff working group meetings, the following additional elements were identified that could potentially be consolidated at MAG.

Elements (Options 1, 2 and 3 elements plus the following)

- ▶ Rideshare, carpool, and vanpool programs – Consolidated at MAG.
- ▶ Bicycle planning and safety education – Consolidated at MAG.
- ▶ Telework ozone – Consolidated at MAG.

Process and Timeframe Under this Option

- ▶ October 2009 – MAG assumes responsibility for transit programming (Option 1 above).
- ▶ July 2010 – MAG assumes responsibility for transit system planning (Option 2 above).

- ▶ July 2011 – MAG assumes responsibility for project and support planning activities (Option 3 above).
- ▶ July through December 2011 – Identification of a detailed process timeline by MAG, RPTA, and METRO staff. The process timeline would identify organizational and staffing requirements for the consolidation of additional environmental and bicycle programs at MAG.
- ▶ January through June 2012 – Identification of program and staffing requirements through the FY 2013 MAG Unified Planning Work Program development process.
- ▶ July 2012 – MAG assumes responsibility for the additional environmental and bicycle programs.

If you have any questions, please do not hesitate to contact me or Eric Anderson, MAG Transportation Director, at (602) 254-6300.

Transit Related Planning Roles and Responsibilities

		Existing Structure				OPTION 1: Programming Consolidated at MAG				OPTION 2: Programming and System Planning Consolidated at MAG				OPTION 3: All Transit Planning Consolidated at MAG				OPTION 4: All Transit Planning + Additional Environmental/Bicycle Programs Consolidated at MAG				
		PTD	RPTA	METRO	MAG	PTD	RPTA	METRO	MAG	PTD	RPTA	METRO	MAG	PTD	RPTA	METRO	MAG	PTD	RPTA	METRO	MAG	
Programming	Transit Lifecycle Program		Transit element	High capacity transit element	Review and concurrence		Transit element	High capacity transit element	Review and concurrence		Transit element	High capacity transit element	Review and concurrence		Transit element	High capacity transit element	Review and concurrence		Transit element	High capacity transit element	Review and concurrence	
	Transportation Improvement Program (TIP)		Transit element	High capacity transit element	RPTA and METRO projects incorporated in TIP at MAG				Transit TIP development and review consolidated at MAG				Transit TIP development and review consolidated at MAG				Transit TIP development and review consolidated at MAG				Transit TIP development and review consolidated at MAG	
	Annual formula grant process	Bus and high capacity formula funded projects				Bus and high capacity formula funded projects				Bus and high capacity formula funded projects				Bus and high capacity formula funded projects				Bus and high capacity formula funded projects				Bus and high capacity formula funded projects
	Annual discretionary grant process		Transit element	High capacity transit element			Transit element	High capacity transit element	Review and consolidation		Transit element	High capacity transit element	Review and consolidation				Annual discretionary grant process consolidated at MAG				Annual discretionary grant process consolidated at MAG	
System Planning	Public Transit Element of the Regional Transportation Plan		Transit element	High capacity transit element	Review and concurrence		Transit element	High capacity transit element	Review and concurrence				Public transit element of the RTP consolidated at MAG				Public transit element of the RTP consolidated at MAG				Public transit element of the RTP consolidated at MAG	
	Transit Corridor Studies		Transit element	High capacity transit element	Commuter rail		Transit element	High capacity transit element	Commuter rail				Transit corridor planning consolidated at MAG				Transit corridor planning consolidated at MAG				Transit corridor planning consolidated at MAG	
	Transit System Plans and Subregional Studies		Local transit plans, transit feasibility and subregional studies	Transit feasibility and subregional studies	Transit feasibility and long range studies		Local transit plans, transit feasibility and subregional studies	Transit feasibility and subregional studies	Transit feasibility and long range studies				All transit system planning consolidated at MAG				All transit system planning consolidated at MAG				All transit system planning consolidated at MAG	
Project Planning	RTP Project Planning		Transit element	High capacity transit element (AA/DEIS)			Transit element	High capacity transit element (AA/DEIS)			Transit element	High capacity transit element (AA/DEIS)					Bus and Rail RTP project implementation consolidated at MAG				Bus and Rail RTP project implementation consolidated at MAG	
	Environmental Planning	FTA funded facility projects				FTA funded facility projects				FTA funded facility projects				FTA funded facility projects				FTA funded facility projects				FTA funded facility projects
	Project Planning During Engineering		Transit element	High capacity transit element			Transit element	High capacity transit element			Transit element	High capacity transit element			Transit element	High capacity transit element			Transit element	High capacity transit element		Transit element
Support Planning	Bus-Rail Interface and Service Coordination Planning		Bus-rail interface and service coordination planning	Bus-rail interface and service coordination planning			Bus-rail interface and service coordination planning	Bus-rail interface and service coordination planning			Bus-rail interface and service coordination planning	Bus-rail interface and service coordination planning			Bus-rail interface and service coordination planning	Bus-rail interface and service coordination planning			Bus-rail interface and service coordination planning	Bus-rail interface and service coordination planning		Bus-rail interface and service coordination planning
	Short Range Transit Plan		Transit element				Transit element				Transit element						Short range transit planning consolidated at MAG				Short range transit planning consolidated at MAG	
	Transit capital facility planning		Transit element	High capacity transit element			Transit element	High capacity transit element			Transit element	High capacity transit element					Transit capital facility planning consolidated at MAG				Transit capital facility planning consolidated at MAG	
	Transit System Configuration Studies		Transit element	High capacity transit element			Transit element	High capacity transit element			Transit element	High capacity transit element					Transit system configuration studies consolidated at MAG				Transit system configuration studies consolidated at MAG	
	Transit GIS Implementation and Use		Transit element	High capacity transit element	Regional GIS program		Transit element	High capacity transit element	Regional GIS program		Transit element	High capacity transit element	Regional GIS program				Transit GIS implementation and use consolidated at MAG				Transit GIS implementation and use consolidated at MAG	
	Sustainability/EMS Strategic Planning			High capacity transit element	Air Quality and Green House Gas			High capacity transit element	Air Quality and Green House Gas			High capacity transit element	Air Quality and Green House Gas				Sustainability planning consolidated at MAG				Sustainability planning consolidated at MAG	
	Transit Oriented Development		Transit element	High capacity transit element			Transit element	High capacity transit element			Transit element	High capacity transit element					Consolidate Transit Oriented Development at MAG				Consolidate Transit Oriented Development at MAG	
	Peer City Research		Transit element	High capacity transit element	Transit/Commuter Rail		Transit element	High capacity transit element	Transit/Commuter Rail		Transit element	High capacity transit element	Transit/Commuter Rail				Peer city research consolidated at MAG				Peer city research	
	FTA Policy Input		FTA policy input	FTA policy input	SAFETEA-LU/Authorization		FTA policy input	FTA policy input	SAFETEA-LU/Authorization		FTA policy input	FTA policy input	SAFETEA-LU/Authorization				FTA policy input consolidated at MAG				FTA policy input	
	Seeking Transit Funding Sources		Transit element	High capacity transit element			Transit element	High capacity transit element			Transit element	High capacity transit element					Seeking funding sources consolidated at MAG				Seeking funding sources	
	Transit System Performance Monitoring		Transit element	High capacity transit element	Transit System Performance Monitoring		Transit element	High capacity transit element	Transit System Performance Monitoring		Transit element	High capacity transit element	Transit System Performance Monitoring				Transportation performance monitoring consolidated at MAG				Transportation performance monitoring consolidated at MAG	
	Transit Travel Demand Forecasting		Transit element	High capacity transit element	Regional travel forecasting program		Transit element	High capacity transit element	Regional travel forecasting program		Transit element	High capacity transit element	Regional travel forecasting program				Consolidate transit travel forecasting at MAG				Consolidate transit travel forecasting at MAG	
	Rideshare, Carpool, and Vanpool Programs		Rideshare, carpool, and vanpool programs		Regional air quality planning		Rideshare, carpool, and vanpool programs		Regional air quality planning		Rideshare, carpool, and vanpool programs		Regional air quality planning		Rideshare, carpool, and vanpool programs		Regional air quality planning				Rideshare, carpool, and vanpool programs consolidated at MAG	
	Bicycle Planning and Safety Education		Bicycle safety education		Regional bicycle planning and design assistance		Bicycle safety education		Regional bicycle planning and design assistance		Bicycle safety education		Regional bicycle planning and design assistance		Bicycle safety education		Regional bicycle planning and design assistance				Bicycle planning/safety education consolidated at MAG	
Telework Ozone		Telework ozone				Telework ozone				Telework ozone				Telework ozone						Telework ozone consolidated at MAG		

Primary Responsibility

Support Role

\$ A portion of the funding for this activity provided by MAG

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

DATE:

September 22, 2009

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects and PM-10 Pave Unpaved Road projects for FY 2011 and FY 2012. Comments on the conformity assessment are requested by September 30, 2009.

In addition, since the September 16, 2009 Management Committee meeting, MAG has received requests for additional project changes for the amendment and administrative modification, including a revision to DOT07-323 and seven Mesa transit projects for FY 2010. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum.

PUBLIC INPUT:

An opportunity for public comment was provided at the September 16, 2009 Management Committee meeting and no public comments were received.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include

a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the September 16, 2009 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Rogene Hill for Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Pat McDermott for Mark Pentz, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
David White, Gila River Indian Community
George Pettit, Gilbert
Horatio Skeete for Ed Beasley, Glendale

Mark Gaillard for John Fischbach, Goodyear
RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John McGee for John Halikowski, ADOT
Mike Sabatini for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

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

September 22, 2009

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Lawrence Odle, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

On September 8, 2009, the Maricopa Association of Governments distributed a memorandum for consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects and PM-10 Pave Unpaved Road projects for FY 2011 and FY 2012. Since that time, MAG has received requests for additional project changes for the amendment and administrative modification, including: a revision to DOT 07-323 and seven Mesa transit projects for FY 2010. A new list is attached. Comments on the conformity assessment are now requested by September 30, 2009.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on July 16, 2009 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

A Voluntary Association of Local Governments in Maricopa County

ATTACHMENT

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

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

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include funding changes, design, right-of-way, and utility projects. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on July 16, 2009 remains unchanged by this action.

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

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT10-801	ADOT	Interstate-10: MP 129 - 146	Sign replacement/rehabilitation	2010	17	IM	\$ 42,750	\$ 707,250			\$ 750,000	Amend: Create a new sign replacement project in FY 2010.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-802	ADOT	Interstate-17: MP 194 - 201	Sign replacement/rehabilitation	2010	7	IM	\$ 37,050	\$ 612,950			\$ 650,000	Amend: Create a new sign replacement project in FY 2010.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-803	ADOT	Loop 202 (Red Mountain Fwy): MP 10 - 17	Sign replacement/rehabilitation	2010	7	NHS	\$ 42,750	\$ 707,250			\$ 750,000	Amend: Create a new sign replacement project in FY 2010.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-804	ADOT	US 60 (Grand Ave): Wickenburg - San Domingo Wash	Pavement Preservation	2010	5.1	NH	\$ 330,600	\$ 5,469,400			\$ 5,800,000	Amend: Create a new pavement preservation project in FY 2010.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-805	ADOT	Interstate-8: MP 121 - Big Hom	Pavement Preservation	2010	13.6	IM	\$ 969,000	\$ 16,031,000			\$ 17,000,000	Amend: Create a new pavement preservation project in FY 2010.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-806	ADOT	SR 87: Chandler - Mesa City Line	Pavement Preservation	2010	1.32	STP	\$ 86,000	\$ 1,415,000			\$ 1,500,000	Amend: Create a new pavement preservation project in FY 2010.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT07-323	ADOT	Loop 101 (Agua Fria Fwy)/99th Ave: I-10 to Van Buren	Roadway Widening	2010	1.0	ARRA	\$ 601,050		\$ 3,152,890		\$ 3,753,940	Admin Mod: Modify costs to increase from \$3,603,000 to \$3,752,890 and change STP funds to \$2.5 million in ARRA-Highway funds and \$652,890 in ARRA-MPO/Local.	A minor project revision is needed to increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-843	ADOT	Loop 101 Price Fwy: Baseline Rd to Chandler Blvd	Freeway Management System Construction	2010	5	CMAQ	\$ 44,631	\$ 738,369			\$ 783,000	Admin Mod: Change funding source from RARF to CMAQ.	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

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

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT09-815	ADOT	Interstate-10: Verrado Way to Sarival Rd	Construct General Purpose Lane	2009	1	ARRA			\$ 26,272,000		\$ 26,272,000	Admin Mod: Change project costs from \$28.2 million to \$26,272,000	A minor project revision is needed to decrease funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT09-818	ADOT	Interstate-17: SR74 to Anthem Way	Construct General Purpose Lane	2009	5	ARRA			\$ 13,314,100		\$ 13,314,100	Admin Mod: Change project costs from \$13,368,500 to \$13,314,100	A minor project revision is needed to decrease funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT07-332	ADOT	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	1.7	ARRA			\$ 7,647,200		\$ 7,647,200	Admin Mod: Change project costs from \$11.2 million to \$7,647,200	A minor project revision is needed to decrease funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT06-613	ADOT	SR 85: Southern Ave to I-10	2 miles new roadway	2009	2.5	ARRA			\$ 11,042,300		\$ 11,042,300	Admin Mod: Change project costs from \$18.6 million to \$11,042,300 - pending contract award	A minor project revision is needed to decrease funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-850	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Ellsworth Rd	Design	2010	2	Local	\$ 12,000,000				\$ 12,000,000	Amend: Add new project to the TIP. Project is being advanced with City of Mesa local funds. Repayment in 2014.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-851	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Ellsworth Rd	Right of way acquisition	2010	2	Local	\$ 33,000,000				\$ 33,000,000	Amend: Add new project to the TIP. Project is being advanced with City of Mesa local funds. Repayment in 2014.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
BKY10-802	Buckeye	North Watson Road and MC85 Phase I and Phase II	Design pave dirt road project	2010	0.22	Local	\$ 48,840				\$ 48,840	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
BKY11-801	Buckeye	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	2011	0.22	CMAQ	\$ 3,896	\$ 64,456			\$ 68,352	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

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

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
ELM10-801	EI Mirage	Westside of Downtown EI Mirage	Design pave dirt road project	2010	1.7	Local - HURF	\$ 40,800				\$ 40,800	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
ELM11-801	EI Mirage	Westside of Downtown EI Mirage	Paving existing unpaved alleys	2011	1.7	CMAQ	\$ 24,500	\$ 222,000			\$ 246,500	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
ELM11-802	EI Mirage	Eastside of Downtown EI Mirage	Design pave unpaved alley project	2011	2.16	Local - HURF	\$ 49,000				\$ 49,000	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
ELM12-801	EI Mirage	Eastside of Downtown EI Mirage	Paving existing unpaved alleys	2012	2.16	CMAQ	\$ 16,985	\$ 281,000			\$ 297,985	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTM10-801	Fort McDowell Yavapai Nation	Hiawatha Hood Rd, SR-87 to 3 miles north	Design pave dirt road project	2010	2.7	Local	\$ 145,000				\$ 145,000	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTM11-801	Fort McDowell Yavapai Nation	Hiawatha Hood Rd, SR-87 to 3 miles north	Pave Unpaved Road	2011	2.7	CMAQ	\$ 56,622	\$ 936,731			\$ 993,353	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
FTM10-802	Fort McDowell Yavapai Nation	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Design pave dirt road project	2010	4	Local	\$ 155,000				\$ 155,000	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTM11-802	Fort McDowell Yavapai Nation	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Pave Unpaved Road	2011	4	CMAQ	\$ 71,792	\$ 1,187,709			\$ 1,259,500	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTH07-301	Fountain Hills	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	2009		STP-MAG & ARRA	\$ 131,000	\$ 2,164,000	\$ 1,081,614		\$ 3,376,614	Admin Mod: Adjust ARRA costs for project from \$410K to \$1,081,614	A minor project revision is needed to increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTH09-800	Fountain Hills	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	2009	0.5	ARRA				\$ 671,614	\$ 671,614	Amend: Delete project from the TIP	The deleted project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB10-802	Gilbert	Ryan Road: Greenfield Rd to 164th St.	Design pave dirt road project	2010	0.5	Local	\$ 15,000				\$ 15,000	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB11-806	Gilbert	Ryan Road: Greenfield Rd to 164th St.	Pave Unpaved Road	2011	0.5	CMAQ	\$ 9,840	\$ 162,760			\$ 172,600	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB11-807	Gilbert	Walnut Road: 162nd Street to 164th Street	Design pave dirt road project	2011	0.3	Local	\$ 7,700				\$ 7,700	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
GLB12-801	Gilbert	Walnut Road: 162nd Street to 164th Street	Pave Unpaved Road	2012	0.3	CMAQ	\$ 5,262	\$ 87,038			\$ 92,300	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB11-808	Gilbert	Bonanza Road: 156th St to 157th St	Design pave dirt road project	2011	0.15	Local	\$ 4,500				\$ 4,500	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB12-802	Gilbert	Bonanza Road: 156th St to 157th St	Pave Unpaved Road	2012	0.15	CMAQ	\$ 3,221	\$ 53,279			\$ 56,500	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MMA09-811	Maricopa County	Old US-80 Bridge over Gila River	Rehabilitate bridge	2010	0.1	BR-Bridge Funding/S TP-TEA	\$ 6,200,000	\$ 1,500,000			\$ 7,700,000	Admin Mod: Project was originally funded with 100% local, funding changed to include \$1 million of federal Bridge funds, and \$500K of STP-TEA	A minor project revision is needed to change funding source. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MMA10-801	Maricopa County	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Design pave dirt road project and obtain right of way and utility clearances	2010	0.3	Local - HURF	\$ 31,508				\$ 31,508	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
MMA11-801	Maricopa County	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Pave Unpaved Road	2011	0.3	CMAQ	\$ 11,252	\$ 186,146			\$ 197,398	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PHX11-801	Phoenix	Citywide	Design alley dust proofing project	2011	40	Local	\$ 260,000				\$ 260,000	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PHX12-801	Phoenix	Citywide	Alley Dust proofing	2012	40	CMAQ	\$ 190,000	\$ 2,009,471			\$ 2,199,471	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SRP11-801	SRP-MIC	Mesa Dr: Chaparral Rd to McDonald Dr and McDonald Road: Center to Olive Street	Pave Unpaved Road	2011	1.68	CMAQ	\$ 54,314	\$ 773,483			\$ 827,797	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SRP12-801	SRP-MIC	Dobson Road: Arizona Canal to Indian Bend Road and Center: McDonald Dr to Indian Bend Rd	Pave Unpaved Road	2012	1.25	CMAQ	\$ 39,580	\$ 582,967			\$ 622,547	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SRP12-802	SRP-MIC	McDonald Road: Alma School Rd to Center and Alma School Rd: Arizona Canal to McDonald Dr	Pave Unpaved Road	2012	1.63	CMAQ	\$ 57,855	\$ 842,145			\$ 900,000	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SUR10-801	Surprise	Dove Valley Rd: 163rd Ave. to 179th Ave	Design pave dirt road project	2010	2	Local	\$ 170,000				\$ 170,000	Amend: Add new project to the TIP	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

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TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
SUR12-801	Surprise	Dove Valley Rd: 163rd Ave. to 179th Ave	Pave Unpaved Road	2012	2	CMAQ	\$ 68,200	\$ 956,800			\$ 1,025,000	Amend: Add new project to the TIP	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SUR09-802	Surprise	Dove Valley Rd: 163rd Ave to 179th Ave	Design Pave dirt road project	2009	2	CMAQ		\$ 150,000			\$ 150,000	Amend: Delete project from the TIP	The deleted project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimbursement)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
CHN120-07C	Chandler	Chandler Blvd at Dobson Rd	Construct intersection improvement	2010	2010	0.25	RARF	\$ 3,583,978	\$ -		\$ 2,287,228	\$ 5,871,206	Admin Mod: Project deferred from 2009 to 2010.	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
CHN10-002RWZ	Chandler	Chandler Blvd at Dobson Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.25	RARF	\$ 322,104	\$ -		\$ 751,577	\$ 1,073,682	Amend: New TIP project. Acquisition of Right-of-Way to be completed in FY 2010.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
CHN10-004CZ	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Construct roadway widening	2010	2016, 2021	1.3	RARF	\$ 2,678,604	\$ -		\$ 2,703,207	\$ 5,381,811	Original project to be completed in 2009. Portion of project financing is not included in 2010, and a new TIP ID/project is required.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTH10-001DZ	Fountain Hills	Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	Design roadway widening	2010	2010	1.0	RARF	\$ 17,118	\$ -		\$ 39,805	\$ 56,923	Amend: New TIP project. Design to be completed in FY 2010.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTH10-002DZ	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	2010	2010	0.8	RARF	\$ 359,455	\$ -		\$ 838,611	\$ 1,198,066	Amend: New TIP Project. Design to be completed in FY 2010.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTH09-908	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Acquisition of right-of-way for roadway widening	2010	2010	0.8	RARF	\$ 77,341	\$ -		\$ 180,459	\$ 257,800	Amend: Updated Local/Regional/Total Costs and project deferred from 2009 to 2010.	A minor project revision is needed to update funding and defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTH10-909	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	2010	2010	0.8	RARF	\$ 1,966,759	\$ -		\$ 4,589,105	\$ 6,555,864	Admin Mod: Updated Local/Regional/Total Costs.	A minor project revision is needed to update funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimbursement)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
GLB120-08D	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2010	2010	0.2	RARF	\$ 149,193	\$ -		\$ 231,995	\$ 381,188	Amend: Updated Local/Regional/Total Cost and project deferred from 2009 to 2010.	A minor project revision is needed to update funding and defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB120-08RW	Gilbert	Guadalupe Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.2	RARF	\$ 671,761	\$ -		\$ 1,567,442	\$ 2,239,203	Admin Mod: Defer project from 2009 to 2010.	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB10-003CZ	Gilbert	Guadalupe Rd at Cooper Rd	Construct intersection improvement	2011	2011	0.2	RARF	\$ 1,157,418	\$ -		\$ 947,433	\$ 2,104,852	Amend: New TIP project. Construction to be completed in FY 2011.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB10-005RWZ	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	2010	2010	1.5	RARF	\$ 1,184,977	\$ -		\$ 1,306,546	\$ 2,491,523	Amend: New TIP project. Acquisition of Right-of-Way to be completed in FY 2010.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB400-11D	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	2010	2010	1.5	RARF	\$ 1,315,755	\$ -		\$ 1,012,650	\$ 2,328,405	Admin Mod: Project deferred from FY 2009 to FY 2010.	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB09-726C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2010	2011	1.5	RARF	\$ 5,802,195	\$ -		\$ 3,347,314	\$ 9,149,509	Admin Mod: Project deferred from FY 2009 to FY 2010	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB10-007RWZ	Gilbert	Warner Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.4	RARF	\$ 85,722	\$ -		\$ 200,018	\$ 285,740	Amend: New TIP project. Right-of-way acquisition to be completed in FY 2010.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
GLB10-007RCZ	Gilbert	Warner Rd at Cooper Rd	Construct intersection improvement	2010	2010	0.4	RARF	\$ 1,028,770	\$ -		\$ 2,400,463	\$ 3,429,233	Original project to be completed in 2009. Portion of project financing is not included in 2010, and a new TIP ID/project is required.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimbursement)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
MMA10-004RWZ	Maricopa County	Northern Parkway: Corridor wide ROW Protection	Acquisition of right-of-way for roadway widening	2010	2011	12.5	STP-MAG	\$ 618,727	\$ 1,443,697		\$ -	\$ 2,062,424	Amend: New TIP Project.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MMA10-009DZ	Maricopa County	Northern Parkway: Sarival to Dysart	Design roadway widening	2010	2010	4.1	STP-MAG	\$ 1,370,058	\$ 3,196,803		\$ -	\$ 4,566,861	Amend: New TIP project. Design to be completed in FY 2010.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2010	2010	4.1	STP-MAG	\$ 7,026,973	\$ 16,396,272		\$ -	\$ 23,423,245	Admin Mod: Project deferred from FY 2009 to FY 2010.	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-004RWZ	Mesa	Dobson Rd at Guadalupe Rd	Acquisition of right-of-way for intersection improvement	2010	2010	1	RARF	\$ 197,657	\$ -		\$ 461,201	\$ 658,858	Amend: New TIP project.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-005DZ	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Design roadway widening	2010	2010	1	RARF	\$ 10,657	\$ -		\$ 24,866	\$ 35,523	Amend: New TIP project. Design to be completed in FY 2010.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES09-911	Mesa	Mesa Dr at Broadway Rd	Design intersection improvement	2010	2010	1	RARF	\$ 42,627	\$ -		\$ 99,462	\$ 142,089	Admin Mod: Project deferred from FY 2009 to FY 2010.	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES150-08D	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	2010	2010	1	RARF	\$ 550,260	\$ -		\$ 1,283,940	\$ 1,834,200	Updated Local/Regional/Total Costs.	A minor project revision is needed to update funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimbursement)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
MES10-012RWZ	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	2010	2010	1	RARF	\$ 2,536,816	\$ -		\$ 2,130,501	\$ 4,667,317	Amend: New TIP project.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-014DZ	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Pre-Design/Design of roadway widening	2010	2012	3.5	RARF	\$ 125,164	\$ -		\$ 292,049	\$ 417,213	Amend: New TIP project.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-014RWZ	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Acquisition of right-of-way for roadway widening	2010	2013	3.5	RARF	\$ 287,708	\$ -		\$ 493,176	\$ 780,884	Amend: New TIP project.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 31,970	\$ -		\$ 74,597	\$ 106,567	Admin Mod: Project deferred from FY 2009 to FY 2010.	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 31,970	\$ -		\$ 74,597	\$ 106,567	Updated Local/Regional/Total Costs.	A minor project revision is needed to update funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-016DZ	Mesa	Southern Ave at Stapley Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 21,313	\$ -		\$ 49,731	\$ 71,044	Amend: New TIP project.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PEO10-004CZ	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Construct roadway widening	2010	2027	4	RARF	\$ 15,663,288	\$ -		\$ 2,483,428	\$ 18,146,716	Original project to be completed in 2009. Portion of project financing is not included in 2010, and a new TIP ID/project is required.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimbursement)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PEO10-002DZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Design roadway widening	2010	2013	9.76	RARF	\$ 1,609,228	\$ -		\$ 3,753,612	\$ 5,362,840	Amend: New TIP project.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PHX10-003DZ	Phoenix	Sonoran Blvd: 10th St to 26th St	Design roadway widening	2010	2011	2	RARF	\$ 973,773	\$ -		\$ 865,439	\$ 1,839,212	Amend: New TIP project.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PHX10-004DZ	Phoenix	Sonoran Blvd: 15th Ave to 10th St	Design roadway widening	2010	2011	1.75	RARF	\$ 162,392	\$ -		\$ 317,169	\$ 479,561	Amend: New TIP project.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PHX10-005DZ	Phoenix	Sonoran Blvd: 26th St to Cave Creek	Design roadway widening	2010	2011	2	RARF	\$ 205,560	\$ -		\$ 407,894	\$ 613,454	Amend: New TIP project.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT100-08P	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Pre-Design roadway widening	2009	2010	8	RARF	\$ 3,199,851	\$ -		\$ -	\$ 3,199,851	Pre-Design to completed in FY 2009. Previously listed as completed in 2008.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SRP100-08D	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Design roadway widening	2010	2010	8	RARF	\$ 864,156	\$ -		\$ 2,015,143	\$ 2,879,299	Admin Mod: Project deferred from 2009 to 2010.	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimbursement)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
SRP100-09RW	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Acquisition of right-of-way for roadway widening	2010	2010	8	RARF	\$ 1,520,006	\$ -		\$ 3,546,338	\$ 5,066,345	Admin Mod: Project deferred from 2009 to 2010.	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT10-008DZ	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2010	2010	1	RARF	\$ 62,586	\$ -		\$ 146,037	\$ 208,624	Amend: New TIP project. Design to be completed in FY 2010.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT09-925	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Acquisition of right-of-way for roadway widening	2010	2010	1	RARF	\$ 745,022	\$ -		\$ 1,738,386	\$ 2,483,408	Amend: Updated Local/Regional/Total Costs and project deferred from 2009 to 2010.	A minor project revision is needed to update funding and to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT220-08AC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2010	2010	1	RARF	\$ 4,639,128	\$ -		\$ 10,824,633	\$ 15,463,762	Admin Mod: Project deferred from FY2009 to FY 2010	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT210-08AP	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Pre-Design roadway widening	2009	2011	2	RARF	\$ 80,022	\$ -		\$ 186,649	\$ 266,672	Pre-Design to be completed in FY 2010. Previously listed as complete in FY 2007.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT10-014PDZ	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Pre-Design roadway widening	2010	2011	2	RARF	\$ 80,022	\$ -		\$ 186,649	\$ 266,672	Amend: New TIP Project. Pre-Design to be completed in FY 2010.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT08-930	Scottsdale	Shea at 120/124th Streets	Construct intersection improvement	2010	2024	0.4	RARF	\$ 108,277	\$ -		\$ 252,647	\$ 360,925	Admin Mod: Project deferred from FY 2009 to FY 2010	A minor project revision is needed to defer project to 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Transit Projects - TIP FY2008-2012 Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	Fiscal Year	Activity Line Item (ALI)	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
MES10-801T	Mesa	US60/Country Club	Park-and-Ride design	2010	11.31.04	ARRA-Transit			\$ 367,500		\$ 367,500	Amend: Add new ARRA-Transit project to list.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-802T	Mesa	US60/Country Club	Park-and-Ride land	2010	11.32.04	ARRA-Transit			\$ 3,238,250		\$ 3,238,250	Amend: Add new ARRA-Transit project to list.	New project would not change assumptions used in latest regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-809T	Mesa	US60/Country Club	Park-and-Ride construction	2010	11.33.04	ARRA-Transit			\$ 3,228,750		\$ 3,228,750	Admin Mod: Modify project costs to lower amount.	A minor project revision is needed to modify project costs. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-803T	Mesa	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	2010	11.31.04	ARRA-Transit			\$ 765,000		\$ 765,000	Amend: Add new ARRA-Transit project to list.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES08-801T	Mesa	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	2010	11.33.04	ARRA-Transit/5309	\$ 256,450	\$ 1,025,800	\$ 517,750		\$ 1,800,000	Admin Mod: Modify project costs to lower amount and change funding type to ARRA-Transit and 5309.	A minor project revision is needed to modify project costs and change funding type. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-804T	Mesa	Gilbert/McDowell	Design regional park-and-ride	2010	11.31.04	ARRA-Transit			\$ 765,000		\$ 765,000	Amend: Add new ARRA-Transit project to list.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES10-805T	Mesa	Gilbert/McDowell	Construct regional park-and-ride	2010	11.33.04	ARRA-Transit/5309	\$ 135,780	\$ 1,416,999	\$ 517,750	\$ 218,471	\$ 2,289,000	Amend: Add new ARRA-Transit project to list.	The new project is considered exempt from regional emissions analysis under the category "Bus terminals and transfer points". The conformity status of the TIP and Regional Transportation Plan would remain unchanged.



September 22, 2009

TO: Members of the MAG Regional Council

FROM: Heidi Pahl, MAG Regional Planner

SUBJECT: 2010 CENSUS NEW CONSTRUCTION PROGRAM

The 2010 Census is only seven months away. To ensure that all new housing units are counted, jurisdictions need to complete the New Construction program Registration Form. The form needs to be completed by each jurisdiction, signed by the jurisdiction's highest elected official, and returned to the U.S. Census Bureau by its deadline of October 8, 2009.

Attached are three documents that were sent as a package from the U.S. Census Bureau to the highest elected official in August 2009. They include:

1. A sample letter from the Director of the U.S. Census Bureau
2. Registration Form: 2010 New Construction program
3. New Construction program flyer

Please contact me at the MAG office if you have any questions or concerns.

D-1747

(Entity Name)

(Entity Code)

(Contact ID of the HEO – allow for 7 characters)

(Date)

(HEO Name)

(Position)

(Department Name)

(Mailing Address)

(City) (State) (ZIP)

Dear (Name of HEO):

The U.S. Census Bureau invites your government to participate in the 2010 Census New Construction program. The New Construction program provides an opportunity for officials of local governments to submit a list of city-style addresses for housing units for which basic construction began during or after March 2009 and completion is expected by Census Day, April 1, 2010. The Census Bureau, using the participant supplied addresses, will visit and attempt to enumerate each newly constructed housing unit that has been identified as missing from our list.

The Census Bureau will have updated its address list through a field canvass in your jurisdiction in the spring/summer of 2009; the purpose of the New Construction program is to account for new housing units built after our field canvass was completed. The New Construction program is offered only to local and tribal jurisdictions that contain blocks where the Census Bureau plans to mail the 2010 Census questionnaires to the housing units. In other areas, Census Bureau enumerators will hand deliver questionnaires to all housing units in each block and record addresses for any new housing units.

The accuracy of the address list is critical to the census enumeration. Through participation in the New Construction program, your knowledge can help assure that we achieve complete coverage in our enumeration of your jurisdiction.

The enclosed *2010 Census New Construction Program* flyer provides further information that may assist you in deciding whether to participate in this program. Also enclosed is a New Construction program *Registration Form*.

If your government chooses to participate, please do the following:

- 1) Review the enclosed information about the program;
- 2) Designate a New Construction program liaison;
- 3) Complete, sign, and return the *Registration Form* to the Census Bureau.

The registration form must be completed and received by the Census Bureau by October 8, 2009. The Census Bureau will begin shipping New Construction materials to registered participants beginning in November 2009. If you decide to participate your New Construction submission must be received no later than 45 calendar days after you receive your New Construction materials. Address submissions will only be accepted in electronic format. Program materials will include a choice of shapefiles or PDF maps for reference only. The New Construction program will not accept map updates.

Please return the enclosed form to the Census Bureau as soon as possible in the enclosed FedEx prepaid envelope. If you have any questions regarding the New Construction program, please contact your Census Bureau Regional Census Center by telephone at 1-866-511-5822 or via e-mail at [RCC e-mail address].

Sincerely,

[insert director's name], Director

Enclosures: 2010 New Construction Program flyer (D-1745)
2010 New Construction Registration Form (D-1746)
FedEx prepaid envelop

Registration Form: 2010 New Construction Program

Please complete this form and return it to your U.S. Census Bureau Regional Office.

A. Participation Information		
<p>1. <input type="checkbox"/> YES! Our government would like to participate in the New Construction program.</p> <p style="margin-left: 40px;">Select One Map Type For Reference Only:</p> <p style="margin-left: 40px;"><input type="checkbox"/> Reference Shapefile on CD-ROM (including an MTPS program disc for users without GIS software)</p> <p style="margin-left: 40px;">OR</p> <p style="margin-left: 40px;"><input type="checkbox"/> Reference PDF Maps on CD-ROM</p>		
<p>2. <input type="checkbox"/> NO, we are not able to participate. Please select all that apply below. We rely on your comments to help us improve the 2010 New Construction program.</p>		
<p>a. <input type="checkbox"/> Insufficient staff</p> <p>b. <input type="checkbox"/> Lack of funds</p> <p>c. <input type="checkbox"/> No time/too busy</p> <p>d. <input type="checkbox"/> No local address list available</p>	<p>e. <input type="checkbox"/> Unable to provide electronic submission</p> <p>f. <input type="checkbox"/> No new addresses</p> <p>g. <input type="checkbox"/> Another government participating on our behalf (Please Print Government Name): _____</p> <p>h. <input type="checkbox"/> Other reason: _____</p>	
B. Official Making this Commitment (Please print)		
Name of official (first, middle initial, last)		
Signature of official (first, middle initial, last)		
Position (Commissioner, Mayor, Supervisor, etc.)		
Telephone Number	E-mail Address	Date (mm/dd/yyyy)
C. Liaison Information		
Please designate your official 2010 New Construction program liaison (work contact) by providing the following information. (Please print)		
Name (Please Print first, middle initial, last)		
Position (Please Print Director, Assessor, Planner, etc.)		
Department, Organization, or Agency Name		
Mailing Address		
City	State	ZIP Code
Delivery Address (house number and street name; the Census Bureau will ship all materials via FedEx. FedEx will not deliver to P.O. Box numbers or P.O. ZIP Codes.)		
City	State	ZIP Code
Telephone Number	FAX Number	E-mail Address

New Construction Program

April 2009

2010 Census New Construction Program

The 2010 Census New Construction program will help ensure that the Census Bureau's address list is as complete and accurate as possible by Census Day, April 1, 2010. The Census Bureau is updating its address list by field canvassing all blocks in the spring/summer of 2009. The New Construction program is the opportunity for you to submit city style mailing addresses for units constructed after the address canvassing operation. Addresses must have basic construction (closing the structure to the elements) completed by Census Day.

How is the New Construction Program Administered?

The 2010 New Construction program operates as follows:

- The New Construction program is offered only to local and tribal jurisdictions that contain blocks where the Census Bureau plans to mail questionnaires to the housing units. In other areas, the Census Bureau will have enumerators hand deliver questionnaires to all housing units in each block and record addresses for any new housing units.
- Each invited government designates a New Construction liaison to submit the New Construction addresses for their jurisdiction.
- The Census Bureau will send the New Construction liaison the Census Bureau materials.
- The New Construction liaison must submit a list of city-style addresses, assigned to the census blocks within its jurisdiction in the Census Bureau predefined format. The maps or spatial data are for use as a reference for assigning Census tract and block codes (geocoding) for each submitted address. No street or boundary updates will be accepted.
- The New Construction program excludes Group Quarters addresses (places where people live or stay, in a group living arrangement, that is owned or managed by an entity or organization providing housing and/or services for the residents). The Census Bureau has a series of operations designed to capture new Group Quarters addresses, including but not limited to, Group Quarters Validation, Group Quarters Advanced Visit, Group Quarters Enumeration, and the Count Review program.

What Type of New Construction Materials Will I Receive?

Address Template

An address list template record layout is included on your CD-ROM. This template will be used to format your local address file for submission.

Census Maps

The New Construction program maps are provided for geocoding purposes only. The reference maps are offered in PDF format or the participant may elect to receive the spatial data from TIGER[®] in shapefile format that requires a Geographic Information System software application for viewing. For those governments without a GIS software package, the Census Bureau will provide the MAF/TIGER Partnership Software (MTPS). The MTPS is an easy-to-use desktop tool that makes participation easier for jurisdictions without a GIS system. For governments choosing maps in PDF format, the Census Bureau will provide Adobe Reader software to view the PDF maps.

Schedule

The Census Bureau plans on shipping materials beginning November 2009. Participants have 45 days to submit their addresses from receipt of materials.

Questions

If you have questions about the New Construction program, please contact your Census Bureau Regional Census Center at 1-866-511-5822

U S C E N S U S B U R E A U*Helping You Make Informed Decisions***U.S. Department of Commerce**Economics and Statistics Administration
U.S. CENSUS BUREAU

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 22, 2009

SUBJECT:

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

SUMMARY:

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

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

Related to highway projects funded with ARRA funds, it is recommended to reprioritize the list of projects based on project readiness to obligate. It is projected that three of the original prioritized projects may not be ready to obligate by March 2010. In addition to the memorandum, there is a table that describes project details and proposed prioritization groups for unobligated/available highway ARRA funds.

As for the local projects funded with ARRA funds, there are three proposed policy options to program anticipated unobligated/available local ARRA funds, which are explained in the memorandum. The Transportation Review Committee discussion mainly focused around funding additional local projects that would be ready to go.

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

At the September RPTA Board meeting, the Board took action to recommend approval of cost savings from a Mesa park-and-ride lot at US-60/Country Club to be reallocated to two other Mesa park-and-

ride lots at Loop 202/Power Road and Gilbert/McDowell. The RPTA Board asked that further policy discussion for ARRA transit available due to lower cost estimates/contracts be discussed.

Further explanation of the policy options for allocation of unused ARRA funds, highway, local, and transit is presented in the attached memorandum.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. This information and discussion are timely since the MAG Regional Council set a November 30, 2009 deadline to obligate ARRA funds for Local projects. Additionally, there is a federal deadline of all transportation ARRA funds to be obligated by March 2, 2010.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Reprioritize the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate.

PRIOR COMMITTEE ACTIONS:

This item is on the September 23, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Management Committee: On September 16, 2009, the committee recommended reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate. It was discussed that the policy issue related to Local ARRA funds would be discussed further and considered in October.

MEMBERS ATTENDING

- Carl Swenson, Peoria, Vice Chair
- # George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek

- Pat McDermott for Mark Pentz, Chandler
- Pat Dennis for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghatti for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- David White, Gila River Indian Community
- George Pettit, Gilbert
- Horatio Skeete for Ed Beasley, Glendale

Mark Gaillard for John Fischbach, Goodyear
RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Brad Lundahl for John Little, Scottsdale

Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John McGee for John Halikowski, ADOT
Mike Sabatini for David Smith,
Maricopa County
David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: This item was on the MAG Transportation Review Committee's August 27, 2009, agenda for information and discussion.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Sreedevi Samudrala for Doug
Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiarres

* Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Randy Overmyer
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash, Mesa
* Street Committee: Darryl Crossman, Litchfield
Park
* ITS Committee: Mike Mah: Chandler

Pedestrian Working Group: Brandon Forrey,
Peoria
* Transportation Safety Committee: Kerry
Wilcoxon, Phoenix

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

+ Attended by Videoconference

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

September 22, 2009

TO: Members of the MAG Regional Council

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: AMERICAN RECOVERY AND REINVESTMENT ACT-2009, RE-ALLOCATION OF
UNUSED FUNDS – POLICY OPTIONS

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway and transit agencies in State and Metropolitan Planning Organizations (MPO). In February 2009, the MAG Regional Council prioritized Highway projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit funds. In March 2009, the MAG Regional Council approved a policy direction on how to program the ARRA funds designated to the MAG region for local projects, including additional deadlines.

The ARRA legislation also set forth 'Use it or Lose it' terms. For Highway projects funded by ARRA, 50 percent of the funds had to be obligated within 120 days of funding distribution, and 50 percent of Transit projects funded by ARRA had to be obligated within 180 days. The remaining 50 percent of the highway and transit funds and the MPO funding have an obligation deadline of March 2, 2010.

In addition to these federal requirements, the MAG Regional Council approved a deadline of November 30, 2009, for MPO/Local projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

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

HIGHWAY ARRA PROJECTS

In February 2009, the MAG Regional Council approved a prioritized list which included thirteen (13) rank-ordered Highway projects. This list was prioritized by projects that were part of Proposition 400 and were ready to obligate via the federal process. The \$131 million of ARRA available for Highway projects in the MAG region funded the first five (5) projects based on the project cost estimates at the time.

Since the original allocation, two (2) additional projects have been funded due to lower bid amounts. All of these funding changes have been approved through the MAG committee process between March and July 2009. In anticipation that projects will continue to come in under the initial project estimates, it is projected that the Regional Council will need to prioritize additional projects. The prioritized Highway project list needs to be revisited in preparation for further available ARRA funds. The attached table outlines the suggested funding priority as outlined by categories:

- Prioritized by Regional Council - Currently Funded with ARRA
- Projects Recommended to Be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA
- Backup List of Projects

MAG has worked with the Arizona Department of Transportation (ADOT) to revise the priority ordered list based on project development. This list retains the original funding priority with a few exceptions. Three (3) of the thirteen (13) Proposition 400 projects most likely will not be ready to obligate by the March 2, 2009, deadline. It is recommended to reprioritize the project list for funding based on the ability for the project to obligate. This means that the first project in the 'Projects Recommended to Be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA' list, which has completed the federal process and is ready to obligate, will be programmed with ARRA funds and any necessary TIP modifications/amendments will move forward. At the MAG Management Committee meeting in September, the committee moved to approve the reprioritized highway list according to project readiness. It was discussed that the policy issue related to Local ARRA funds would be discussed further and considered in October.

MPO/LOCAL ARRA PROJECTS

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates thirty (30) percent, or \$156.67 million, of Arizona's funding to MPOs. The amount being sub-allocated to MAG is \$104,578,340.

In March 2009, the MAG Regional Council approved a funding allocation for the MPO/Local ARRA funds. The funding allocation gave local agencies a minimum of \$500,000 plus population, and in accordance with the following rules:

1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects.

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

It is anticipated that two factors will arise regarding MPO/Local ARRA funding. First, like Highway projects, project bids and awards will come in below the estimates, and second, there will be projects that do not meet the November 30, 2009, obligation deadline. Both result in a balance of unprogrammed/available MPO/Local ARRA funds for the MAG region which may be lost if not re-programmed within the March 2, 2010, deadline.

There will be challenges to program any unused balances of ARRA funds due to the mandated federal project development process. Once a project is obligated, the approved clearances cannot be reopened or expanded to adjust to lower costs. There are three policy options related to using unprogrammed/available MPO/Local ARRA funds:

1. Look into other Local projects that are ready to obligate by March 2, 2010. This will most likely be a limited pool of ready-to-go projects and might not be able to meet the amount of funds needed to be programmed. The most critical criterion for choosing projects would be project readiness. Projects which are have completed design and environmental processes to federal standards and are already in the TIP will have priority. Other projects will be evaluated by staff members based on ability to obligate. Funds may also be used toward design projects so long as they are currently in the TIP and have funds allocated toward construction.
2. Work with ADOT to see if there could be a funding 'swap' of MPO/Local ARRA funds for STP funds, which would allow the unobligated projects to continue through the process and obligate by the end of federal fiscal year 2010 (September 30, 2010). This would depend on if ADOT can use ARRA funds on freeway projects and coordinated efforts at MAG and ADOT. At the September Management Committee, an expanded ranked-list of Highway projects was approved for ARRA funding. The ranking was based on project readiness and ability to absorb funds as they may become available.
3. Transfer unprogrammed/available MPO/Local ARRA funds to Transit or Highway projects that are ready to obligate. The funds would not be 'swapped' and this could be a one way transfer. Funds may as well be used toward transit operating costs.

Further evaluation of the November 30, 2009, hard deadline for project obligation was discussed at the September Management Committee. The original Regional Council approved date was originally set as a benchmark to determine if projects will meet the March 2, 2010, deadline and to allow time to reallocate funds for projects which do not. Some member agencies had shovel-ready projects that were obligated prior to funds being available, however, due to project development requirements and schedules, other jurisdictions, particularly those which are not self-certified or have in-house design staff, are encountering challenges toward meeting the deadline. While some projects may not meet the original deadline due to external factors, others may be at or near environmental and design completion and not meet the November 30, 2009, deadline. It was discussed that the policy issue would be discussed further and considered in October.

TRANSIT ARRA PROJECTS

In February 2009, the Regional Council approved a list of specific projects to be funded with ARRA transit funds. There was not a backup list approved. Like the ARRA funded Highway projects, transit projects are coming in below their original cost estimate. This issue will be discussed through the Regional Public Transportation Authority (RPTA) committee process in August and September, and a recommendation from the RPTA Board will be heard through the MAG committee process in September and October.

At the September RPTA Board, the Board took action to recommend approval of cost savings from a Mesa park-and-ride lot at US-60/Country Club to be reallocated to two other Mesa park-and-ride lots at Loop 202/Power Road and Gilbert/McDowell. The Regional Public Transportation Authority (RPTA) Board asked that further policy discussion for ARRA transit available due to lower cost estimates/contracts be discussed.

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

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

Prioritized by Regional Council (R.C) - Currently Funded with ARRA										
R.C. Priority Order	Recommen dation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	\$28,200.0	\$26,271.6	\$1,928.4	\$1,928.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	\$13,368.5	\$13,314.1	\$54.4	\$1,982.8	Construction started on August 7, 2009
3	#	Yes	SR802: L202 to Ellsworth	Design & ROW		\$20,400.0			\$1,982.8	This project was advanced from Phase III (2016-2020). The 2009 State Budget fix, removed the State STAN funds; this project is currently unfunded. The design component is \$12 million. The completion of the Environmental Assessment is uncertain at this t
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BID 10/23/09	\$45,000.0	\$44,263.2*	\$736.8	\$2,719.6	The bid is expected to be opened on October 23, 2009.
5	4	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	STB 8/14/09	\$11,200.0	\$7,647.2	\$3,552.8	\$6,272.4	Project is currently with State Transportation Board
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	\$9,100.0	\$8,239.6*	\$860.4	\$7,132.9	The bid is expected to be opened on September 25, 2009.
7	6	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	BID 8/21/09	\$18,600.0	\$11,042.3*	\$7,557.7	\$14,690.6	The bid was opened on August 21, 2009. The lowest bid was \$11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BID 9/25/09	\$3,900.0			\$14,690.6	The bid is expected to be opened on September 25, 2009.
ARRA Funds Available as of September 22, 2009 to be programmed:									\$14,690.6	

Projects Recommended to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA										
R.C. Priority Order	Recommen dation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
9	9**	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles		\$3,000.0			\$11,690.6	Project is ready to move forward. This project is requested to be combined with un-prioritized auxiliary lane project, Loop 101: 51st Ave to 27th Ave EB. Conformity would have to be assessed.
10	#	Yes	Loop 101: Olive Avenue	TI Improvements		\$3,000.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
11	#	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes		\$3,200.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
12	9**	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements		\$1,500.0			\$10,190.6	Final plans due by end of August 2009. Project requested to be funded based on project readiness.

American Recovery Investment Act (ARRA) - ADOT Allocation Update

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
13	#	Yes	Regionwide	Construct Noise Walls		\$15,600.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010. Revised to \$15.6M at the January 2009 Regional Council
#	9**	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane		\$3,000.0			\$7,190.6	Project is ready to move forward. This project is requested to be combined with auxiliary lane project, Loop 101: Northern to Grand SB. Conformity would have to be assessed.
#	10	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements		\$23,000.0			(\$15,809.4)	The project is projected to be ready to advertise by November 2009. Recommend as a "catch-all" for all remaining ARRA funds after previous bids are submitted.
#	8	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.		\$2,500.0			(\$18,309.4)	This is a carry-over from Prop. 300. Project ready to Obligate.

Backup List of Projects to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA										
R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	SR 87: Gilbert - Shea	Pavement Preservation		\$3,000.0			(\$21,309.4)	Work currently underway. Can no longer use ARRA funds.
#	#	No	I-8: Gila Bend Rest Area	Pavement Preservation		\$10,000.0			(\$31,309.4)	
#	#	No	I-8: MP 121 - Rest Area	Pavement Preservation		\$21,000.0			(\$52,309.4)	
#	#	No	US 60: San Domingo - Whitmann	Pavement Preservation		\$11,000.0			(\$63,309.4)	
#	#	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		\$3,777.0			(\$67,086.4)	
#	#	Yes	Loop 303: Greenway to Mountain View	Construction		\$135,000.0				Conformity would have to be redetermined. This project is being advanced from 2012 to 2010. Will not be ready to obligate.
#	#	No	Loop 202: MP 10 - MP 17	Sign Replacement		\$1,150.0				
#	#	No	SR 51: MP 7 - MP 14	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 112 - MP 129	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 129 - MP 146	Sign Replacement		\$1,500.0				
#	#	No	I-17: MP 194 - MP 201	Sign Replacement		\$1,500.0				

American Recovery Investment Act (ARRA) - ADOT Allocation Update

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

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

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

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

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

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Highway Projects – ADOT Allocation Update	p. 12 – 14

Project Status Report

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

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

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

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

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

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

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

Project Information				Project Funding			Project Development Status							Comments
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Bid Opened	Award Date	Estimated Complete	
State Sponsored Projects - Roadways														
DOT09-815	DOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	\$28,200.0	\$28,200.0	\$26,271.6	05/27/09	✓	✓	✓	✓	7/17/2009		Originally approved by RC on 3/25/09.
DOT09-818	DOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	\$13,368.5	\$13,368.5	\$13,314.1	05/27/09	✓	✓	✓	✓			Originally approved by RC on 3/25/09.
DOT09-6C00R	DOT	US 60: SR 303L - 99th Ave	Road Widening	\$45,000.0	\$45,000.0		03/25/09	✓	✓	✓	10/23/2009			
DOT07-323	DOT	99th Ave from I-10 to MC-85	Road Widening	\$652.9	\$3,410.4		04/22/09	✓	✓	✓				State sponsored using MAG suballocated funds
DOT09-801	DOT	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transportation Landscaping Enhancement	\$300.0	\$300.0		04/22/09	✓	✓					State sponsored using MAG suballocated funds
DOT07-332	DOT	US 60: 99th Ave - 83rd Ave	Road Widening	\$11,200.0	\$11,200.0	\$7,647.2	03/25/09	✓	✓	✓	✓			
DOT06-613	DOT	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	\$18,600.0	\$18,600.0		05/27/09	✓	✓	✓	8/21/2009			
DOT12-840	DOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	\$9,100.0	\$27,564.4		04/22/09	✓	✓	✓	9/25/2009			
DOT08-673	DOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	\$3,900.0	\$3,900.0		05/27/09	✓	✓	✓	9/25/2009			
				\$130,321.4	\$151,543.3	\$47,232.9								

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

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

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

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

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

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

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

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

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

Project Information				Project Funding			Project Development Status						Comments	
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date		Estimated Complete
Local Projects - Transportation Enhancements														
CHN09-805	CHN	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	\$750,000	\$1,161,610		5/27/09		✓					Final PS&E pending revisions.
GLB04-303R	GLB	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	\$270,000	\$680,000		5/27/09		✓					Final PS&E submitted.
GLB08-801	GLB	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	\$578,670	\$578,670		5/27/09		✓					Final PS&E submitted.
GLN08-611	GLN	Old Roma Alley	Design and construct pedestrian enhancements and landscape	\$732,562	\$732,562		5/27/09		✓					Final PS&E pending revisions.
MMA09-725	MMA	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	\$750,000	\$1,117,817		5/27/09	✓	✓	✓	7/21/09			Final PS&E pending revisions.
MES09-806	MES	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	\$750,000	\$1,509,375		6/24/09		✓					Initially approved 5/27/09. Final PS&E submitted.
PHX08-641	PHX	Arcadia Drive Ind. Sch. Rd. to AZ Canal	Design and construct multi-use trail enhancements	\$750,000	\$820,282		5/27/09	✓	✓					Waiting for Obligation
SCT09-703	SCT	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	\$1,632.3	\$1,731.0		5/27/09		✓					Final PS&E pending revisions.
SCT09-801	SCT	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	\$600,000	\$625,402		5/27/09		✓					Final PS&E submitted.
TMP09-704	TMP	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	\$750,000	\$1,400,000		5/27/09	✓	✓					
				\$5,931,232	\$8,625,718									

Local Sponsored Project Overview

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

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

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

Local Sponsored Project Details SEPTEMBER 2009

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

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

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

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

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

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

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

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

Local Sponsored Project Details SEPTEMBER 2009

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

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

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

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

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

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

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

Local Sponsored Project Details SEPTEMBER 2009

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

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

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

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

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

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

Local Sponsored Project Details SEPTEMBER 2009

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

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

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

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

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

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

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

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

American Recovery Investment Act (ARRA) - ADOT Allocation Update

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

Prioritized by Regional Council (R.C) - Currently Funded with ARRA										
R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	\$28,200.0	\$26,271.6	\$1,928.4	\$1,928.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	\$13,368.5	\$13,314.1	\$54.4	\$1,982.8	Construction started on August 7, 2009
3	#	Yes	SR802: L202 to Ellsworth	Design & ROW		\$20,400.0			\$1,982.8	This project was advanced from Phase III (2016-2020). The 2009 State-Budget fix, removed the State-STAN funds; this project is currently unfunded. The design component is \$12 million. The completion of the Environmental Assessment is uncertain at this t
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BID 10/23/09	\$45,000.0	\$44,263.2*	\$736.8	\$2,719.6	The bid is expected to be opened on October 23, 2009.
5	4	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	STB 8/14/09	\$11,200.0	\$7,647.2	\$3,552.8	\$6,272.4	Project is currently with State Transportation Board
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	\$9,100.0	\$8,239.6*	\$860.4	\$7,132.9	The bid is expected to be opened on September 25, 2009.
7	6	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	BID 8/21/09	\$18,600.0	\$11,042.3*	\$7,557.7	\$14,690.6	The bid was opened on August 21, 2009. The lowest bid was \$11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BID 9/25/09	\$3,900.0			\$14,690.6	The bid is expected to be opened on September 25, 2009.
ARRA Funds Available as of September 22, 2009 to be programmed:									\$14,690.6	

Projects Recommended to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA										
R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
9	9**	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles		\$3,000.0			\$11,690.6	Project is ready to move forward. This project is requested to be combined with un-prioritized auxiliary lane project, Loop 101: 51st Ave to 27th Ave EB. Conformity would have to be assessed.
10	#	Yes	Loop 101: Olive Avenue	TI Improvements		\$3,000.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
11	#	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes		\$3,200.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
12	9**	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements		\$1,500.0			\$10,190.6	Final plans due by end of August 2009. Project requested to be funded based on project readiness.

American Recovery Investment Act (ARRA) - ADOT Allocation Update

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
13	#	Yes	Regionwide	Construct Noise Walls		\$15,600.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010. Revised to \$15.6M at the January 2009 Regional Council
#	9**	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane		\$3,000.0			\$7,190.6	Project is ready to move forward. This project is requested to be combined with auxiliary lane project, Loop 101: Northern to Grand SB. Conformity would have to be assessed.
#	10	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements		\$23,000.0			(\$15,809.4)	The project is projected to be ready to advertise by November 2009. Recommend as a "catch-all" for all remaining ARRA funds after previous bids are submitted.
#	8	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.		\$2,500.0			(\$18,309.4)	This is a carry-over from Prop. 300. Project ready to Obligate.

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

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	SR 87: Gilbert - Shea	Pavement Preservation		\$3,000.0			(\$21,309.4)	Work currently underway. Can no longer use ARRA funds.
#	#	No	I-8: Gila Bend Rest Area	Pavement Preservation		\$10,000.0			(\$31,309.4)	
#	#	No	I-8: MP 121 - Rest Area	Pavement Preservation		\$21,000.0			(\$52,309.4)	
#	#	No	US 60: San Domingo - Whitmann	Pavement Preservation		\$11,000.0			(\$63,309.4)	
#	#	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		\$3,777.0			(\$67,086.4)	
#	#	Yes	Loop 303: Greenway to Mountain View	Construction		\$135,000.0				Conformity would have to be redetermined. This project is being advanced from 2012 to 2010. Will not be ready to obligate.
#	#	No	Loop 202: MP 10 - MP 17	Sign Replacement		\$1,150.0				
#	#	No	SR 51: MP 7 - MP 14	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 112 - MP 129	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 129 - MP 146	Sign Replacement		\$1,500.0				
#	#	No	I-17: MP 194 - MP 201	Sign Replacement		\$1,500.0				

American Recovery Investment Act (ARRA) - ADOT Allocation Update

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



September 22, 2009

TO: Members of the MAG Regional Council

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: STATUS OF REMAINING MAG APPROVED PM-10 CERTIFIED STREET SWEEPER PROJECTS THAT HAVE NOT REQUESTED REIMBURSEMENT

At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter. The status of remaining PM-10 certified street sweeper projects that have received approval, but have not been requested for reimbursement is provided in the attached table.

In some cases approved sweeper projects have taken up to three years to request reimbursement. The delay in requesting reimbursement for street sweepers results in obligated federal funds being carried forward in the MAG Unified Planning Work Program and Annual Budget. The Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. To assist MAG member agencies in tracking the purchase of approved sweepers, periodic updates will be provided on the status of the reimbursement requests.

The purchase of PM-10 Certified Street Sweeper Projects supports the committed measure "Sweep Streets with PM-10 Certified Street Sweepers" in the MAG 2007 Five Percent Plan for PM-10. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement.

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

**STATUS OF REMAINING PM-10 CERTIFIED STREET SWEEPER PROJECTS
THAT HAVE RECEIVED APPROVAL**

September 22, 2009

	Remaining Projects	CMAQ Allocated	Status
FY 2006 CMAQ			
Approved June 2006			
	None		
Total Remaining Project Costs		\$0	
FY 2007 CMAQ			
Approved June 2006			
	None		
Total Remaining Project Costs		\$0	
FY 2008 CMAQ			
Approved October 2007			
	Gilbert (3)	\$540,738	Procurement underway; expects to request reimbursement by mid-October 2009.
Approved June 2008			
	Phoenix (2)	\$396,000	Procurement underway; expects to request reimbursement in early November 2009.
	Peoria	\$196,280	Procurement underway; anticipate sweeper delivery late October or early November, 2009.
Total Remaining Project Costs		\$1,133,018	
FY 2009 CMAQ			
Approved January 2009			
	Glendale (2)	\$381,820	Procurement underway, expected delivery of first sweeper in October 2009. The second sweeper is expected by May 2010.
	Gilbert (2)	\$398,662	Expected to proceed with purchase after the new fiscal year begins July 1, 2009.
	Phoenix (2)	\$280,900	Procurement underway; expects to request reimbursement in early November 2009.
Approved July 2009*			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by September 11, 2010.	Phoenix	\$62,696	
	Paradise Valley	\$174,319	
	Tempe	\$182,750	
	SRP-MIC	\$137,533	
	Chandler	\$209,097	
	Youngtown	\$164,659	
	Buckeye	\$157,590	
Total Remaining Project Costs		\$2,150,026	
Grand Total Remaining Project Costs FY 2006 - FY 2009		\$3,283,044	

* On July 22, 2009, the MAG Regional Council approved TIP Closeout funding for street sweepers including \$62,696 for City of Phoenix sweeper project #2.

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