MARICOPA ASSOCIATION of GOVERNMENTS

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

December 1, 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, December 9, 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
December 9, 2009

		COMMITTEE ACTION REQUESTED
1.	Call to Order	
2.	Pledge of Allegiance	
3.	Call to the Audience An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4.	Executive Director's Report The MAG Executive Director will provide a report to the Regional Council on activities of general interest.	4. Information and discussion.
5.	Approval of Consent Agenda Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).	5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A.	Approval of the October 28, 2009, Meeting Minutes	5A. Review and approval of the October 28, 2009, meeting minutes.

TRANSPORTATION ITEMS

*5B. MAG Fiscal Year 2010 Traffic Signal Optimization Program Project Recommendations

The Fiscal Year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes $321,000 for the FY 2010 Traffic Signal Optimization Program (TSOP) to improve traffic signal timing. A formal request for TSOP projects was announced by MAG on July 17, 2009, and 12 project applications were received. A regional workshop to provide training on signal timing software has also been included in the list of projects in response to requests received from MAG member agencies. The recommended projects will be carried out by MAG through Intelligent Transportation System (ITS) on-call consultants currently under contract. The MAG ITS Committee, the MAG Transportation Review Committee, and the MAG Management Committee recommended approval of the list of TSOP projects. Please refer to the enclosed material.

5B. Approval of the list of FY 2010 Traffic Signal Optimization Program (TSOP) projects.

*5C. Revisions to the Arterial Life Cycle Program Policies and Procedures

In 2004, MAG initiated the development of the Arterial Life Cycle Program (ALCP) to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP). In 2005, the Regional Council approved the ALCP Policies and Procedures ("Policies") to direct the implementation of the arterial street projects in an efficient and cost-effective manner. On April 22, 2009, the Regional Council approved revisions and refinements to the Policies. Since the approval, MAG member agencies have expressed concerns about the policies regarding ALCP project savings and programming the ALCP when a deficit of revenue occurs. On September 3, 2009, the ALCP Working Group met to discuss these concerns and other issues regarding the definition of a completed project for the Regional Area Road Fund (RARF) Closeout and data issues

5C. Approval of the proposed changes to Section 350 of the ALCP Policies and Procedures.

encountered during the annual update process. The Transportation Review Committee and the Management Committee recommended approval. This item is on the December 2, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5D. Revision of Highway Projects to Be Funded with American Recovery and Reinvestment Act Funds

On September 30, 2009, the MAG Regional Council approved reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate. Since that time, highway projects have continued to move forward with advertising, bids, and contract awards. There have been substantial differences in the amount of ARRA Highway funds programmed and the bid/contract award amount. The current project cost savings total $2.36 million. Fourteen projects, either programmed with ARRA or on the project change sheet (separate agenda item) to be funded with ARRA, total $127 million. It is anticipated that cost savings will continue, and the region will need to add more highway projects to the list to use project savings of ARRA Highway funds. It is recommended to add the SR-143 project at $35.1 million to the approved ARRA Highway project list to be funded based on the ability to obligate. The Management Committee recommended approval of adding the SR-143 project to the ARRA Highway project list. This item is on the December 2, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

5D. Approval of adding the SR-143 project to the American Recovery and Reinvestment Act Highway project list to be funded based on the ability to obligate.

*5E. Additional Transit Projects to Be Funded with American Recovery and Reinvestment Act Funds

The American Recovery and Reinvestment Act (ARRA) directed $66.4 million to transit projects in the MAG region. The ARRA legislation allows up to 10 percent of the funds to be directed toward operations. MAG initially programmed the ARRA transit funds to regional projects in

5E. Information, discussion, and possible action to approve the RPTA recommendation to add operating and ADA assistance projects to the MAG 2008-2012 TIP.

March 2009 with subsequent changes and modifications. Recently, the bids for transit projects have been coming in under the programmed costs, which result in available ARRA transit funds that need to be programmed. The Regional Public Transportation Authority (RPTA) Board met on November 19, 2009 and recommended approving priority guidelines, the methodology by which operating and preventive maintenance funds are allocated to Bus, Rail and ADA, and to amend the MAG 2008-2012 TIP to include operating and ADA assistance. This recommendation results in 11 projects to be added to the MAG 2008-2012 TIP, which is reflected on a separate agenda item, Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program. This item is on the December 2, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

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

The FY 2008-2012 Transportation Improvement Program and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. Requested project changes include funding changes and new projects to be funded with ARRA funds, and a number of project changes that relate to the approval of conformity. The Transportation Review Committee and the Management Committee recommended approval of projects on pages 1-2 of the attachment. The projects on pages 3-4 of the attachment titled New Requests, are provided for the first time at the Transportation Policy Committee meeting on December 2, 2009. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

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

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

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region is provided. This report covers the status of project development as of November 24, 2009. It reports on highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. Please refer to the enclosed material.

5G. Information.

*5H. Federal Funded Projects Not Obligating in Federal Fiscal Year 2009

The Federal Fiscal Year (FFY) 2009 MAG Closeout process ran from March to July 2009 and ended on September 30, 2009. Two projects scheduled to obligate, either as planned in the normal Transportation Improvement Program (TIP) process or that were selected to receive federal funds through the MAG Closeout process, did not obligate before the end of FFY 2009. These projects are in addition to those that were approved by the MAG Regional Council for deferral in June and July 2009. Currently, the Draft MAG Federal Fund Programming Guidelines do not include policies addressing this issue. Please refer to the table listing information for projects requesting deferrals or that have not obligated in FFY 2009 as programmed and the deferral request letters from the sponsoring agency. The Transportation Review Committee and the Management Committee recommended approval of this item. Please refer to the enclosed material.

5H. Approval to defer the Federal Fiscal Year (FFY) 2009 projects listed in the attached table to FFY 2010.

AIR QUALITY ITEMS

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

On July 25, 2007, the MAG Regional Council approved a Finding of Conformity for the FY

5I. Approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended.

2008-2012 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that involves the addition of several projects, including Arizona Department of Transportation projects on Loop 101. MAG has conducted a regional emissions analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. On October 6, 2009, a 30-day public review period began on the conformity assessment and amendment. The Management Committee recommended approval of this item. Please refer to the enclosed material.

*5J. 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 involves several projects, including projects for the Arizona Department of Transportation, Fountain Hills, Mesa, Peoria, and Scottsdale. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by December 4, 2009. Please refer to the enclosed material.

5J. Consultation.

*5K. 2009 Inventory of Unpaved Roads

On May 23, 2007, the MAG Regional Council approved thirteen additional measures for the Suggested List of Measures to Reduce PM-10 Particulate Matter. One of these measures requires MAG to conduct an annual inventory of unpaved roads and estimated traffic counts by jurisdiction to measure progress in eliminating unpaved roads. Following an extensive process to develop the inventory, with assistance from the MAG member agencies MAG has prepared

5K. Information and discussion.

detailed maps of unpaved roads and traffic counts and a summary table of unpaved road mileages in the PM-10 nonattainment area. A summary table was sent to all members of the MAG Management Committee on September 22, 2009. Members were also sent maps of the unpaved roads in their jurisdiction, where appropriate. In October 2009, MAG received updated information that has now been included in the inventory. Please refer to the enclosed material.

GENERAL ITEMS

*5L. Proposed 2010 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2010 revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions have been recommended for approval by the committee and been reviewed by MAG Member Agency Public Works Directors and/or Engineers, and the MAG Management Committee. It is anticipated that the annual update packet will be available for purchase in early January 2010. Please refer to the enclosed material.

5L. Information and discussion.

*5M. Approval of the July 1, 2009 Maricopa County and Municipality Resident Population Updates

MAG staff has prepared draft July 1, 2009 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to allocate $23 million in lottery funds to local jurisdictions, prepare budgets and set expenditure limitations, were prepared using the 2005 Census Survey as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Commerce, the MAG Population Technical Advisory Committee recommended approval of these Updates provided that the County control total is within one percent of the

5M. Approval of the July 1, 2009 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

final control total. The Management Committee concurred with the Population Technical Advisory Committee. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Reallocation of Unused Local/MPO American Recovery and Reinvestment Act (ARRA) Funds Policy Options

Through the MAG committee process, discussions have been held regarding the anticipated unobligated Local/MPO ARRA funds due to low project cost bids and projects not obligating to meet the March 2, 2010, federal deadline. The research and analysis for this topic have focused around policy options of: providing additional ARRA funds for existing local ARRA projects, however, no increase in scope would be allowed; reducing the local match, but not below the minimum set by MAG policy, for other federally funded projects that would obligate by the deadline; funding other local projects in the region that are eligible for ARRA funds that could obligate by the deadline; transferring funds to transit; and transferring funds to ADOT. The Transportation Review Committee (TRC) met on October 29, 2009 and on November 13, 2009, to review and discuss programming and policy analysis related to programming anticipated unused ARRA funds and recommended moving forward with a policy option as noted in the committee action requested. The MAG Management Committee concurred with the recommendation of the TRC. This item is on the December 2, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

6. Approval that any unobligated American Recovery and Reinvestment Act (ARRA) Local funds due to either projects not obligating or project cost savings, are to be programmed at the local discretion first, and may remain ARRA funds or may be exchanged with the Arizona Department of Transportation (ADOT) for ADOT Surface Transportation Program (STP) funds. ADOT would then use the ARRA funds on highway projects in the MAG region and ADOT will transfer an equivalent amount of ADOT STP funds that can be used by MAG members on local federally funded projects. If applicable, the local agency may use project cost savings from their own original ARRA allocation to lower the 30 percent local cost share on projects programmed under the 70/30 cost share policy.

7. Administrative Modifications to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)

Many of the MAG agendas reference administrative modifications to the Transportation Improvement Program and to the Regional Transportation Plan. Traditionally, these appear on the agendas as consent items. Federal requirements allow for minor changes to project/project phase costs, funding sources of previously-included projects, and project/project phase initiation dates. A common reason for an administrative adjustment is to change the type of federal funds used on the project. To move projects faster through the approval process, staff is requesting that administrative modifications be handled by the Executive Director transmitting these changes directly to the Arizona Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration, as appropriate, and providing a copy of the change to the MAG member agencies. This would be especially helpful in order to meet the tight deadlines imposed by the American Recovery and Reinvestment Act (ARRA) legislation for transportation projects. Amendments to projects in the TIP and RTP would not change, and would still need to be heard through the MAG Committee process. On November 23, 2009, the MAG Regional Council Executive Committee received a presentation on this item and requested that additional detail be provided and that this item be forwarded to the Regional Council for further discussion. Please refer to the enclosed material.

7. Approval to allow the MAG Executive Director to approve and transmit to the Arizona Department of Transportation (ADOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA), as appropriate, administrative modifications to the MAG Transportation Improvement Program that include the following four types of changes: 1) revisions to project descriptions that do not involve changes to the scope of the project; 2) changes in the sources of funding for a project; 3) combining or splitting projects with no overall change in the project scope; and, 4) cost decreases.

8. Solicitation of Names to Submit to the Speaker of the House to Fill a Vacancy on the Transportation Policy Committee

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to each appoint three business members to the Transportation Policy Committee (TPC). In January 2007, the Speaker of the House of Representatives appointed Mr.

8. Forward to the Speaker of the House for consideration the name(s) of a person(s) representing a regionwide business interest to fill the remainder of the term of Mr. Eneas Kane (December 31, 2012) on the Transportation Policy Committee.

Eneas Kane, Executive Vice President and Chief Operating Officer for DMB Properties, to a term on the TPC that ends on December 31, 2012. Mr. Kane recently notified the Speaker and MAG that he will be resigning from the TPC effective December 31, 2009. According to state law, the Chairman of the Regional Planning Agency may submit names to the Speaker for consideration in appointing a member representing regionwide business to fill the vacancy. On October 13, 2009, a memorandum was sent to the Regional Council requesting that possible names for consideration be submitted to MAG. It is anticipated that input on names submitted will be provided at the December 2, 2009, TPC meeting and a recommendation made by the Regional Council at the December 9, 2009, meeting. Letters of interest are included in the enclosed material.

9. <u>Appointment of a Member to Fill the Unexpired Portion of an At-Large Seat on the Transportation Policy Committee</u>

Recently, Councilman Gail Barney from the Town of Queen Creek announced his resignation from the Queen Creek Town Council. This resignation creates a vacancy on the Transportation Policy Committee (TPC) for an At-Large seat. On November 18, 2009, a memorandum was sent to Regional Council members requesting that the names of those who wish to be considered for the unexpired portion of the vacant At-Large (geographically balanced) seat be submitted to MAG. According to the composition of the TPC, approved by the Regional Council on April 24, 2002, Interstate 17 is used as the boundary in determining geographic balance. It is anticipated that the Regional Council will select a city/town elected official to fill the unexpired portion of the term (June 2010) at the December 9, 2009, Regional Council meeting. Letters of interest are included in the enclosed material.

9. Appointment of a member to fill the unexpired portion of the At-Large, two-year term (June 2010) on the Transportation Policy Committee.

10. MAG Commuter Rail Studies Update

In 2004, voters approved Proposition 400, which included a provision to fund transportation planning studies. A portion of the planning funds was allocated to Commuter Rail Strategic Planning Study to define requirements and steps needed to plan for and implement commuter rail service in the MAG Region. Findings from the Commuter Rail Strategic Plan indicated the need for three additional planning studies: Systems Study, Grand Avenue Corridor Study and Yuma West Corridor Study. The Systems Study will explore potential corridors and options identified in the Commuter Rail Strategic Plan and review existing freight operations and commuter rail opportunities in existing right of way. The System Study also will establish priorities for implementing commuter rail service and evaluate ridership potential, operating strategies, and capital and operating costs. The Grand Avenue Corridor Study will review potential commuter rail implementation along the existing Burlington Northern Santa Fe (BNSF) right of way between Wickenburg and downtown Phoenix. A corridor development plan reviewing existing and future conditions, an inventory of the existing rail infrastructure, necessary infrastructure improvements to implement commuter rail service, and a conceptual commuter rail operating plan will be developed. The Yuma West Corridor Plan is evaluating the potential to implement commuter rail service within the existing Union Pacific Railroad right of way between downtown Phoenix and the community of Arlington. The planning process includes a review of existing and future conditions, an inventory of the existing rail infrastructure, necessary infrastructure improvements to implement commuter rail service, and a conceptual commuter rail operating plan. MAG staff will provide an overview of the three studies.

10. Information and discussion.

GENERAL ITEMS

11. The Arizona We Want

The Arizona We Want is the result of a five-year effort to capture the ideas of both Arizona leaders and the citizens they represent. The first step was taken in 2005 when the Center for the Future of Arizona published the results of a two-year study that reviewed more than 50 major policy reports. The historic reports provide an invaluable record of leadership thinking more than 15 years as Arizona struggled to provide for large and steady influxes of new people. The second phase, launched in 2008, set out to find the voice of Arizona citizens through the Gallup Arizona Poll. More than a snapshot in time, the poll offers a realistic and contemporary picture of what citizens think about life in Arizona communities and what they want for the future. The result is a new framework for action that can be used by leaders in all sectors—an opportunity map, a set of underlying issues that must be resolved, and a true citizens' agenda for *The Arizona We Want*. Dr. Lattie Coor, Chairman and CEO from the Center for the Future of Arizona, will present the findings of the study. Please refer to the enclosed material.

11. Information discussion.

12. Request for Future Agenda Items

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

12. Information and discussion.

13. 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.

13. Information.

14. Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING

October 28, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

* 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 5:09 p.m.

2. Pledge of Allegiance

Councilman Esser led the Pledge of Allegiance.

Chair Neely noted that Councilwoman Robin Barker, Mayor Bob Barrett, Mayor Kelly Blunt, Mayor Michele Kern, Mayor Jim Lane, Mayor Michael LeVault, Mayor David Schwan, and Mayor Lyn Truitt

were participating by teleconference and Mayor Art Sanders was participating by videoconference. Chair Neely introduced proxies for the meeting: Vice Mayor Linda Abbott for Mayor John Lewis, Vice Mayor Jini Simpson for Mayor Vernon Parker, and Lt. Governor Joseph Manuel for Governor William Rhodes.

Chair Neely announced that the Transportation Policy Committee recommended approval of the requested amendments and administrative modifications in agenda item #5C. She noted materials at each place: for agenda item #5H, the final list of recommended projects for the Continuum of Care Consolidated Application to the Department of Housing and Urban Development and for agenda item #6, the revised motion recommended for approval by the Transportation Policy Committee.

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. Parking garage validation and transit tickets for those who used transit to attend the meeting were available.

Chair Neely presented a Resolution of Appreciation to Mesa Fire Chief Harry Beck for his service to the MAG region as Chair of the MAG 9-1-1 Oversight Team for the past ten years. She requested that Mayor Scott Smith read the Resolution, which was then presented to Chief Beck. Chief Beck received a standing ovation from the Regional Council and the audience. Chair Neely stated that Chief Beck's contribution to the MAG region was a wonderful achievement.

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 William Teske, who noted that the last MAG meeting he attended was 35 years ago. Mr. Teske is a long-time Scottsdale resident, who attended Scottsdale High School, Phoenix College, was in the first graduating class at Glendale Community College, attended Arizona State University and graduated from Ottawa University. Mr. Teske recalled an effort when he was about 19 years old to beautify the Salt River bottom which never took off. He stated that there are problems in Tempe with the dam and the waterfront towers, but he was not here to complain, but to offer a solution to monetary problems. Mr. Teske proposed that the Regional Council consider hosting a World's Fair in 2012 at no cost to taxpayers. He noted that 2012 will be the 100th anniversary of Arizona's statehood and recalled that he was here for the 50th anniversary celebration in 1963. Mr. Teske provided copies of his proposal to MAG. Chair Neely thanked Mr. Teske for his comments and noted that the Regional Council could not respond to him because they were in the public forum, but staff would provide his material to members. Chair Neely also noted that MAG had Mr. Teske's contact information and would provide it to those interested.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith noted upcoming events: the MAG Certification Review of MAG's planning process and the MAG 2010 Performance Audit. He stated that the Certification Review, which is federally required to occur every four years, is scheduled for November 3-5, 2009. He reported that MAG has been working on the roles and responsibilities of MAG, Regional Public Transportation Authority (RPTA), Valley Metro Rail, and the City of Phoenix as the Designated Recipient of federal transit funds in preparation for the review. Mr. Smith stated that on September 21, 2009, the Executive Committee recommended having MAG assume transit programming responsibilities, initiated a review of the Trip Reduction Program, Regional Rideshare Program and Air Quality Education Programs to encourage more coordination of the programs, and formed a Transit Committee. Mr. Smith stated that for the 2010 Performance Audit, the Office of the Auditor General has notified MAG that they have begun advanced scoping work to contract for a performance audit of the Regional Transportation Plan.

Mr. Smith stated that MAG recently teamed with ECOtality and Nissan North America to help introduce electric vehicles in the Sun Corridor. He noted that ETEC, a subsidary of ECOtality, received a $99.8 million grant from the U.S. Department of Energy to undertake the largest deployment of electric vehicles and charging infrastructure in U.S. history. Mr. Smith encouraged the attendance of member agency staff at the one-half day workshop that MAG has tentatively scheduled for December 10, 2009, to inform the MAG member agencies how they can participate in this new technology.

Mr. Smith stated that the National Association of Regional Councils Executive Directors Conference was held October 4-6, 2009, at the Sheraton Hotel in downtown Phoenix. He remarked that more than 120 people attended this conference, which broke the previous attendance record. Mr. Smith extended his appreciation to Chair Peggy Neely, Mayor Marie Lopez Rogers, Mayor Scott Smith, and Mr. Felipe Zubia. Mr. Smith thanked City of Mesa staff for their assistance in having Denver Mayor Hickenlooper attending the conference. He commented that the conference was an outstanding success.

Mr. Smith noted two recent vacancies that have occurred on the Transportation Policy Committee. He noted that Mr. Eneas Kane, Executive Vice President and Chief Operating Officer for DMB Properties, an appointment of the Speaker of the House, announced his resignation from the Transportation Policy Committee, effective December 31, 2009. Mr. Smith stated that according to state law, the Chair of the Regional Planning Agency may submit names to the Speaker for consideration in appointing a representative to fill the vacancy, and a memorandum was sent to members requesting that names be submitted to MAG by November 20, 2009. He added that potential candidates must represent regionwide business. Mr. Smith noted that Councilman Gail Barney from the Town of Queen Creek, recently announced his resignation from the Town Council to run for Mayor, and this creates a vacancy on the Transportation Policy Committee for an At-Large member. Mr. Smith explained that according to the composition of the TPC, approved by the Regional Council, the At-Large seats are geographically balanced, with I-17 used as a boundary in determining geographic balance. He added that recommendations on both seats are anticipated at the December 9, 2009 Regional Council meeting.

Mr. Smith stated that during October, which is Domestic Violence Awareness Month, the MAG Regional Domestic Violence Council is celebrating its tenth anniversary. He noted that the Council was formed after a woman was murdered by her husband after she was turned away from shelters three times because there was no room for her and her children. Mr. Smith called attention to the 3-D timeline of the achievements of the Domestic Violence Council that was set up in the second floor lobby. Chair Neely extended her congratulations to staff for the efforts on Domestic Violence Month. She thanked Mr. Smith for his report. No questions for Mr. Smith from the Council were noted.

5. Approval of Consent Agenda

Chair Neely noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I were on the Consent Agenda. He 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 Hallman moved to approve the Consent Agenda. Mayor Smith seconded, and the motion passed unanimously.

5A. Approval of the September 30, 2009, Meeting Minutes

The MAG Regional Council, by consent, approved the September 30, 2009, meeting minutes.

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

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

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

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

modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. Since the TRC met, there have been three additional project change requests from ADOT regarding right of way purchases. This request will not affect the current life cycle program cash flow. The Management Committee and the Transportation Policy Committee recommended approval of all of the requested changes.

5D. Arterial Life Cycle Program Status Report

A Status Report on the Arterial Life Cycle Program (ALCP) was provided for the period between April and September 2009 and included an update on ALCP Project work, the remaining Fiscal Year 2010 ALCP schedule, program deadlines, and program revenues and finances. This item was on the agenda for information.

5E. Conformity Consultation

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

5F. Additional Funding for a Sweeper 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 a sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding. On January 28, 2009, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and retained the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. On September 18, 2009, the Arizona Department of Transportation (ADOT) notified MAG that ADOT would not continue with their street sweeper project for FY 2008 CMAQ funding. With the deletion of the ADOT sweeper project and associated savings of $166,491, the remaining $52,281 for Buckeye sweeper #1 from the approved Prioritized List may now be funded. The Management Committee recommended approval of additional funding for a sweeper from the approved Prioritized List.

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

The MAG Regional Council, by consent, approved the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration. Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five year equipment program that forecasts future 9-1-1

equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The MAG 9-1-1 PSAP Managers, the MAG 9-1-1 Oversight Team, and the MAG Management Committee recommended approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program.

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

On December 8, 1999, the MAG Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the U.S. Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. A total of $172 million has been awarded to the region since 1999. Last year, the region received more than $24.5 million for 53 projects serving homeless individuals and families. The 2009 federal application was released on September 25, 2009 and the Continuum of Care consolidated application is due to HUD on November 9, 2009. The Ranking and Review Panel provided a draft list of all new and renewal applicants requesting funds during this application process to the MAG Management Committee for information. Project applications were due to the Ranking and Review Panel on October 26, 2009. The final list of recommended projects was provided to the MAG Regional Council for information on October 28, 2009. Approval of the final consolidated application by the MAG Continuum of Care Regional Committee on Homelessness is expected on November 3, 2009. This item was on the agenda for information.

5I. Social Services Block Grant Amendment

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

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

Eileen Yazzie, MAG Transportation Programming Manager, provided a briefing on the American Recovery and Reinvestment Act (ARRA) reallocation of unused Local/MPO ARRA funds and policy options. Ms. Yazzie noted that this month the focus is on the reallocation of unobligated MPO/Local ARRA funds and policy options. She stated the three types of ARRA funds that came to the MAG region – Highway Discretionary, MPO/Local, and Transit – totaled about $300 million.

Ms. Yazzie noted that at each place was the action recommended by the Transportation Policy Committee, which was modified from the requested action shown in the Regional Council agenda, to include language requested by member agencies. She indicated that the modification was shown in bold underline: "Approve that MAG staff explore **and the TRC further review** the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration."

Ms. Yazzie stated that items one, two, and three in the recommended action are relevant to local projects: 1. Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed; 2. Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline; 3. Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline. She noted that item four is relevant to regionwide transit projects: 4. Transfer funds to Transit. Ms. Yazzie stated that item five is to modify previous action by the Regional Council to change the November 30, 2009 obligation deadline to a project development status review to determine the likelihood to obligate by March 2, 2010 with a final obligation/project development status review deadline in January to be determined.

Ms. Yazzie noted that the Status Report on ARRA funds dated October 20 was included in the agenda packet. She advised that all of the MPO/Local projects are underway in varying degrees of the development process, and some have obligated. Ms. Yazzie noted that all but one of the Highway projects have obligated, and this one project represents $3 million out of the $130 million in MAG Highway ARRA funds. She added that two of the highway project contracts have been awarded.

Ms. Yazzie reviewed the FHWA recommendations to ensure awareness of the responsibilities of cities and towns in this process: 1) FHWA stresses the importance of the Local project sponsor's responsibility for their project development, clearances, and documents. 2) Meetings, review of documents, and decisions need to be made by the local agency about their projects in an expedited manner and not take week(s) for action. 3) The local agency is the one responsible to submit all documents and clearances to ADOT and not the management consultant team.

Ms. Yazzie noted that this month MAG's focus is on the MPO/Local ARRA funds. She noted that the Highway ARRA funds were discussed last month, and RPTA is discussing the Transit ARRA savings through its process.

Ms. Yazzie stated that project savings are anticipated through project bids and awards coming in below estimates and from projects not meeting the obligation deadline of March 2, 2010. Ms. Yazzie stated that the engineer's estimate for one project was $45 million and the bid came in at $22 million, about a 50 percent savings. Ms. Yazzie stated that staff has been asked the dollar amount of unobligated funds, but because no local project bids have been awarded, the exact dollar amount is not known, but that it is estimated to be in the range of $10 million to $30 million.

Ms. Yazzie stated that key factors that need to be considered as discussion moves forward include project eligibility per federal guidelines and the ability to obligate on time. She noted that the funds are "Use It or Lose It," and if those funds are not obligated, they are returned to Washington, D.C., and the MAG region will be unable to apply for ARRA funds that other regions or states do not obligate. Ms. Yazzie noted that MAG staff will be coordinating with ADOT, FTA and FHWA to ensure that MAG projects meet the factors.

Ms. Yazzie noted that discussion on the policy options will continue the next morning at the Transportation Review Committee meeting. She displayed the policy options for Local/MPO ARRA funds: 1) Providing additional ARRA funds for existing ARRA projects; 2) Reducing the local match, but not below the minimum set by MAG policy, for other federally funded projects that would obligate by the deadline; 3) Funding other local projects in the regional that are eligible for ARRA funds that could obligate by the deadline; 4) Allow local determination on the allocation of unspent funds to projects in their jurisdiction.

Ms. Yazzie advised that any MPO/Local ARRA funds, which fall under the guidelines of STP funds, cannot be used for operations and maintenance, and must be used for capital projects, however, funds could be transferred to Transit for capital projects, which could then free up money that could be used for operations and maintenance.

Ms. Yazzie stated that there is an approved backup list for Highway ARRA fund projects that totals about $60 million. She displayed the timeline for future meetings and deadlines. Chair Neely thanked Ms. Yazzie for her report and asked members if they had questions.

Mayor Hallman stated that the TPC discussed this extensively and in an effort to streamline discussion, he would propose a motion with the understanding that it would not preclude discussion. He said that this motion was not to obligate funds, but to provide staff the opportunity to explore options in the event there are excess ARRA funds from project bid savings or from projects not obligating on time, rather than leave money on the table to go back to the federal government. Mayor Hallman stated that this would come back to the Regional Council for a final determination.

Mayor Hallman moved to approve that MAG staff explore and the TRC further review the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1. Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed; 2. Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline; 3. Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline; 4. Transfer

funds to Transit; 5. Modify the November 30, 2009 obligation deadline to a project development status review to determine the likelihood to obligate by March 2, 2010 with a final obligation/project development status review deadline in January to be determined. Mayor Smith seconded.

Chair Neely asked if there was discussion of the motion. Hearing none, she called for a vote on the motion, which passed unanimously.

7. Consideration of Tentative Scenario for Balancing the Proposition 400 Regional Freeway and Highway Program

Eric Anderson, MAG Transportation Director, stated that the economy is still in recession. He displayed a map of the foreclosed residential properties for sale as of September 2009, which totaled about 13,500 properties. The next map showed a total of about 47,000 residential properties facing foreclosure as of September 2009. Mr. Anderson displayed a map of the two previous maps combined and noted that together they represent about 60,000 residences. Mr. Anderson commented that the numbers appear to be stabilizing and he has been hearing that the banks are trying to not flood the market with homes for sale. He stated that investors have shown a lot of interest in the housing market, and noted that if the investors cannot rent the units, they could foreclosed on again.

Mr. Anderson reported that the sales tax revenue has been down for 23 of the last 24 months, and September 2009 revenue was 13.6 percent less than September 2008. He commented that the decline is not as steep as before, and they are hoping to see a better situation in the new year. Mr. Anderson said that the sales tax revenue is basically back to 2005 levels and four to five years of growth have been lost. Mr. Anderson noted that until this economic downturn, sales tax revenue in Maricopa County has never had a decline since tracking began in 1960. He advised that about $3 billion of sales tax revenue has been lost.

Bob Hazlett, MAG Senior Engineer, provided a presentation on the tentative scenario that has been developed to address the funding gap in the Regional Freeway and Highway Program. He said that the Regional Transportation Plan budget is about $9.4 billion and the ADOT cost opinion is approximately $16 billion. Mr. Hazlett stated that projects obligated in FY 2010 total about $2.7 billion and ADOT's cost opinion to complete the program is approximately $13 billion. He noted that approximately $6.6 billion is available to finish the program, leaving a deficit of $6.6 billion.

Mr. Hazlett stated that the tentative scenario was based on four guiding principles: management strategies, value engineering, deferrals, and stay the course. He noted that management strategies (how the program is being administered) identified about $800 million in cost savings, due to lower construction costs, right of way prices, and systemwide costs for such things as the freeway management system, costs for right of way acquisition, maintenance, noise mitigation, management consultants, and minor projects. Mr. Hazlett stated that the other guiding principles were value engineering, deferrals, and staying the course to maintain core enhancements.

Mr. Hazlett displayed a map of the project changes in the tentative scenario, and commented that the recommendations to bring the program in balance occur Valleywide. Mr. Hazlett stated that the value

engineering recommendations focused mostly on new corridors (Loop 303 from I-10 to I-17) and Loop 202 (South Mountain) and represent approximately $1.7 billion in savings. He noted that the Regional Transportation Plan (RTP) estimate for Loop 303 was $1.4 billion and the 2009 ADOT cost opinion was approximately $2.9 billion. Mr. Hazlett reported that value engineering reduced the cost to complete the corridor about $1.3 billion.

Mr. Hazlett stated that the ADOT cost opinion in June 2008 for the Loop 303/I-10 interchange was $760 million, and this amount has been reduced to $518 million, which might be further reduced to about $400 million. He noted that the City of Surprise agrees with the alternative design for the US-60/Grand Avenue traffic interchange that will save about $150 million and will retain service levels.

Mr. Hazlett indicated that staff is working with the City of Glendale, City of Peoria, City of El Mirage, and Maricopa County to get the best connection at the ramps at Northern Parkway and Loop 303 to accommodate travel demand.

Mr. Hazlett stated that the RTP included approximately $1.1 billion for the South Mountain Freeway, and it appears the cost could be reduced to about $1.9 billion from the ADOT cost opinion of about $2.5 billion by utilizing the narrower Proposition 300 cross section, selecting a 59th Avenue alignment, and applying lower construction and right of way contingency costs. Mr. Hazlett replied that ADOT owns about 95 percent of the right of way needed in the Pecos Road corridor, alone, making this recommendation logical for the corridor.

Mr. Hazlett said that they looked at deferrals in three different categories: entire corridor deferral, general purpose land deferrals, and right of way preservation deferrals. He displayed a map of the deferrals and noted that the largest was the I-10 Reliever (SR-801) from SR-85 to Loop 202, which results in the Loop 303 from SR-801 to I-10 a likely candidate for deferral. Mr. Hazlett noted that an interim facility will be constructed on SR-802 from Ellsworth to Loop 202, but defer the rest of the corridor because the route in Pinal County is not yet defined.

Mr. Hazlett noted that the recommendation is to build out the HOV lane system on Loop 101 and Loop 202, and he noted that their construction in the median is a cost effective way to create capacity. He stated that the general purpose lane deferrals included those on the Agua Fria Freeway, I-17, SR-51, and Loop 202 from Gilbert Road to US-60 and US-60 to I-10. Mr. Hazlett said that they recommend general purpose lanes be constructed on the Pima and Price freeways and a section of Loop 202. Mr. Hazlett stated that the tentative scenario recommends the direct HOV (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 be deferred.

Mr. Hazlett noted that included in the tentative scenario is a draft deferral policy for the TPC to consider because there needs to be some sort of policy 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, and as

funds become available the projects could be brought back in. 2) Capture the cost savings from a deferred corridor.

Mr. Hazlett reviewed the stay the course recommendations, and he noted that the tentative scenario includes $1 billion for I-17 from the I-10 Split to the Arizona Canal, adding more general purpose lanes on I-10 from Loop 101 to I-17, and improving the west Sky Harbor interchange to accommodate Homeland Security measures.

Mr. Hazlett stated that the management strategies could save about $800 million, value engineering about $1.7 billion, deferrals about $4.1 billion, and stay the course about $30 million, bringing the new regional freeway program cost opinion to about $9.4 billion – the amount in the original RTP.

Mr. Hazlett stated that the tentative scenario includes recommendations on how to bring projects back into the program, how to do a better job of revenue monitoring, looking for opportunities for future funds, alternative funds, and other federal funds, project delivery methods, and right of way preservation. He advised that they recommend completing the environmental assessments for the deferred corridors in order to establish the centerlines. Chair Neely asked members if they had questions for Mr. Hazlett or Mr. Anderson.

Lt. Governor Joseph Manuel expressed that he understand this is a tentative scenario to balance the budget, because it is required by law. Lt. Governor Manuel stated that the Loop 202 has been controversial in the Gila River Indian Community, and he knew the proposed route is off the Community at this time. He stated that District 6 is the main district concerned with where Loop 202 goes and some Community members want no-build. Lt. Governor Manuel stated that he understood this because he is Chair of the Tribal Transportation Committee for the Community.

Lt. Governor Manuel stated that there are concerns about the sacred cultural site and they have a cultural resource program and currently are working with ADOT. He said that it is a good working relationship. They are looking at different alternatives and it is good to work together in that regard. Lt. Governor Manuel stated that they have people who want no-build and on the other hand, they have landowners who want the freeway built in the Community, and so it is a controversial issue.

Lt. Governor Manuel stated that they understand the window is closing for the opportunity if the freeway could go in the Community because the environmental impact statement (EIS) is nearing completion and there have been no requests for amendments to the EIS at this time. Lt. Governor Manuel stated that the Gila River Indian Community has not had a request from ADOT for alternatives, as well. He indicated that he had met with Governor Rhodes and their attorneys and the Governor would like an initiative for a vote of the people of the Community on this issue. Lt. Governor Manuel stated that as this moves forward on Pecos Road and around the Community, the main concern is the cultural site and they know their cultural resources program is being done with ADOT. He commented that he realized this action on a tentative scenario was to balance the budget.

Mayor Scott Smith expressed appreciation for Lt. Governor Manuel's comments. He asked for clarification of the statement that the Gila River Indian Community had not received a formal proposal from ADOT, and that he was hearing that the tribe might entertain such a proposal.

Lt. Governor Manuel replied that the tribe would look at that issue, but it has never been proposed to them.

Mayor Smith asked for clarification that he heard the tribe has a resolution in opposition.

Lt. Governor Manuel stated that District 6, one of the communities in the west end of the Gila River Indian Community, is on record as opposing Loop 202 either on the Community or off the Community. He said that they want no-build and the Council approved that resolution some time ago.

Chair Neely requested that Mr. Smith and Mr. Zubia let the State Transportation Board know that the Gila River Indian Community would like to see a proposal.

Mr. Smith stated that the scenario being considered tonight envisions a Pecos Road alignment, and there is an environmental impact statement (EIS) in process. He noted that when the EIS is completed, a supplemental EIS could be added if an alignment on Community lands is to be considered. Mr. Smith advised that the challenge is how to find the funds to pay allottees for their right of way, because the with the tentative scenario the Regional Council is considering tonight, projects are being deferred to Phase 5 to balance the program.

Chair Neely stated that an EIS process is underway and the Gila River Indian Community and ADOT are working on issues. She requested that Mr. Zubia keep those ideas in mind and if there are some things that need to be looked at, please ensure that happens and within the current budget.

Mr. Zubia extended his appreciation to the comments made by Lt. Governor Manuel and Mayor Smith because this is a sensitive subject and there are concerns. He also expressed appreciation for the hard work on this done by Mr. Smith, Mr. Anderson and Mr. Hazlett to get us to this point. Mr. Zubia stated that he did not want to take the EIS off track because it has been out there a long time, but this is a question worth exploring.

Chair Neely, for the record, asked for clarification that she heard that 90 percent of the necessary easement has been purchased by ADOT in the Ahwatukee area. Mr. Hazlett replied that was correct.

Mr. Arnett stated that this is his 13th year on the Regional Council, representing the State Transportation Board and the Citizens Transportation Oversight Committee, and this issue has been an ongoing concern all of those 13 years. He said that if there is a movement on the part of the Community, he felt it would be well to hear it out and understand it. Mr. Arnett commented that his last recollection was two votes against that proposition, and if something has changed, the Regional Council should be made aware of it. Mr. Arnett stated that he did not want to be a deterrent to slow down the process, but at the same time, he believed in providing the opportunity for the Community to do its due diligence and come forward with options.

Chair Neely asked if it was best to forward these comments to ADOT or for MAG to coordinate them. Mr. Smith replied that MAG has been working cooperatively with ADOT and the Gila River Indian Community and could put together a meeting.

Supervisor Wilcox stated that she had been involved in this issue for years, and was on the Phoenix City Council when Pecos Road was chosen as the alignment. She commented that she knew all options needed to be explored, but even though there are discussions, she would dislike giving false hope and did not want to delay this given the air quality issues. Supervisor Wilcox stated that it needs to move forward.

Chair Neely voiced her concurrence with Supervisor Wilcox.

Chair Neely recognized public comment from Charis Elliott, who said she was a concerned citizen. She said she was non-indigenous, although in solidarity with the Community, and owner of a small business that empowers women. Ms. Elliott mentioned that she was here to speak about money, convenience, and making economic growth happen. She stated that sustainability has to be addressed – the environmental impacts to noise and air quality and wildlife, and the lawsuits that will be filed. Ms. Elliott stated that indigenous people are romanticized in the United States, but they are a part of our culture. She commented that South Mountain is a sacred site and should be addressed in a way as one would a church or cemetery. Ms. Elliott stated that leaders need to find their cultural sensitivity and realize this is not about money, convenience, and making economic growth happen, which are frequently ignored because of the pressures of our capitalist system. Ms. Elliott's time expired and Chair Neely asked Ms. Elliott to conclude her comments because there were a lot of speakers. Ms. Elliott stated that if the freeway went through the Gila River Indian Community, frequent toxic dumping could occur. She also noted that Native American women are three times more likely to be sexually assaulted by non-Native men. Chair Neely thanked Ms. Elliott for her comments.

Chair Neely recognized public comment from Kevin Jose, who stated there should be no vote at all because they oppose against the freeway. Mr. Jose stated that South Mountain is a sacred site and their songs and oral traditions originate there. He stated that the freeway will bring cultural genocide to their way of life and the environmental impact will kill off the plant life used for medicinal purposes and the places where his people pray. Mr. Jose stated that the mountain was here before the City of Phoenix was established. He stated that he stood with the traditional way of life that is stronger than anything and cannot be twisted. Mr. Jose remarked that his ancestors cared for the sacred sites as one would take care of their children. He stated that he opposed this and if it is established, it will be killing a part of them. Mr. Jose thanked the Regional Council for the opportunity to speak. Chair Neely thanked Mr. Jose for his comments.

Chair Neely recognized public comment from Alex Soto, from the Gila River Indian Community, who expressed his opposition to the South Mountain Freeway. He remarked that South Mountain contains a lot of sacred sites, and is itself recognized as a sacred site. Mr. Soto stated that his great-grandparents are buried not far from where the freeway is proposed to be built, and he found it disrespectful to build the freeway, not only to those buried there, but to those still living. He felt it was unjust that people were not informed about meetings where the freeway was being discussed and did not know what was going

on. Mr. Soto stated that with this freeway, the cultural identities of the Community's youth will be lost, and it is a foot in the door for business to come in and change who they are. He commented that people tell them to be like the Salt River Pima-Maricopa Indian Community who allowed the Loop 101 to be built, however, that freeway cause a lot of negative impact to that Community. Mr. Soto stated that he wanted everyone to be balanced and what is balancing them is their way of life. He stated that other people – Ahwatukee, West Phoenix, and environmentalists – oppose the freeway. Mr. Soto asked why have growth for the sake of growth? It all comes back to money. He said that he was trying to ensure something remains for future generations, and he felt the freeway proposal was a smallpox blanket and would create sickness. Chair Neely thanked Mr. Soto for his comments.

Chair Neely recognized public comment from Wes Lines, a resident of Laveen, Chair of the Laveen Village Planning Committee, and former member of the South Mountain Community Advisory Team. Mr. Lines expressed his concurrence with Mr. Hazlett's comments and his support that the South Mountain Freeway be built. He stated that he resides on 51st Avenue and truckers use it to drive to Tucson via St. Johns. Mr. Lines said that there are fatalities on 51st Avenue and he explained that there are air quality issues because big trucks have to start and stop as they make their way to I-10. Mr. Lines stated that one of the speakers stated that West Phoenix does not want this freeway, and this is absolutely not true. Mr. Lines stated that he could not speak for Ahwatukee or the Gila River Indian Community, but as a member of the Planning Committee, residents ask him all the time when the freeway will be built. Chair Neely thanked Mr. Lines for his comments.

Chair Neely recognized public comment from Lori Riddle from the Gila River Indian Community, who has been a community organizer since the 1970s because her family was impacted by the Superfund Site there. She said that her grandparents historically believed that the mountains have special properties and that is why they pray there and respect the mountains. Ms. Riddle stated that environmental impact studies are no good for anything because they err on the side of the profit and money. She indicated that she had been through numerous EIS processes and she saw how they sway information. Ms. Riddle stated that her friend, Dave Harper, from the Colorado River Indian Tribe, says that the mountains are alive, and when one is destroyed, they are broken people because they never got a chance to say goodbye. Ms. Riddle stated that she attended the Regional Council meeting with community landowners. They understand that the tribal leadership is doing what it needs to do, but the landowners will have a say in what will happen. Ms. Riddle stated that this proposal has been on the table for decades, but it is not going to benefit anyone. Ms. Riddle stated that they were trying to preserve the land and the reservation. They are not against profit, they are against bad development that trespasses and dumps chemicals when they think no one is watching. Ms. Riddle stated that the freeway will not be good for their water source, the air quality, or for them as human beings. Chair Neely thanked Ms. Riddle for her comments.

Chair Neely recognized public comment from Darius Enos, from District 6, who said they have a cultural stake in the mountain, but he was here to discuss health issues. Mr. Enos stated that several hundreds of years ago, non-natives came to his tribe thirsty and were given water from the Gila River. Eventually the river was dammed up and nothing of it remains. He said that there is a settlement there now, but it took 100 years to enact. Mr. Enos stated that his tribe suffers from high rates of diabetes and obesity because they cannot grow crops because the water went to Phoenix for growth. He remarked

that the freeway will raise asthma and cancer rates, and he said that the effects of many chemicals on humans are unknown. Mr. Enos stated that when property rates increase, you sell, but they are not going anywhere for any amount of money. He said you should hear with your hearts and consciences. Mr. Enos stated that Laveen wants the freeway because it will increase property rates. He asked if members knew where their ancestors are buried, and if knowing this even mattered to them. Mr. Enos stated that he reburied many of his ancestors because some developer wanted to make money off the land. He commented that they have been pushed many times, but not this time. No matter what MAG decides today, it will not happen. Chair Neely thanked Mr. Enos for his comments.

Chair Neely recognized public comment from Cher Thomas, a resident of Tempe, originally from the Quiva Village in District 6. She expressed that she opposed the freeway, and she noted that her village is close to the proposed freeway and right off 51st Avenue. Ms. Thomas stated that she opposes the freeway because there is federal and state legislation that gives Native Americans the right to keep sacred sites sacred. If the freeway goes through, you will be violating federal and state law and will be fined and probably be sued. Ms. Thomas stated that she was here to defend her beliefs and rights. She said that she could see the mountain from her house, and added that it has been desecrated – by the park, the walkway, the trash cans, and people getting drunk. Ms. Thomas asked if it must be damaged further. She stated that she opposed the freeway in spite of the wealth it could provide to her, because her house will be destroyed. Ms. Thomas stated that her family owns 12 acres along Pecos Road and another 30 acres in the northern area, 12 acres of which were left to her by her father who recently passed away. She vowed that she would not sign her land away; her father opposed the freeway and so did she. Chair Neely thanked Ms. Thomas for her comments.

Chair Neely asked the Council if they had any questions.

Councilman Esser moved to approve a tentative scenario for the MAG Regional Freeway and Highway Program to balance the Proposition 400 Regional Freeway and Highway Program and to incorporate it into the Regional Transportation Plan 2010 Update and the FY 2011-2015 MAG Transportation Improvement Program, with the understanding that due to the present cost and revenue uncertainties that this represents a placeholder and the program will be reevaluated in 18 months.

Vice Chair Schoaf, upon seconding the motion, expressed his appreciation to MAG staff for putting this program together and providing a detailed review, and to the Regional Council for allowing time for each part of the Valley to evaluate the impacts of the changes on their areas before voting on it.

Supervisor Wilcox stated that there are always issues with freeways, and noted that she had been an elected official for 25 years and was around when the I-10 Freeway was put through Central Phoenix. Supervisor Wilcox stated that MAG has done the best job anyone could, particularly with the value engineering that will reduce the size, but will still move people. She expressed that we need to be thoughtful in dealing with the Native American communities and she appreciated everyone who attended the meeting, but she believed this needed to move forward. She asked that, as money becomes available, if the plan was going to be reevaluated in 18 months, particularly SR-801 which is highly anticipated by the West Valley. Mr. Smith replied that was correct. He noted that this situation is similar to what happened with Proposition 300, but this is much worse. Mr. Smith stated that this is why this scenario

represents a placeholder because they will look at construction costs, revenue, and potential additional federal funds. He remarked that the idea is to keep projects in line and see what could be put back in, and he noted how MAG brought projects back in in 1996 and 1999. Mr. Smith commented that there is hope, but the brutal truth needs to be confronted that there is not enough money right now and the program needs to be balanced.

Supervisor Wilcox indicated that she supported the motion with the caveat that other mechanisms would be looked at.

Chair Neely, for the record, reviewed the history of the South Mountain Freeway. She said that in 1985, Maricopa County voters approved the funding for the MAG Regional Freeway System, which included the South Mountain Freeway, connecting I-10 in the Southeast Valley with I-10 in the West Valley. In 1988, the State Transportation Board approved the alignment for the South Mountain Freeway, running north and south connecting from I-10 west near 55th Avenue and west and east along Pecos Road. Chair Neely stated that in 2004, the voters reaffirmed support for the South Mountain Freeway with their approval of Proposition 400. She noted that in 2001, ADOT and the FHWA began the environmental impact statement on the Freeway. Chair Neely stated that all of the comments were put on the record today. She commented that she realized these are tough issues, but we need to keep moving forward. Chair Neely added that options that can be worked without stopping progress could be considered.

With no further discussion, Chair Neely called for a vote on the motion, which passed, with Lt. Governor Manuel abstaining.

8. ASU North American Center for Transborder Studies Report Update

Mr. Smith stated that staff is requesting approval of a resolution of planning coordination with the Maricopa Association of Governments (MAG), Pima Association of Governments (PAG), and Central Arizona Association of Governments (CAAG), and for the MAG Chair to sign the resolution at a future joint meeting.

Mr. Arnett moved approval of a resolution of planning coordination with the Maricopa Association of Governments (MAG), Pima Association of Governments (PAG), and Central Arizona Association of Governments (CAAG) and for the MAG Chair to sign the resolution at a future joint meeting of MAG, PAG, and CAAG. Supervisor Wilcox seconded, and the motion passed unanimously.

Supervisor Wilcox stated that there will be a plenary session on the Arizona/Sonora, Mexico Commission in early December. She requested that the information be provided to them because there is a lot of interest in moving this forward.

9. Legislative Update

No report.

10. Request for Future Agenda Items

No requests 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.

Mr. Arnett requested faith and prayers for Mr. Jack Lunsford during his illness. Chair Neely requested that a card be prepared for Mr. Lunsford on behalf of MAG.

Lt. Governor Manuel invited everyone to the opening of the premier hotel and casino in Arizona, Wild Horse Pass, located at the Loop 202 and I-10. He noted that the more than 50 percent of the facility's employees are non-native. He commented that this is good for the economy and for partnerships.

12. Adjournment

There being no further business, Supervisor Wilcox moved to adjourn the Regional Council meeting. Mayor Rogers seconded, and the meeting adjourned at 6:35 p.m.

Chair

Secretary

Agenda Item #5B

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

DATE:
December 1, 2009

SUBJECT:
MAG Fiscal Year 2010 Traffic Signal Optimization Program Project Recommendations

SUMMARY:
The Fiscal Year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes $321,000 for the FY 2010 Traffic Signal Optimization Program (TSOP) to improve traffic signal timing. A formal request for TSOP projects was announced by MAG on July 17, 2009, and 12 project applications were received. A regional workshop to provide training on signal timing software has also been included in the list of projects in response to requests received from MAG member agencies.

Since its inception in 2004, the MAG Traffic Signal Optimization Program (TSOP) has successfully completed thirty-eight projects that improved traffic signal timing at more than 400 intersections across the region. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Technical assistance is provided by consultants under contract with MAG for on-call consulting services.

Traffic signal optimization is one of the most cost-effective ways to improve traffic movement and make our streets safer and efficient. Signal optimization is performed for any or all of the following reasons:

- To adjust signal timing to account for changes in traffic patterns due to new developments and traffic growth
- To reduce motorist frustration and unsafe driving by reducing stops and delay
- To improve traffic flow through a group of signals, thereby reducing emissions and fuel consumption
- To postpone the need for costly long-term road capacity improvement by improving the traffic flow using existing resources

Signal optimization projects have been found to produce benefit to cost ratios as high as 40 to 1. This program, enthusiastically championed by the Intelligent Transportation Systems Committee, provides traffic engineering assistance for refining signal operations across the MAG region. A typical TSOP project costs around $25,000. These projects do not require a local match.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The proposed TSOP projects, when implemented, will result in improved traffic operations and reductions in gasoline consumption and vehicular emissions.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: It is essential that local agency technical staff assist in coordinating the execution of these projects by the designated MAG on-call consultant. This will require staff participation.

POLICY: None.

ACTION NEEDED:
Approval of the list of FY 2010 Traffic Signal Optimization Program (TSOP) projects.

PRIOR COMMITTEE ACTIONS:
MAG Management Committee: On November 18, 2009, the Management Committee recommended approval of the proposed list of TSOP projects.

MEMBERS ATTENDING

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

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

MAG Transportation Review Committee: On October 1, 2009, the MAG Transportation Review Committee recommended approval of the proposed list of TSOP projects.

MEMBERS ATTENDING

Peoria: David Moody, Chair
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Jose Heredia for Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
* Litchfield Park: Woody Scouten for Mike Cartsonis
Maricopa County: John Hauskins

Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
Queen Creek: Wendy Kaserman
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Maki
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

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

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

MAG Intelligent Transportation Systems Committee: On September 2, 2009, the MAG Intelligent Transportation Systems Committee recommended approval of proposed list of TSOP projects.

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

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

CONTACT PERSON:
Sarath Joshua (602) 254-6300.

FY2010 Recommended List of TSOP Projects

	Lead Agency	Other Agencies	Project Descriptions	# Intx	Est Cost	Contact	Training
1	Avondale	ADOT, MCDOT, Goodyear	The tasks associated with this project would include: 1. Field review of each project intersection 2. Collection of signal plans for all three models 3. Collect traffic counts for the corridor to corridor intersections 4. Review and modify the existing A	29	$25,000.00	Gus Woodman	
2	Chandler		Collect traffic turning movement counts for three times of the day; AM peak 6-8 am, Mid-day 11-1 pm, and PM peak 4-6pm for 60 selected intersections.	60	$25,000.00	Debra Bieber	1
3	Fountain Hills		Optimize and coordinate the six existing traffic signals in Fountain Hills' downtown area; Update and unify emergency vehicle pre-emption for these signals	6	$24,000.00	Randy Harrel	3
4	Glendale	ADOT	This project will evaluate different phasing options (3-phase, 4-phase), left-turn options (lead vs. lag) and timing options at the freeway interchange. This project will also seek to coordinate the adjacent 75th Avenue signals with the freeway interchang	5	$15,000.00	Avery Rhodes	2
	Goodyear		Request for Synchro training				4
5	MAG		Regional Synchro Training Workshop	NA	$10,000.00	Leo Luo	
6	Maricopa County		Obtain turning movement counts for MCDOT critical intersections. This data will be used by MCDOT Traffic Engineering staff to develop safe and efficient timing and operation for these signalized intersections.	30	$25,000.00	Bob Steele	
7	Maricopa County		Perform a field audit of individual isolated traffic signal systems. The audit will document the traffic management operational capabilities of each traffic signal system. MCDOT traffic engineering staff will use this information to develop a safe and ef	25	$25,000.00	Bob Steele	
8	Mesa		To develop a single Synchro network that includes all signals in the City of Mesa, and also includes future arterials in east and southeast Mesa so that intersections can be easily added to the network as growth occurs.	398	$25,000.00	Derrick Bailey	3
9	Peoria		This project will entail obtaining mid-day turning movement counts at signalized intersections city-wide, in order for staff to optimize mid-day signal coordination.	101	$25,000.00	Ron Amaya	
10	Phoenix	ADOT, MCDOT	This project will develop a Synchro network model of McDowell Road and Van Buren Streets. Together they have been identified as an alternate routes for I-10 for incident management and for excess demand conditions. This project will develop a traffic ne	22	$25,000.00	Marshall Riegel	
11	Queen Creek		This project would utilize the TSOP on-call consultant to collect volume and turning movement counts at 16 intersections; then use that data to develop coordinated patterns and time of day plans for those intersections within the existing SYNCHRO base mod	16	$20,000.00	Michael Pacelli	
12	Surprise	ADOT	The objectives of this project will be to provide a Synchro base model and acquire the necessary data to develop inter-jurisdictional signal coordination for 11 existing signals along Greenway Road. Additionally, this project will develop ingress and egre	11	$25,000.00	John Abraham	
13		MCDOT	The objectives of this project will be to provide an updated Synchro base model and acquire the necessary data to develop inter-jurisdictional signal coordination for 8 existing intersections along Litchfield Road. Additionally, this project will develop	8	$25,000.00	John Abraham	
			Total Amount		$294,000.00	**Workshop Attendees**	13

Agenda Item #5C

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

DATE:
December 1, 2009

SUBJECT:
Revisions to the Arterial Life Cycle Program Policies and Procedures

SUMMARY:
The Arterial Life Cycle Program (ALCP) is a key part of Proposition 400 and represents more than $1.7 billion of regional investment over the next 20 years. The ALCP Policies and Procedures provide guidance to MAG and to MAG member agencies to ensure that the program is implemented in an efficient and effective manner. Revisions are now required to the ALCP Policies and Procedures that were approved by the MAG Regional Council on April 22, 2009. The proposed revisions include refinements to policies that address the reallocation of ALCP project savings.

MAG member agencies expressed concerns about the current Arterial Life Cycle Program (ALCP) Policies and Procedures ("Policies"). Specific concerns conveyed to MAG staff included the reallocation of project savings, data issues, the Regional Area Road Fund (RARF) Closeout Process, and the use of surplus/deficit program funds. On September 3, 2009, MAG staff and the ALCP Working Group met to address these concerns and develop potential revisions to the approved ALCP Policies and Procedures.

A memorandum is attached and details the current policies discussed and ALCP Working Group policy recommendations. The ALCP Working Group recommended the clarification of existing policies in Section 350 of the Policies, which address the reallocation of ALCP project savings. The proposed revisions would permit the reallocation of project savings once a project segment is complete if the project segment is contained and administered wholly within one jurisdiction. For multi-jurisdictional projects, the ALCP Working Group recommended adding a new policy requiring a MAG member agency to obtain consensus from any partnering agency(s) on the reallocation of project savings from an incomplete corridor toward another project programmed in the ALCP.

The proposed revisions to Section 350 of the ALCP Policies and Procedures are attached. Text added to the approved April 22, 2009 ALCP Policies and Procedures is in **bold underline**. Text removed from the April 22, 2009 ALCP Policies and Procedures is noted in ~~**bold strikeout**~~.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The proposed revisions to the Arterial Life Cycle Program Policies and Procedures (Policies) provide MAG staff and MAG member agencies with guidance on the reallocation of project savings. Once the proposed revisions to the Policies are approved, MAG staff may administer the program in accordance with the suggested direction of the MAG member agencies.

CONS: If not approved, MAG staff will not have sufficient guidance to make determinations on the reallocation of ALCP project savings for multi-jurisdictional projects.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: MAG will be able to continue implementation of the ALCP.

POLICY: A.R.S. 28-6352 (B) required that MAG performs life cycle management for the arterial street component of the RTP.

ACTION NEEDED:
Approval of the proposed changes to Section 350 of the ALCP Policies and Procedures.

PRIOR COMMITTEE ACTIONS:
This item is on the December 2, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On November 18, 2009, the Management Committee recommended approval of the proposed changes to the ALCP Policies and Procedures.

MEMBERS ATTENDING

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

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

The Transportation Review Committee recommended approval of the proposed changes to the ALCP Policies and Procedures on October 29, 2009.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Dan Cook for Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
Gila River Indian Community: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Bob Darr for Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
* Litchfield Park: Woody Scoutten for Mike Cartsonis
Maricopa County: John Hauskins

Mesa: Brent Stoddard for Scott Butler
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RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Maki
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Darryl Crossman
* ITS Committee: John Abraham
Bicycle/Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

CONTACT PERSON:

Christina Hopes, Transportation Planner II, 602-254-6300, chopes@mag.maricopa.gov

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

December 1, 2009

TO: Members of the MAG Regional Council

FROM: Christina Hopes, Transportation Planner II

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM POLICY AND PROCEDURE OPTIONS

MAG Member Agencies expressed concerns about the current Arterial Life Cycle Program (ALCP) Policies and Procedures ("Policies") after revisions to the Policies were approved by the MAG Regional Council on April 22, 2009. Specific concerns conveyed to MAG Staff included the policies on the reallocation of project savings and the use of surplus/deficit program funds. In an effort to address these concerns, MAG Staff conducted an ALCP Working Group meeting to determine if revisions to the approved Policies were needed.

BACKGROUND

In 2004, the Maricopa Association of Governments (MAG) initiated the development of the Arterial Life Cycle Program (ALCP, or the "Program") to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP, or the "Plan"). The original version of the ALCP Policies and Procedures were approved by the Transportation Policy Committee on June 22, 2005 and by the Regional Council on June 29, 2005. The current version of the ALCP Policies and Procedures ("Policies") was approved by the Regional Council on April 22, 2009.

On September 3, 2009, the ALCP Working Group met to discuss potential revisions to the Policies. Topics covered at the meeting included the reallocation of project savings, the use of surplus/deficit program funds, the definition of a "completed/closed out" project as it applies to RARF Closeout, and data issues encountered during the annual update process. Below is a summary of the issues, current policies as listed in the approved ALCP Policies and Procedures as well as any recommendations made by the ALCP Working Group.

REALLOCATION OF PROJECT SAVINGS

The reallocation of ALCP Project Savings is outlined in Section 350 of the Policies. The current policy requires additional refinement because it is unclear if project savings must remain with the project until the entire corridor is completed. Furthermore, the current policy does not provide guidance on how the reallocation of project savings should be treated for multi-jurisdictional projects versus projects contained and administered wholly within one jurisdiction.

CURRENT POLICY

A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:

1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,
    a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.
2. If applicable, right-of-way, or other capital assets acquired with ALCP funds not used in the ALCP Project are disposed of at market rates and the funds returned to the ALCP.

B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds. Project Savings may be reallocated:
1. To another ALCP Project or Projects, in the jurisdiction to address a budget shortfall, not to exceed 70 percent of the actual total Project costs.
2. To advance a portion or entire existing ALCP Project or Projects in the jurisdiction up to the amount of available Project Savings.
3. If there are ALCP Project Savings that are not reallocated and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.

POLICY RECOMMENDATION

The ALCP Working Group recommended the clarification of existing policies. The proposed revisions would permit the reallocation of project savings once a project segment is complete if the project segment is contained and administered wholly within one jurisdiction. For multi-jurisdictional projects, the ALCP Working Group recommended adding a new policy requiring a Lead Agency to obtain consensus from any partnering agency(s) on the reallocation of project savings from an incomplete corridor toward another project programmed in the ALCP.

USE OF SURPLUS OR DEFICIT PROGRAM FUNDS

Section 270 of the Policies addresses the use of surplus or deficit program funds. MAG Member Agencies suggested revisiting the existing policies to determine if any revisions should be made. In particular, concerns were expressed about the current deficit of program funds due to the decline in the transportation half-cent sales tax revenue collection and the likelihood that additional reimbursements may be deferred to Phase V of the program during the annual update of the Program.

CURRENT POLICY

A. If a surplus in Program funds occurs, existing Projects may be accelerated. Any acceleration will occur according to priority order of the ALCP.
1. For Projects to be accelerated, matching local funds must be committed.
2. If there are no current Projects ready for acceleration, the next Project scheduled for reimbursement may be accelerated.
3. If there are surplus funds available upon the full completion of the ALCP, the MAG Transportation Policy Committee will discuss options regarding additional Projects.

B. ALCP Projects may be delayed if there is a deficit of Program funds. ALCP Projects will be delayed in priority order of the ALCP.

POLICY RECOMMENDATION

None. Although the ALCP Working Group agreed the deficit of program funds was a concern, participants did not propose any revisions to the existing policies.

RARF CLOSEOUT

Regional Area Road Fund (RARF) Closeout policies and procedures are established in Section 260 of the approved Policies. Procedures outlining prioritization of eligible projects are listed in Section 260.D. Although facilities may be open to traffic, invoices from consultants may be submitted to the Lead Agency after the project segment is "closed out." At the ALCP Working Group meeting, participants discussed the need to revise the Policies and establish a definition of a "completed/closed out" project.

CURRENT POLICY

D. To be considered as an eligible project for reimbursement with RARF Closeout funds:
   1. The Project or Project segment must be completed/closed out.
   2. The Lead Agency must completed the following Project Requirements:
      a. Project Overview
      b. Project Agreement, and
      c. Project Reimbursement Request.
   3. All three requirements must be accepted by MAG Staff as complete.

POLICY RECOMMENDATION

None. The consensus of the ALCP Working Group was to allow MAG Staff to make the determination of a "completed/closed out" project, as appropriate. Participants acknowledged that a lag time in receiving invoices from consultants was not uncommon and should not be attributed to the Lead Agency. The participants also agreed that once a project had been reimbursed through the RARF Closeout Process that additional reimbursements should not be sought; however, a revision to the current Policies was not required to address the issue.

DATA ISSUES

MAG Staff requested input from the ALCP Working Group regarding data received during the annual update process. Specific concerns were expressed by staff about the timely data submissions as well as the accuracy and consistency of the data submitted.

CURRENT POLICY

None. The annual update process is addressed in Sections 200, 210, and 220 of the Policies. However, specific policies addressing the quality of the data or the late submission of project updates are not included in the approved Policies.

POLICY RECOMMENDATION

None. The ALCP Working Group acknowledged the concerns of MAG Staff and agreed the inaccurate data was a concern, particularly in the programming of reimbursements with a deficit of program funds. Participants referenced efforts to establish Federal Fund Programming Principles to address similar issues in the MAG Transportation Improvement Program (TIP). The ALCP Working Group decided to revisit the discussion after additional progress had been made on the development and approval of the Federal Fund Programming Principles.

PROPOSED CHANGES TO SECTION 350 OF THE ALCP POLICIES AND PROCEDURES*

Additional text has been **bolded** and **underlined**

Deleted text has been ~~**bolded**~~ and ~~**stricken-through**~~

SECTION 350: REALLOCATION OF PROJECT SAVINGS

A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:

1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,

   a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.

2. If applicable, right-of-way, or other capital assets acquired with ALCP funds not used in the ALCP Project is disposed of at market rates and the funds returned to the ALCP.

3. **The project segment has been reimbursed or the Final PRR documenting all project costs has been accepted by MAG.**

B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to an**other** ALCP Project ~~**in that jurisdiction**~~ depending on the availability of Program funds. **Project savings may be applied:**

1. To another ALCP Project or Projects~~**, in the jurisdiction**~~ to address a budget shortfall, not to exceed 70% of the actual total Project costs.

2. To advance a portion or entire existing ALCP Project or Projects ~~**in the jurisdiction**~~ up to the amount of available Project Savings.

B. If there are ALCP Project Savings that are not reallocated **to another project or project segment currently programmed in the ALCP** and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.

C. Project savings may be reallocated after the completion of an ALCP Project segment.

1. For project savings from completed ALCP project segments contained and administered wholly within one jurisdiction.

a. The Lead Agency responsible for the project segment may reallocate the project savings to another project currently programmed in the ALCP.

2. When project savings occurs on a completed ALCP project segment located in multiple jurisdictions:

a. The project savings must be reallocated to another project segment located on the same corridor unless:

i. All project segments located on the corridor are completed. If all project segments pertaining to a corridor currently programmed in the ALCP are complete, then the Lead

Agency may reallocate the project savings to another project or project segment currently programmed in the ALCP under the Lead Agency's jurisdiction.

b. **An exception to 350.D.2.a may be granted by MAG to a Lead Agency requesting the reallocation of project savings to another corridor prior to the completion of the original corridor where the funds were programmed for reimbursement if the Lead Agency obtains consensus from the partnering agencies from each project segment on the corridor.**

i. **The Lead Agency must submit a formal request in writing requesting the exception and documenting the requested reallocation of project savings. The written request must include the signed endorsement of a designated signer from each partnering agency before the reallocation will be programmed in the ALCP.**

*Proposed changes to the Arterial Life Cycle Program Policies and Procedures approved by the MAG Regional Council on April 22, 2009.

Agenda Item #5D

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

DATE:
December 1, 2009

SUBJECT:
Revision of Highway Projects to Be Funded with American Recovery and Reinvestment Act Funds

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 September 30, 2009, the MAG Regional Council approved reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate. Since that time, highway projects have continued to move forward with advertising, bids, and contract awards. Given the recent bid awards savings, all projects on the September 30, 2009, Regional Council list which can meet the obligation deadline have been included in the project change sheet to be funded with ARRA. There have substantial differences in the amount of ARRA Highway funds programmed and the bid/contract award amount.

The current project cost savings total $2.36 million. Fourteen projects either programmed with ARRA, or on the project change sheet to be funded with ARRA (separate agenda item), total $127 million. It is anticipated that cost savings will continue, and the region will need to add more highway projects to the list to use project savings of ARRA Highway funds. It is recommended to add the SR-143 traffic interchange project at $35.1 million to the approved ARRA Highway project list to be funded based on the ability to obligate. It was not included earlier due to readiness concerns which have since been resolved.

The recommended highway project list is attached and the project that is requested to be added is bolded and underlined. This item was heard for the first time at the Management Committee meeting.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. 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:
Approval of adding the SR-143 project to the American Recovery and Reinvestment Act Highway project list to be funded based on the ability to obligate.

PRIOR COMMITTEE ACTIONS:
This item is on the December 2, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

MAG Management Committee: On November 18, 2009, the MAG Management Committee recommended approval of adding the SR-143 project to the American Recovery and Reinvestment Act Highway project list to be funded based on the ability to obligate.

MEMBERS ATTENDING

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

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

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

American Recovery Investment Act (ARRA) - Highway 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
									$ 129,393	
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	$26,272.0	$26,271.6	$0.4	$103,121.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	$13,314.1	$13,314.1	($11)	$89,807.3	Construction started on August 7, 2009
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BID 10/23/09	$45,000.0	$21,563.6*	$23,436.4	$68,243.7	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	$7,647.2	$7,647.2	($7)	$60,596.5	
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	$9,100.0	$5,667.4	$3,432.6	$54,929.1	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	$11,042.3	$11,042.3*	$0.0	$43,886.8	The bid was opened on August 21, 2009. The lowest bid was $11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BID 9/25/09	$3,900.0	$2,324.6	$1,575.4	$41,562.2	The bid is expected to be opened on September 25, 2009.
#	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.		$3,152.9	$2,500.0	$652.9	$39,062.2	This is a carry-over from Prop. 300. Project ready to Obligate.
					ARRA Funds Available as of October 27, 2009 to be programmed:				$39,062.2	

Projects Recommended to be Funded with Available ARRA Funds Based on Project Readiness 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			$36,062.2	This project is on the project change sheet and related to the New Finding of Conformity agenda item.

December 1, 2009

10	10	Yes	Loop 101: Olive Avenue	TI Improvements		$3,000.0			$33,062.2	This project is on the project change sheet and related to the New Finding of Conformity agenda item.
11	11	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes		$3,200.0			$29,862.2	This project is on the project change sheet agenda item.
12	12	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements		$1,500.0			$28,362.2	This project is on the project change sheet and related to the New Finding of Conformity agenda item.
#	13	No	Loop 101: 51st Ave to 35th Ave EB	Auxiliary lane		$3,000.0			$25,362.2	This project is on the project change sheet and related to the New Finding of Conformity agenda item.
#	14	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements		$23,000.0			$2,362.2	This project is on the project change sheet agenda item.
#	**15**	**Yes**	**143 Hohokam: SR 143/Sky Harbor Blvd TI**	**TI Improvements, Adding Ramps**		**$35,100.0**			**($32,737.8)**	**Will be ready to obligate in February 2010.**

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	I-8: Gila Bend Rest Area	Pavement Preservation		$10,000.0				
#	#	No	I-8: MP 121 - Rest Area	Pavement Preservation		$21,000.0				
#	#	No	US 60: San Domingo - Whitmann	Pavement Preservation		$11,000.0				
#	#	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		$3,777.0				
#	#	Yes	Loop 303: Greenway to Mountain View	Construction		$135,000.0				Conformity would have to be assessed. 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				

#	#	No	Various Routes	Guard Rails		$1,800.0				
#	#	No	I-17: 19th Avenue - 16th Street	Pavement Replacement		$1,500.0				

Agenda Item #5E

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

DATE:
December 1, 2009

SUBJECT:
Additional Transit Projects to Be Funded with American Recovery and Reinvestment Act Funds

SUMMARY:
The American Recovery and Reinvestment Act (ARRA) directed $66.4 million to transit projects in the MAG region. The ARRA legislation allows up to 10 percent of the funds to be directed toward operations, and 10 percent toward ADA operations. MAG initially programmed the ARRA transit funds to regional projects in March 2009 with subsequent changes and modifications. Recently, the bids for transit projects have been coming in under the programmed costs, which result in available ARRA transit funds that need to be programmed.

The Regional Public Transportation Authority (RPTA) Board met on November 19, 2009 and recommended approving priority guidelines, the methodology by which operating and preventive maintenance funds are allocated to Bus, Rail and ADA, and to amend the MAG 2008-2012 TIP to include operating and ADA assistance projects. This recommendation results in 11 projects to be added to the MAG 2008-2012 TIP, which is reflected on a separate agenda item, Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program. A memorandum from RPTA explaining detailed background information and policy analysis is attached for your review.

This agenda item will be heard for the first time at the Transportation Policy Committee. An update will be provided on action taken by the Committee.

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 50 percent of the transit portion of the ARRA funds are required to be obligated within 180 days after the Federal Highway Administration releases their official funding tables. The remaining 50 percent of the transit ARRA funds is required to be obligated by March 2, 2009.

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.

POLICY: This amendment request is in accord with MAG guidelines. The federal planning requirements for the ARRA funds remain. Federal law requires that the financial plan be developed by the Metropolitan Planning Organization (MPO) in cooperation with the state and transit operators. The state and transit operators must provide the MPO with estimates of available federal and state funds.

ACTION NEEDED:
Information, discussion, and possible action to approve the RPTA recommendation to add operating and ADA assistance projects to the MAG 2008-2012 TIP.

PRIOR COMMITTEE ACTIONS:
This item is on the December 2, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

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

VALLEY METRO

ValleyMetro.org | 302 N. First Avenue Suite 700 Phoenix, AZ 85003
T 602.262.7433 F 602.495.0411 TTY 602.261.8208

Board of Directors
Information Summary

Agenda Item #3

Date
November 10, 2009

Subject
American Recovery and Reinvestment Act of 2009 Unused and Redistributed Funds Policy Recommendation

Summary
Based on current bids for American Recovery and Reinvestment Act (ARRA) projects, for both transit and highways, it appears that there may be significant savings on projects. Because of the deadlines for obligating ARRA funds, a process for prioritizing unspent ARRA funds must be developed in order to ensure that decisions can be made quickly to reallocate unspent funds.

There are three deadlines that must be considered for ARRA funds. The first deadline, which has passed, was September 1 to obligate at least 50 percent of the apportioned funds. The region obligated nearly 80 percent. The remaining 20 percent must be obligated by March 5, 2010. The projects for the remaining funds have been identified and all are on track to obligate on time. The Mesa park-and-ride project was one that had not obligated, which was why the savings needed to be reallocated quickly to ensure the deadline could be met.

Finally, there may remain an opportunity to amend the grant beyond March 5 and shift savings or redistributed ARRA funds from MAG to additional projects. FTA has said they would review requests on a case by case basis. This amendment process must be complete by September 30, 2010 and will only be allowed for the following reasons:

- To add previously unobligated ARRA resources to a grant;
- To allow up to 10% of ARRA funds to be used for operating assistance, and
- To allow the addition of a new scope that will be funded using cost savings from bids coming in under the previous estimate.

Beyond September 30, 2010 any unspent ARRA funds can only be shifted to other line items within the ARRA grant.

Given the short deadlines, it is important that any new projects be ready to obligate. For any construction project, this means that it must be in the Transportation Improvement

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Program (TIP), and the National Environmental Policy Act (NEPA) documentation must be complete and must have been submitted to Phoenix for approval.

RPTA developed priorities for the transit TIP in the mid 1990s. These priorities were never approved by the Board, but were agreed to by the members' transit staff. These priorities have been used as a base to develop priorities for the ARRA reallocation process. The general structure of those priorities has been maintained and the details modified to meet the ARRA needs. The suggested priorities reflect the Board's preference for construction projects and the project list will identify which projects are Proposition 400 projects and which are not. The suggested priorities also reflect comments received to date through the committee process.

Fiscal Impact
None

Considerations
The remaining ARRA funds should obligate by the March deadline. The four park-and-ride projects (three in the City of Mesa and one in the City of Scottsdale are all on track to have the environmental work complete and submitted in time to obligate funding. Any unspent funds will likely be realized after all of the projects obligate and therefore become Phoenix' responsibility as the federal designated recipient and grant manager. There may also be opportunities for additional ARRA funds including federal redistribution of flex funding from the Metropolitan Planning Organization to transit.

Additional projects can be amended into the ARRA grant before September 30, 2010. Any savings identified over the next six to nine months may be reprogrammed to other projects that are ready to obligate. The attached Proposed ARRA Priorities list will be used to prioritize the project list.

After the Board allocated the ARRA funds in March, Congress made a change in the ARRA to allow up to 10 percent of apportioned ARRA formula funds for operating costs (approximately $6.4 million). An additional 10 percent is also allowed for ADA operating costs. Between those two categories, nearly $13 million could be shifted from other projects that could be drawn down and allocated to all purchasers of service in the region. Preventive maintenance is another category of operating expense that is eligible for capital assistance. Using ARRA funds for operating assistance is in conflict with the Board's original direction to use ARRA for local construction projects. However, at that time operating assistance was not an option. Using the funds for operating assistance and preventive maintenance could help the region bridge the gap during the economic downturn and avoid planned service reductions in the transit system.

The Valley Metro Operating and Capital Committee (VMOCC) discussed the proposal. They suggested that operating assistance and preventive maintenance should be a much higher priority, perhaps even the first priority, for any savings. The committee did not take any action, but several members spoke in favor of prioritizing operating assistance high on the list.

Likewise, the Transit Management Committee (TMC) talked about having operating assistance and preventive maintenance much higher in the priorities. Given the continued decline in tax revenues, it does not make sense to construct new facilities

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while having to cut service. TMC suggested that savings should be used to maintain existing service which will save local jobs. This certainly meets the goal of ARRA to create or maintain jobs. There was concern expressed that the distribution methodology for the operating assistance should be such that all service purchasers benefit.

It is unlikely that all of the project savings will be identified by September 30, 2010. After that time, funds can only be shifted to other projects in the grant. Savings beyond that time would be shifted to preventive maintenance to benefit all purchasers of service.

The following options are recommended to distribute operating assistance to ensure that all purchasers can benefit. The distribution method must account for different urbanized areas, different modes and levels of funding. These options were discussed by City of Phoenix, MAG and RPTA staff.

Operating Assistance

Operating assistance is limited to the formula funds in an urbanized area and therefore can only be distributed to cities within each urbanized area. The Avondale urbanized area has only bus and paratransit service. ADA has a separate category of operating assistance available and it was agreed that paratransit would not receive a share from this category. Any ARRA funds saved in the Avondale urbanized area that becomes operating assistance would be used to offset bus operating costs. The Avondale urbanized area would be allowed to use up to $133,360 of its formula funds for operating assistance, which would have to be generated from savings within its ARRA grant.

The Phoenix/Mesa urbanized area also has light rail operations in addition to bus and paratransit. Again, since ADA has a separate category, paratransit would be excluded from operating assistance. There was much discussion regarding whether light rail should also be excluded from operating assistance. There are two primary reasons for excluding rail. First, the apportionment of ARRA funds was based on a formula derived using data reported to FTA in FY 2007. Light rail was not in operation in FY 2007 and therefore did not contribute data to the formula and therefore shouldn't receive any benefits from the formula funds. Second, assistance to light rail would only benefit three cities' budgets and not the entire urbanized area. The Phoenix/Mesa urbanized area would be allowed to provide up to $6,442,122 in operating assistance from the formula grant.

Should the policy decision be to allocate assistance to light rail, then a method would be needed to split the funds between bus and rail. The services are dissimilar and data may not provide for a good comparison. Total operating costs might be the best alternative to split between modes. In very approximate terms, bus service in the region costs $200 million per year and light rail costs $30 million. Given that ratio, the operating assistance would be split with 87 percent to bus and 13 percent to light rail.

METRO uses track miles to allocate costs and would likely use the same methodology to allocate any operating assistance so that it would be allocated equitably among the three cities that fund light rail operations.

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The region has historically used revenue miles to allocate costs for bus service and it is logical to use revenue miles to allocate operating assistance. The funds would be allocated to the providers of bus service and each purchaser of service would receive the same credit against their cost per revenue mile. All purchasers of bus service in each urbanized area would benefit equally based on the revenue miles that each funds.

ADA Operating Assistance

ADA service is operated as a shared ride service, often with non-ADA passengers. This makes using revenue miles or hours difficult, because ADA only miles or hours cannot be identified easily. The group agreed that ADA assistance would be best allocated based on ADA trips provided. The funds would be allocated to providers of ADA service to offset their costs. The Avondale urbanized area would be allowed to use up to $133,360 of its formula funds for ADA assistance. The Phoenix/Mesa urbanized area would be allowed to provide up to $6,442,122 in ADA assistance from the formula grant.

Preventive Maintenance

For ease, the group agreed that whatever method is used for operating assistance would be used to allocate preventive maintenance funds. The amount of formula funds that could be provided for preventive maintenance is limited to the funds available in the formula grant.

The MAG Transportation Review Committee (TRC) is currently looking at options for allocating ARRA savings from MAG's sub-allocation of highway funds. Those funds have a March 2, 2010 deadline to obligate. One of the options discussed at TRC was to transfer the funds to transit for operating assistance and preventive maintenance. It is important to note that highway funds cannot be used for operating assistance or for preventive maintenance. Any funds transferred to transit would be used for eligible capital projects using the prioritization policy adopted by the Board. These funds would not be limited to a specific urbanized area since they originated in the MAG region.

However, there may be an opportunity to swap projects between the formula grant and highway flex grant to free up formula funds for operating line items. For example, the Scottsdale/Loop 101 Park-and-Ride has $5 million allocated from the transit formula grant. If MAG were to flex $5 million from highway funds, the Scottsdale project could be shifted to the flex grant, allowing the $5 million in formula funds to be shifted to operating assistance or preventive maintenance. At the time that MAG identifies any funds to flex to transit, a determination will be made by the region (Phoenix, MAG and RPTA) in consultation with FTA as to whether a swap will be entertained by FTA. If not, then the funds would be used for the highest priority transit capital projects.

Construction Projects

The attached sample project list demonstrates how the priorities would be used. The list is the one that was developed earlier this year during the initial ARRA discussions. The project list will need to be updated to include the latest status for TIP, NEPA and the most recent cost estimate. City of Phoenix staff will verify the status of projects that are identified as ready to ensure a smooth grant amendment process. The list should be maintained and updated regularly. For those projects that are ready, the Prioritization Guidelines would be used and priorities assigned to the projects. The list will identify which projects are Proposition 400 projects. Prop. 400 projects could receive preference over non-Prop. 400 projects that are in the same priority category. Based on

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the proposed guidelines, it is unlikely that any capital projects would be recommended for funding, except from ARRA highway funds that might be flexed from MAG.

Current ARRA Projects
Projects currently in the ARRA grants may require additional funding, or a project may include other funding sources which could be relieved through additional ARRA funds. For instance, if a project has local funds, then those could be supplanted unless they are matching other federal funds, since ARRA funds cannot be used to match other federal funds. If the local funds are overmatched (provide more than the minimum local share), then the overmatched funds could be supplanted. In order to ensure that projects can be completed, existing ARRA projects should receive first priority for savings except that increased costs to do increases in scope should not qualify. Requests for additional funding would be evaluated through the committee process to determine their eligibility.

TIP Amendment
In order to proceed with adding operating assistance and ADA assistance to the current formula grants, MAG would need to modify the TIP to include those line items. For that, they require authorization from RPTA. The recommendation includes allowing an amendment to the current TIP to include those line items so that Phoenix can amend the ARRA grant. Currently identified savings from the Arizona Avenue/Country Club Drive BRT project will be used to establish balances in those line items.

Committee Action Process
VMOCC – September 24 for information
TMC – October 7 for information
Board of Directors – October 22 for information
VMOCC – October 29 approved the recommendation unanimously
TMC – November 4, approved
BFS – November 19 for action
Board of Directors – November 19 for action

Recommendation
It is recommended that the Transit Capital Project Proposed Prioritization Guidelines, Unspent ARRA Funds; an amendment to the Transportation Improvement Program to include regional operating assistance and regional ADA assistance; and the allocation of operating assistance be split between bus and rail based on operating cost, further allocated to bus based on bus revenue miles and rail based on METRO's operating cost allocation methodology and the ADA assistance be based on ADA trips; be approved by the Board of Directors.

Contact Person
Paul Hodgins
Capital Programming Manager
602-262-7433

Attachments
Transit Capital Project Proposed Prioritization Guidelines, Unspent ARRA Funds

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Transit Capital Project
Prioritization Guidelines

Unspent or Redistributed ARRA Funds

1 Provide Services and Improvements Required by Law

1.1 Upgrade facilities and fleet to comply with applicable laws

2 Provide Equipment and Facilities for Existing Service

2.0 Current ARRA projects that require additional funds without changes to scope

2.1 Operating assistance – bus and rail operations

2.2 ADA operating assistance

2.3 Preventive maintenance costs

2.4 Maintain existing operating facilities

2.5 Maintain existing passenger facilities

2.6 Construct regional park-and-rides to support existing services

2.7 Construct transit centers to support existing services

3 Passenger Enhancements

3.1 Provide bus stop improvements for existing bus stops (no NEPA issues)

3.2 Provide enhancements to existing passenger facilities

4 Provide Equipment and Facilities for Expansion of Service

4.1 Expand existing operating facilities

4.2 Construct new operating facilities

4.3 Construct regional park-and-rides for service expansion

4.4 Construct BRT capital improvements

4.5 Construct transit centers for service expansion

5 Other Desired Support Services

5.1 Purchase replacement fleet

5.2 Purchase fleet for service expansion

5.5 Other support costs and enhancements

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Agenda Item #5F

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

DATE:
December 1, 2009

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

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

The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in the attached Table. The project change requests related to ADOT projects include new highway projects, and financial adjustments to American Recovery and Reinvestment Act (ARRA) funded projects. In addition, there are a number of local agency sponsored projects that are requesting project changes as related to schedules.

The Transportation Review Committee (TRC) and the Management Committee recommended approval of projects on pages 1-2 of the attachment. The projects on pages 3-4 of the attachments titled New Requests, are provided for the first time at the Transportation Policy Committee on December 2, 2009. An update will be provided on action taken by the Committee.

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, and as appropriate, to the Regional Transportation Plan 2007 Update.

PRIOR COMMITTEE ACTIONS:
This item is on the December 2, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

MAG Management Committee: On November 18, 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.

MEMBERS ATTENDING

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

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

MAG Transportation Review Committee: On October 29, 2009, the MAG Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Darryl Crossman
* ITS Committee: John Abraham
Bicycle & Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

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

Request for Project Change - 2008-2012 MAG Transportation Improvement Program

MAG Regional Council December 2009

HIGHWAY PROJECTS

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Finding of Conformity
DOT08-839	ADOT	SR143/Sky Harbor Blvd TI	Traffic interchange improvements	2010	1.82	ARRA/STP/RARF		$ 2,360,000	$30,873,820	$ 1,866,180	$35,100,000	Admin Mod: Change funding sources to a mix of ARRA, STP, and RARF. Dependent on approval of ARRA Highway agenda item.	
DOT09-6COOR	ADOT	US 60: SR303L to 99th Ave	10 Miles widening	2010	10	ARRA	$ 24,148	$22,275,750			$22,299,898	Admin Mod: Lower project costs from $45 Million to $22.2 million	
DOT09-801	ADOT	US 60: 99th Ave to Thunderbird Rd (within the City limits of El Mirage)	Transportation Landscaping Enhancement	2010		ARRA		$ 207,299	$ -	$ -	$ 207,299	Admin Mod: Lower project costs from $300K to $207K	
DOT09-905	ADOT	101 (Agua Fria Fwy) / 99th Ave : I-10 to Van Buren St	Utilities & R/W	2010	1.0	RARF				$ 2,300,000	$ 2,300,000	Admin Mod: Increase budget by $1,300,000.	
DOT09-964	ADOT	10: Loop 101 (Agua Fria Fwy) to I-17	Utility Relocation	2010	9.0	IM			$ 4,702,000	$ 8,998,000	$13,700,000	Admin Mod: Decrease budget by $1,300,000.	
DOT10-6C32	ADOT	SR 74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 13-15	Construct Passing Lanes	2010	2	ARRA		$ 3,200,000			$ 3,200,000	Admin Mod: Change type of funds from State to ARRA	
DOT10-813	ADOT	101 (Agua Fria Fwy): 51st to 35th Ave (EB)	Construct Auxiliary lane	2010	2.0	ARRA		$ 3,000,000			$ 3,000,000	Amend: New Project.	Dependent on New Finding of Conformity
DOT10-814	ADOT	I-10 at Avondale Blvd	TI improvement construction project	2010	0.5	IM	$ 114,000		$ 1,886,000		$ 2,000,000	Amend: New project	Dependent on New Finding of Conformity
DOT10-815	ADOT	Loop 101 at Olive	TI improvement construction project	2010	0.3	ARRA		$ 3,000,000			$ 3,000,000	Amend: New project	Dependent on New Finding of Conformity
DOT10-816	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	2010	2.3	ARRA		$ 1,500,000			$ 1,500,000	Amend: New project	Dependent on New Finding of Conformity
DOT10-828	ADOT	SR 87: Four Peaks - Dos S Ranch Rd.	Construct Roadway improvements	2010	5.4	ARRA		$21,000,000			$21,000,000	Admin Mod: Change type of funds from RARF to ARRA	
DOT08-828	ADOT	SR87: MP 211.8 - MP 213.0	Repair cut slopes for erosion control	2010	1.2	ARRA		$ 2,000,000			$ 2,000,000	Admin Mod: Change type of funds from RARF to ARRA	
DOT12-841	ADOT	Loop 101: Northern to Grand SB	Construct Auxiliary lane - 3 miles	2010	2.5	ARRA		$ 3,000,000			$ 3,000,000	Admin Mod:Advance project from 2012 to 2010	Dependent on New Finding of Conformity

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Finding of Conformity
FTH09-602	Fountain Hills	Fountain Hills Blvd: Fayette Dr to Fountain Hills Middle School	Design and construct 8 foot wide detached sidewalks	2010	0.8	CMAQ	$ 151,800		$ 354,200		$ 506,000	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	
MMA10-009CZ	Maricopa County	Northern Parkway: Sarival to Dysart	Construct roadway widening	2011	4.1	STP-MAG	$ 4,570,626		$10,664,795	$ -	$15,235,421	Admin Mod: Project deferred from 2010 to 2011.	Dependent on New Finding of Conformity
MMA10-801	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Dr	Construct roadway widening	2010	3	STP-MAG	$13,253,312		$ 6,633,599	$ -	$19,886,911	Amend: Combined two projects: El Mirage Rd from Bell Rd to South of Beardsley and El Mirage Rd from South of Beardsley to Deer Valley Drive	Dependent on New Finding of Conformity
	Maricopa County	El Mirage Rd: Bell Rd to South of Beardsley Rd	Construct roadway widening	2010	1.75	RARF	$ -		$ -	$ -	$ -	Amend: Delete Project	Dependent on New Finding of Conformity
MES100-08C	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2013	2	RARF	$ 7,884,743		$ -	$ 5,276,712	$13,161,454	Admin Mod: Construction deferred from FY 2010 to FY 2013.	Dependent on New Finding of Conformity
MES09-806	Mesa	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	2010	2.6	ARRA-TEA		$ 1,416,754		$ -	$ 1,416,754	Request to modify project funding to add a second phase to the project with an additional $666,754 in ARRA-TEA, and to change the project length back to 2.6 miles.	
MES150-10C	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2012	1	RARF	$ 8,445,742		$ -	$ 4,852,884	$13,298,626	Admin Mod: Construction deferred from FY 2010 to FY 2012	Dependent on New Finding of Conformity
MES190-09C	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2026	2	STP-MAG	$ 1,681,906		$ 3,745,362	$ -	$ 5,427,268	Admin Mod: Construction deferred from FY 2010 to FY 2026.	Dependent on New Finding of Conformity
PEO09-801	Peoria	Various Locations	Pavement Preservation: Major arterial mill, overlay, and re-striping	2010	4.7	ARRA	$ 1,389,352	$ 1,130,050			$ 2,519,402	Admin Mod: Increase local and total costs by $1,123,132.	
SCT100-06C	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Construct roadway widening	2009	1	RARF	$ 303,422		$ -	$ 707,985	$ 1,011,407	Admin Mod:Construction completed in FY 2009. Previously listed as completed in 2008.	Dependent on New Finding of Conformity
SCT10-616	Scottsdale	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart corridor traffic control system	2010	2	CMAQ	$ 350,000		$ 350,000		$ 700,000	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	
SCT10-935	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Construct roadway widening	2017	1	RARF	$ 1,711,941		$ -	$ 3,994,529	$ 5,706,470	Admin Mod: Project deferred from 2010 to 2017.	Dependent on New Finding of Conformity
SCT10-938	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Construct ITS Improvements	2012	7	RARF	$ 618,727		$ -	$ 1,443,697	$ 2,062,424	Admin Mod: Project deferred from 2010 to 2012.	Dependent on New Finding of Conformity

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Finding of Conformity
SCT220-08AC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2011	1	RARF	$ 3,845,863		$ -	$ 8,925,402	$12,771,265	Admin Mod: Construction to be completed in FY 2011. Previously listed as completed in 2010.	Dependent on New Finding of Conformity
SCT09-805	Scottsdale	South Scottsdale	Replace traffic signal controllers and cabinets	2010	n/a	CMAQ	$ 254,244		$ 245,756		$ 500,000	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	
SCT13-903	Scottsdale	South Scottsdale	Controller and cabinet replacement	2010	n/a	CMAQ	$ 225,000		$ 232,190		$ 457,190	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	

PROJECT CHANGE REQUESTS HEARD FOR THE FIRST TIME AT TRANSPORTATION POLICY COMMITTEE

TRANSIT PROJECTS

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
GLN10-807T	Glendale	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 4,610	$ -	$ -	$ 4,610	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
PHX10-804T	Phoenix	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 870,744	$ -	$ -	$ 870,744	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
SCT10-801T	Scottsdale	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 20,442	$ -	$ -	$ 20,442	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
TMP10-801T	Tempe	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 330,976	$ -	$ -	$ 330,976	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
VMT10-801T	RPTA	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 300,709	$ -	$ -	$ 300,709	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
VMR10-801T	Metro	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 222,519	$ -	$ -	$ 222,519	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
GLN10-808T	Glendale	Regionwide	ADA Complimentary Paratransit	2010	N/A	ARRA	$ -	$ 70,264	$ -	$ -	$ 70,264	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
PEO10-803T	Peoria	Regionwide	ADA Complimentary Paratransit	2010	N/A	ARRA	$ -	$ 671	$ -	$ -	$ 671	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
PHX10-805T	Phoenix	Regionwide	ADA Complimentary Paratransit	2010	N/A	ARRA	$ -	$ 971,954	$ -	$ -	$ 971,954	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
VMT10-802T	RPTA	Regionwide	ADA Complimentary Paratransit (SCAT)	2010	N/A	ARRA	$ -	$ 34,211	$ -	$ -	$ 34,211	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
VMT10-803T	RPTA	Regionwide	ADA Complimentary Paratransit (EVDAR)	2010	N/A	ARRA	$ -	$ 672,900	$ -	$ -	$ 672,900	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01

Agenda Item #5G

Project Status Report
Transportation Projects – MAG Region November 24 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. 16 – 18**

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
NOVEMBER 24 2009

Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
State Sponsored Projects - Roadways															
DOT09-815	DOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	ARRA	$26,272.0	$26,272.0	$26,271.6	05/27/09	✓	✓	✓	✓	7/17/09		Admin Mod: Change project costs from $28.2M to $26.3M.
DOT09-818	DOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	ARRA	$13,314.1	$13,314.1	$13,314.1	05/27/09	✓	✓	✓	✓	6/19/09		Admin Mod: Change project costs from $13.4M to $13.3M
DOT09-6C00R	DOT	US 60: SR 303L - 99th Ave	Road Widening	ARRA	$22,275.7	$22,299.9	$22,299.9	03/25/09	✓	✓	✓	10/23/09	11/20/09		Admin Mod: Change project costs from $45.0M to $22.3M
DOT07-323	DOT	99th Ave from I-10 to MC-85	Road Widening	STP-AZ & ARRA	$3,152.9	$3,753.9		04/22/09	✓	✓					$2.5 million in ARRA-Highway, and $652,890 in ARRA-MPO/Local.
DOT09-801	DOT	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transporatation Landscaping Enhancement	ARRA	$207.3	$207.3	$207.3	04/22/09	✓	✓	✓	10/23/09	11/20/09		Admin Mod: Change project costs from $300k to $207k
DOT07-332	DOT	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	$7,647.2	$7,647.2	$7,647.2	03/25/09	✓	✓	✓	✓	8/14/09		Admin Mod: Change project costs from $11.2 mill to $7.6M.
DOT06-613	DOT	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	ARRA	$11,042.3	$11,042.3	$11,042.3	05/27/09	✓	✓	✓	8/21/09	9/18/09		Admin Mod: Change project costs from $18.6 mill to $11.0M - pending contract award
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	ARRA, STP MAG & Local	$9,100.0	$27,564.4	$5,667.4	04/22/09	✓	✓	✓	9/25/09	10/16/09		
DOT08-673	DOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	ARRA	$3,900.0	$3,900.0	$2,324.6	05/27/09	✓	✓	✓	9/25/09	10/16/09		
					$96,911.5	$116,001.2	$88,774.4								

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
NOVEMBER 24 2009

Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Bid Open	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
APJ09-801	APJ	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	$1,348.3	$1,348.3		4/22/09	12/30/09	12/15/09	1/8/10				
AVN09-801	AVN	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	ARRA	$2,035.2	$2,035.2		4/22/09	11/20/09	✓	12/11/09				AVN09-801 & AVN09-802 could be bid together under one TRACS to save cost
AVN09-802	AVN	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	ARRA & Local	$179.7	$401.8		4/22/09	11/20/09	✓	12/11/09				AVN09-801 & AVN09-802 could be bid together under one TRACS to save cost
BKY09-801	BKY	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabiliation and Preservation	ARRA	$1,621.9	$1,621.9		4/22/09	12/1/09	11/30/09	12/22/09				Send to C&S without clearances for C&S to begin review. .
CFR09-801	CFR	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	ARRA	$35.0	$35.0		4/22/09	N/A	11/26/09	N/A				Combined w/ LG CFR09-802
CFR09-802	CFR	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	ARRA	$553.3	$553.3		4/22/09	11/12/09	12/4/09	12/31/09				City not happy with type of flashers. Would like to use illuminated.
CVK09-807	CVK	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$614.8	$614.8		5/27/09	11/30/09	11/30/09	12/31/09				Over budget. Scope will be reduced - C&S
CHN120-07C	CHN	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	ARRA, Local & RARF	$2,288.7	$7,629.0		4/22/09	✓	✓	11/23/09				Clearance for RW & URR may be under old TRACS SS78201C.
CHN09-801	CHN	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	ARRA	$3,678.9	$3,678.9		4/22/09	✓	✓	12/17/09				Additional scope was done for this project.
ELM09-801	ELM	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	ARRA	$952.8	$952.8		4/22/09	11/16/09	11/16/09	12/7/09				Scope of work chng. Letter sent to EPG to confirm chng.
FTH07-301	FTH	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	ARRA, STP, & Local	$1,081.6	$3,376.6		6/24/09	✓	✓	11/4/09				Under review w/ C&S 6/19/09. C&S to drive location to verify project limits. Send copy of plans to District for review.
GBD09-801	GBD	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	ARRA	$33.0	$33.0		4/22/09	12/1/09	11/30/09	12/22/09				Combined w/ GBD09-802
GBD09-802	GBD	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	ARRA	$339.5	$339.5		4/22/09	12/1/09	11/30/09	12/22/09				Possible 4F. Actual cost estimate is pending. Gila Bend has requested MAG for additional funding. No survey work has been done.
GBD09-803	GBD	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	$170.0	$170.0		5/27/09	12/1/09	11/19/09	12/22/09				
GRC09-801	GRC	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$561.3	$561.3		4/22/09	12/1/09	11/30/09	12/22/09				EPG - Avoidance Letter from District. District waiting for change in scope.
GLB09-801	GLB	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	$5,306.3	$5,306.3		4/22/09	11/20/09	✓	12/11/09				

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
NOVEMBER 24 2009

Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Bid Open	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
GLN09-801	GLN	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	ARRA	$1,100.0	$1,100.0		4/22/09	11/30/09	11/10/09	12/21/09				City of Glendale to Procure equipment but will advertise through ADOT for installation.
GLN09-802	GLN	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	$550.0	$550.0		4/22/09	11/30/09	11/10/09	12/21/09				City of Glendale to Procure equipment but will advertise through ADOT for installation.
GLN09-803	GLN	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	$90.0	$90.0		4/22/09	11/30/09	11/10/09	12/21/09				City of Glendale to Procure equipment but will advertise through ADOT for installation.
GLN09-804	GLN	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	ARRA	$230.0	$230.0		4/22/09	11/30/09	✓	12/21/09				City of Glendale to Procure equipment but will advertise through ADOT for installation.
GLN09-805	GLN	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	ARRA	$200.0	$200.0		4/22/09	11/30/09	✓	12/21/09				City of Glendale to Procure equipment but will advertise through ADOT for installation.
GLN09-806	GLN	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	ARRA	$1,170.0	$1,170.0		4/22/09	11/25/09	11/27/09	12/16/09				Advance NTP given to Dibble
GLN09-807	GLN	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	ARRA	$510.0	$510.0		4/22/09	11/25/09	11/25/09	12/16/09				Advance NTP given to Dibble
GLN09-808	GLN	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	$358.4	$358.4		4/22/09	11/30/09	✓	12/21/09				This project could be combined with other Pavement Pres projects to save cost.
GLN08-604	GLN	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	ARRA, CMAQ, & Local	$1,850.0	$5,407.4		4/22/09	✓	✓	✓				Project submitted to C&S
GDY09-801	GDY	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	ARRA & Local	$782.4	$798.4		4/22/09	11/30/09	✓	12/21/09				
GDL09-801	GDL	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	ARRA	$634.0	$634.0		4/22/09	11/20/09	11/30/09	12/31/09				Combined w/ LG GUA0201. Previously 2 projects.
LPK09-801	LPK	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	ARRA	$614.0	$614.0		4/22/09	11/30/09	✓	12/21/09				Cost estimate high. Scope will need t be reduced. Need funding prior to advertisement. JPA needs to be amended.
MMA09-801	MMA	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA & Local	$6,469.2	$6,478.1		4/22/09	11/30/09	11/30/09	12/21/09				Project Design 100% Complete. MOU is place between both agencies.
MES09-801R	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	$1,610.9	$1,610.9		5/27/09	✓	✓	12/21/09				
MES09-802R	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	$970.7	$970.7		5/27/09	✓	✓	12/21/09				
MES09-803	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	$2,559.3	$2,559.3		5/27/09	✓	✓	12/21/09				

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
NOVEMBER 24 2009

Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Bid Open	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
MES09-804	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	$2,333.3	$2,333.3		5/27/09	12/4/09	✓	12/21/09				
MES09-805	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	$3,310.6	$3,310.6		5/27/09	12/4/09	✓	12/21/09				
PVY09-801	PVY	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	$823.2	$823.8		4/22/09	11/30/09	11/30/09	1/7/10				District needs a copy of plans. Under C&S Review 6/19/09. Don is going to drive area to verify plans - old project.
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	ARRA, STP-MAG & Local	$2,850.4	$11,489.7		4/22/09	✓	✓	✓	11/19/09	12/18/09		Pending Advertisement Date: October 23, 2009
PEO09-801	PEO	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	$1,130.1	$1,396.3		6/24/09	11/30/09	✓	12/21/09				City hopes to have ARRA funds left over from Beardsley Rd to cover ($1,389,351)
PHX07-316	PHX	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	$1,000.0	$2,256.0		4/22/09	✓	✓	✓				Advertised - 3 low bids rejected. FHWA would like to review. Low bid $750K
PHX09-801	PHX	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,136.2	$7,136.2		4/22/09	12/15/09	✓	12/4/09				
PHX09-802	PHX	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$7,150.0		4/22/09	12/15/09	✓	12/4/09				
PHX09-803	PHX	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$7,150.0		4/22/09	12/15/09	✓	12/4/09				95% Plans turned into ADOT
PHX09-804	PHX	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$1,750.0		4/22/09	12/15/09	✓	12/14/09				95% Plans turned into ADOT
PHX09-805	PHX	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$1,750.0		4/22/09	12/15/09	✓	12/14/09				95% Plans turned into ADOT
PHX09-806	PHX	11 Locations Citywide	Design & Costruct Bridge Deck Rehabilitations	ARRA	$2,250.0	$2,250.0		4/22/09	12/15/09	✓	12/11/09				95% Plans turned into ADOT
PHX09-807	PHX	6 Locations Citywide	Design & Costruct Bridge Joint Rehabilitations	ARRA	$1,250.0	$1,250.0		4/22/09	12/15/09	✓	12/11/09				95% Plans turned into ADOT
PHX09-808	PHX	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	$3,000.0	$3,000.0		4/22/09	12/15/09	✓	12/18/09				PB need to verify if non-standard signs
PHX09-809	PHX	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	$1,500.0	$1,500.0		4/22/09	12/15/09	✓	12/18/09				PS&E package at ADOT awaiting approval.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
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Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Bid Open	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
PHX09-810	PHX	Citywide Corridors	Design &Procure/Install CCTV	ARRA	$1,000.0	$1,000.0		4/22/09	12/15/09	✓	12/18/09				PS&E package at ADOT awaiting approval.
PHX09-811	PHX	Citywide Corridors	Design &Procure/Install Wireless Communications	ARRA	$500.0	$500.0		4/22/09	12/15/09	✓	12/18/09				PS&E package at ADOT awaiting approval.
QNC09-801	QNC	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	ARRA	$227.3	$227.3		4/22/09	12/4/09	12/1/09	1/6/10				Drafted PA complete.
QNC09-802	QNC	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	ARRA	$805.8	$805.8		4/22/09	12/4/09	12/1/09	1/6/10				Drafted PA complete.
SRP09-801	SRP	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	$653.9	$653.9		5/27/09	11/19/09	11/30/09	12/30/09				Constructibility. Still need to determine where they will store equipment.
SCT09-802	SCT	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	$4,600.0	$4,600.0		7/22/09	12/17/09	11/30/09	1/7/10				PB will meet w/ City to determine what City plans to do with high cost estimate. JPA will need to be amended.
SCT12-813	SCT	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	$439.6	$500.0		4/22/09	11/16/09	✓	12/7/09				Meet w/ Scottsdale to discuss installation requirements
SUR09-801	SUR	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and IT5 Conduit Installation	ARRA	$2,933.4	$2,933.4		4/22/09	10/30/09	✓	11/21/09				PS&E being reviewed by C&S. Materials Clearance needs to be verified.
TMP09-801	TMP	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	ARRA, & Local	$4,362.6	$6,000.0		4/22/09	✓	11/30/09	12/21/09				Awaiting clearance.
WKN09-801	WKN	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	ARRA	$644.1	$644.1		4/22/09	11/30/09	11/30/09	12/21/09				Additional scope is being requested by City. Need to determine if there is enough time to do this.
YTN09-801	YTN	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	ARRA	$645.9	$645.9		4/22/09	12/1/09	12/4/09	12/21/09				Fee proposal at LG for approval
					$101,695.7	$124,995.3									

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
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Project Information				Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transit Projects														
AVN09-804T	AVN	Citywide	Purchase 2 replacement dial-a-ride vehicles	$126.0	$126.0		6/24/09							
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	✓	✓	✓			Mar-10	Grants have been submitted to FTA
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	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Contract for construction is expected to be signed in December 2009.
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	✓	✓	✓			Mar-10	Grants have been submitted to FTA
MES08-801T	MES	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	$517.8	$1,800.0		9/30/09							Admin Mod: Modify project costs to lower amount and change funding type to ARRA-Transit and 5309.
MES10-801T	MES	US60/Country Club	Park-and-Ride design	$367.5	$367.5		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-802T	MES	US60/Country Club	Park-and-Ride land acquisition	$3,238.3	$3,238.3		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-803T	MES	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	$765.0	$765.0		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-804T	MES	Gilbert/McDowell	Design regional park-and-ride	$765.0	$765.0		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-805T	MES	Gilbert/McDowell	Construct regional park-and-ride	$517.8	$2,289.0		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-809T	MES	Country Club/US 60	Park-and-Ride construction	$3,228.8	$3,228.8		3/25/09	✓	✓					Admin Mod: Modify project costs to lower amount.
PHX08-704T	PHX	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	$1,100.0	$1,100.0		5/27/09		✓	✓			Jun-12	The RFP for design is currently on the street. A pre-submittal meeting was held with potential consultants on November 16, 2009.
PHX08-705T	PHX	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	$5,500.0	$5,500.0		3/25/09	✓	✓	✓			Dec-10	The project is currently out to bid for construction. Construction is scheduled to begin in February 2010.
PHX09-611T	PHX	Regionwide	Preventive Maintenance	$5,400.0	$11,964.0		3/25/09	✓	✓	✓			Jun-10	Ongoing
PHX09-837T	PHX	Bell Rd/SR-51	Bus access crossover	$640.1	$640.1		3/25/09	✓	✓	✓			Jul-10	The RFP for design is currently on the street. A pre-submittal meeting was held with potential consultants on November 30, 2009.
PHX09-838T	PHX	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	$3,000.0	$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	The project is currently out to bid for construction. Construction is scheduled to begin in January 2010.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
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Project Information				Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transit Projects														
PHX09-839T	PHX	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	$300.0	$300.0		3/25/09	✓	✓	✓			Sep-10	Consultant was meeting with staff to assess needs and specifications. An Operation review will be created from the information collected. The Operational Review and a project plan will be submitted for review by Nov 25, 2009.Staff is currently researching
PHX09-840T	PHX	Citywide	Bus Stop Improvements	$4,321.2	$4,321.2		3/25/09	✓	✓	✓			Dec-11	The bid is currently being advertised.
PHX10-818T	PHX	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	$5,000.0	$5,000.0		3/25/09		✓	✓			Jan-11	Programming schematic design, and design development phases are complete. We are now working to complete final design plans and specs. The bidding process will begin in January 2010
SCT09-803T	SCT	Loop 101/Scottsdale Rd	Park-and-Ride construction	$5,000.0	$5,000.0		3/25/09	✓	✓					Programming schematic design, and design development phases are complete. We are now working to complete final design plans and specs. The bidding process will begin in January 2010
TMP09-806T	TMP	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	$6,500.0	$6,500.0		3/25/09	✓	✓	✓			Mar-11	Negotiating contract for final design and construction drawings.
VMR09-801T	VMR	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	$1,400.0	$1,400.0		5/27/09	✓	✓	✓	✓		Jun-01	A design-build team has been selected and is working with VMR on finding a consultant.
VMR09-802T	VMR	Regionwide	LRT Park and Ride Shade Canopes	$2,500.0	$2,500.0		5/27/09	✓	✓	✓			Dec-09	A design-build team has been selected and is working with VMR on finding a consultant.
VMT10-807T	VMT	Arizona Avenue/Country Club (Service betweeen Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	$2,500.0	$2,500.0	$0.0	3/25/09	✓	✓	✓	✓		Dec-09	Land Acquisition - Less than 50% complete.
VMT10-807T	VMT	Arizona Avenue/Country Club (Service betweeen Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	$12,500.0	$12,500.0	$4,154.3	3/25/09	✓	✓	✓	✓		Jul-10	Construction - Less than 50% complete.
				$67,762.2	$81,823.3									

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PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
NOVEMBER 24 2009

Project Information				Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transportation Enhancements														
CHN09-805	CHN	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	$750,000	$1,161,610		5/27/09	✓	✓	✓				Authorized 08/11/2009 but hold back NTP pending resolution of sole-source issue.
GLB04-303R	GLB	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	$270,000	$680,000		5/27/09	✓	✓	✓	9/18/09			
GLB08-801	GLB	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	$578,670	$578,670		5/27/09	✓	✓	✓	10/6/09			
GLN08-611	GLN	Old Roma Alley	Design and construct pedestrian enhancements and landscape	$732,562	$732,562		5/27/09	✓	✓	✓	12/3/09			
MMA09-725	MMA	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	$750,000	$1,117,817	$561,095	5/27/09	✓	✓	✓	✓	✓	Dec-09	Construction scheduled to begin Oct 5, 09.
MES09-806	MES	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	$750,000	$1,509,375		6/24/09	✓	✓	✓				PH IIA auth; Adding PHIIV after 12-3 MAG TIP action
SCT09-703	SCT	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	$1,632.3	$3,117.3		5/27/09	✓	✓	✓	12/15/09			Project is using $750,000 TE ARRA funds plus $882,333 MAG ARRA funds.
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	✓	✓	✓	12/3/09			
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	✓	✓	✓				Pending Notice of Additional Funding
				$5,181,232	$7,805,436									

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

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
NOVEMBER 24 2009

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

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

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

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

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

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

EL MIRAGE		
TIP #	Project Description	Federal Cost - ARRA
ELM09-801	Pre-Engineer/Design and Mill and Replace Existing Road.	$ 952,805
DOT09-801	Transporatation Landscaping Enhancement	$ 207,299
	TOTAL	$ 1,160,104

FOUNTAIN HILLS		
TIP #	Project Description	Federal Cost - ARRA
FTH07-301	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	$ 1,081,614
	TOTAL	$ 1,081,614

LOCAL SPONSORED PROJECT DETAILS
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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
NOVEMBER 24 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	$ 6,469,193
	TOTAL	$ 6,469,193

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
NOVEMBER 24 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
									$129,393.0	
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	$26,272.0	$26,271.6	$0.4	$103,121.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	$13,314.1	$13,314.1	($11)	$89,807.3	Construction started on August 7, 2009
~~3~~	~~#~~	~~Yes~~	~~SR802: L202 to Ellsworth~~	~~Design & ROW~~		~~$20,400.0~~			$89,807.3	~~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	$22,299.9	$22,299.9	$0.0	$67,507.4	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	$7,647.2	$7,647.2	($7)	$59,860.2	
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	$9,100.0	$5,667.4	$3,432.6	$54,192.8	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	$11,042.3	$11,042.3*	$0.0	$43,150.6	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	$2,324.6	$1,575.4	$40,826.0	The bid is expected to be opened on September 25, 2009.
#	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.		$3,152.9	$2,500.0	$652.9	$38,326.0	This is a carry-over from Prop. 300. Project ready to Obligate.
				ARRA Funds Available as of November 24, 2009 to be programmed:					**$38,326.0**	

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

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

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			$35,326.0	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			$32,326.0	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			$29,126.0	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			$27,626.0	Final plans due by end of August 2009. Project requested to be funded based on project readiness.
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			$24,626.0	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			$1,626.0	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.
#	11	Yes	**143 Hohokam: SR 143/Sky Harbor Blvd TI**	**TI Improvements, Adding Ramps**		$35,100.0			($33,474.0)	**Scheduled to advertise April 8, 2010. May be ready to obligate by the end of February 2010.**

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

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

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			$35,326.0	Work currently underway. Can no longer use ARRA funds.
#	#	No	I-8: Gila Bend Rest Area	Pavement Preservation		$10,000.0			$25,326.0	
#	#	No	I-8: MP 121 - Rest Area	Pavement Preservation		$21,000.0			$4,326.0	
#	#	No	US 60: San Domingo - Whitmann	Pavement Preservation		$11,000.0			($6,674.0)	
#	#	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		$3,777.0			($10,451.0)	
#	#	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				
#	#	No	Various Routes	Guard Rails		$1,800.0				
#	#	No	I-17: 19th Avenue - 16th Street	Pavement Replacement		$1,500.0				

Agenda Item #5H

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

DATE:
December 1, 2009

SUBJECT:
Federal Funded Projects Not Obligating in Federal Fiscal Year 2009

SUMMARY:
The Federal Fiscal Year (FFY) 2009 MAG Closeout process ran from March to July 2009. The FFY 2009 ended on September 30, 2009. Due to project development hurdles, four projects (one in Fountain Hills and three in Scottsdale) that were scheduled to obligate, either as planned in the normal TIP process or that were selected to receive federal funds through the MAG Closeout process, did not obligate before the end of FFY 2009. These three projects are being requested by the jurisdictions to be deferred from FFY 2009 to FFY 2010.

These projects are in addition to those that were approved through the Closeout process by the MAG Regional Council for deferral in June and July 2009. Currently, the Draft MAG Federal Fund Programming Guidelines do not include policies addressing deferral requests after the fiscal year. For both projects, these are first time deferral requests, which are allowed under the normal Closeout process as outlined in the Draft MAG Federal Fund Programming Guidelines.

Please refer to the attached table that lists information for projects requesting deferrals or that have not obligated in FFY 2009 as programmed and the deferral request letters from the sponsoring agency. Two of the three Scottsdale projects (SCT09-805 and SCT13-903) will be heard for the first time at Regional Council.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: Approval of these recommendations will allow for two federal fund projects to move forward and obligate funds in 2010.

CONS: The Federal authorization legislation for full federal funding to states and MPOs is still pending.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Action to address federally funded project schedules is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. These actions may include any necessary amendments or administrative adjustments to the FY 2008-2012 MAG TIP to allow the projects to proceed, as noted in the Project Change sheet.

POLICY: MAG staff has utilized the Draft MAG Federal Fund Programming Guidelines for direction.

ACTION NEEDED:
Approval to defer the Federal Fiscal Year (FFY) 2009 projects listed in the attached table to FFY 2010.

PRIOR COMMITTEE ACTIONS:
MAG Management Committee: On November 18, 2009, the MAG Management Committee recommended approval to defer the projects listed in the attachment to FFY 2010.

MEMBERS ATTENDING

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

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

On October 29, 2009, the MAG Transportation Review Committee recommended approval to defer the projects listed in the attachment to FFY 2010.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Darryl Crossman
* ITS Committee: John Abraham
Bicycle & Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

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

TABLE A

Federal Fiscal Year 2009 Closeout - Requests to Defer Projects and/or Remove Federal Funds from Projects

New Project Deferral Requests

Requests to Defer Projects - First Request

Per the Programming Principles, 'Member agencies are allowed a one time deferral without justification.'

Closeout Request	TIPIDN	Agency	Location	Project Description	Mode	Federal Type	Local Cost	Federal Cost	Total Cost	Original Yr Prog. for Const.	# of Times Deferred	Year Requested to be deferred	Have Letter?	Notes
Deferred	FTH09-602	Fountain Hills	Fountain Hills Blvd: Fayette Dr to Fountain Hills Middle School	Design and construct 8 foot wide detached sidewalks	Ped	CMAQ	$ 151,800	$ 354,200	$ 506,000	2009	0	2010	Yes	Request for a first time deferral; justification letter not necessary, first time deferral allowed per Programming Guidelines
Deferred	SCT10-616	Scottsdale	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart corridor traffic control system	ITS	CMAQ	$ 350,000	$ 350,000	$ 700,000	2009	0	2010	Yes	This project was advanced from 2010 to 2009 in Closeout. Would like to revert back to original 2010 program year.
PROJECTS HEARD FOR THE FIRST TIME BY REGIONAL COUNCIL														
Deferred	SCT09-805	Scottsdale	South Scottsdale	Replace traffic signal controllers and cabinets	ITS	CMAQ	$ 254,244	$ 245,756	$ 500,000	2009	0	2010	No-Not Necessary	Request for a first time deferral; justification letter not necessary, first time deferral allowed per Programming Guidelines
Deferred	SCT13-903	Scottsdale	South Scottsdale	Controller and cabinet replacement	ITS	CMAQ	$ 225,000	$ 232,190	$ 457,190	2009	0	2010	No-Not Necessary	Request for a first time deferral; justification letter not necessary, first time deferral allowed per Programming Guidelines

TABLE A

Federal Fiscal Year 2009 Closeout - Requests to Defer Projects and/or Remove Federal Funds from Projects

New Project Deferral Requests

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Deferred	SCT10-616	Scottsdale	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart corridor traffic control system	ITS	CMAQ	$ 350,000	$ 350,000	$ 700,000	2009	0	2010	Yes	This project was advanced from 2010 to 2009 in Closeout. Would like to revert back to original 2010 program year.

g:\dept corr\rharrel\fhb sw to mid sch - deferral req 10.15.09.docx

Maricopa Association of Governments
Received
NOV 02 2009

Town of FOUNTAIN HILLS
Department of Public Works

October 15, 2009

Maricopa Association of Governments
302 North 1st Avenue, Suite 300A
Phoenix, Arizona 85003

Attn: Eileen Yazzie

Re: Request for Deferral of Fountain Hills Blvd. (Fayette to Middle School) – 8' S/W from FY 09 to FY10

Gentlemen and Ladies:

Please consider this the request of the Town of Fountain Hills to defer the above project, as follows:

Project Name: Fountain Hills Blvd. (Fayette to Fountain Hills Middle School)
TIP Number: FTH09-602
Federal Funds Programmed: $354,200
Total Project Cost: $506,000
Original Year Programmed: 2009
Number of Previous Deferrals: 0

Current Status in ADOT Process:

1. 60% comments have been received back from ADOT, and preparation of the 90% plans, specs, and estimates are in process.
2. The project has received Environmental Clearance, by letter from Raegan Ball/ADOT on 1-23-09.
3. Acquisition of Easements and Temporary Construction Easements needed for this project's current design is currently 50% complete.
4. Utility Clearance Requirements are currently being resolved.

Reason for Deferral Request: Acquisition of the above Easements has progressed slower than anticipated. (Please note that the Town has no dedicated full -time right-of-way staff, and this is our first Federal Aid project where any acquisitions were needed.) We will be completing the easement acquisitions within the next 2 months, and will make design modifications (i.e. shifting the sidewalk closer to the roadway, adding retaining

16705 E. Avenue of the Fountains – Fountain Hills, Arizona 85268 – (480) 816-5100 - Fax (480) 837-3145

walls, etc.) at any locations where the necessary easements are not able to be acquired within that time frame.

Project Completion Commitment: Please note that this is this project's first deferral request. We had not realized at the time of the FY 2009 closeout back in April that we would not be able to obligate this project this fiscal year, but had advised MAG Staff of that in June.

We will make the 90% submittal to ADOT by January 2010, and will – from that point - be able to obligate this project well within FY 2010.

Thank you for your consideration of this deferral request.

Yours very truly,

Randy L. Harrel, P.E., L.S.
Town Engineer

Cc: Rick Davis
Tom Ward
Jonathon Lassuy/ eps Engineering

Attachment: Completed MAG Deferral Request Form

Transportation Department

7447 E. Indian School Rd., Suite 205
Scottsdale, AZ 85251

PHONE 480-312-7696
FAX 480-312-4000

2 October 2009

Eileen Yazzi, MAG

RE: 2009 Deferral Justification Request for SCT10-616, McDowell Road Smart Corridor, Pima Road to Scottsdale Road.

Dear Eileen,

As requested, Scottsdale is requesting the deferral of SCT10-616 "back" to the original programmed year 2010. This project was ask to be accelerated to 2009 in late 2008 with the intension of having the design complete and ready to build. However, with the onset of budget cuts a new City Council, the Purchasing Department requested that all "on-call" contracts be terminated and re-bid for Council approval.

This action has forced Scottsdale staff to delay several projects, including The McDowell Road Smart Corridor Project. A new ITS On-call contract can not be established in time for the project to be designed and constructed in the current 2009 time-frame.

Scottsdale is respectfully requesting that this project be deferred **back** to its original 2010 TIP. The project was estimated at $700,000, with a 50% City match. This project has not ever been deferred, only accelerated.

Scottsdale has completed the RFP for the ITS On-call and will be advertising the RFP by the end of October. Once secured, SCT10-616 will be the first design task of the new On-call consultant. The consultant will work through ADOT Local Governments to provide clearance letters and documentation, and any remaining request from ADOT. The schedule will reflect a design completion of May 2010, which should allow Scottsdale to bid this project under our Self-Certification and complete the project before December 2010.

Respectfully submitted,

Bruce Dressel
ITS/TMC Manager
City of Scottsdale
480-312-2358
bdressel@scottsdaleaz.gov

Agenda Item #5I

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

DATE:
December 1, 2009

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

SUMMARY:
On July 25, 2007, the MAG Regional Council approved a Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that involves the addition of several projects, including Arizona Department of Transportation projects on Loop 101. The conformity assessment for the proposed amendment, which includes a regional emissions analysis, concludes that the TIP and Regional Transportation Plan 2007 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans.

In a October 6, 2009 consultation memorandum, Attachment B, the described termini for the project DOT10-813 Loop 101 auxiliary east bound lane project was inadvertently listed as 51st Avenue to 27th Avenue, instead of 51st Avenue to 35th Avenue. It is important to note that the modeling conducted for the regional emissions analysis for the proposed amendment used the correct project limits from 51st Avenue to 35th Avenue. The attached November 10, 2009 conformity assessment includes a description of the projects in a revised Attachment B. Approval of the new conformity finding by the Regional Council is required prior to MAG approval of the amendment to the TIP and Regional Transportation Plan 2007 Update.

PUBLIC INPUT:
On October 6, 2009, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2007 Update. Comments on the conformity assessment and amendment were requested by November 5, 2009. No comments were received. The comment period has been extended to December 4, 2009.

In addition, an opportunity for public comment was provided at the November 18, 2009 MAG Management Committee meeting and no comments were received.

PROS & CONS:
PROS: Approval of the conformity finding is required prior to approval of a major amendment to a TIP or Regional Transportation Plan by a metropolitan planning organization. The purpose of conformity is to ensure that transportation actions will not cause or contribute to violations of federal air quality standards.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Implementation of the TIP and Regional Transportation Plan 2007 Update will not cause or contribute to new violations of ambient air quality standards, increase the frequency or severity of any existing violations, or delay timely attainment of any standard or required emission reduction.

POLICY: The amendment to the TIP and Regional Transportation Plan 2007 Update may not be adopted until the conformity finding is approved. The conformity assessment is being prepared in accordance with federal and state regulations. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:
Approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and the Regional Transportation Plan 2007 Update, as amended.

PRIOR COMMITTEE ACTIONS:
Management Committee: On November 18, 2009, the MAG Management Committee recommended approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended.

MEMBERS ATTENDING

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

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

CONTACT PERSON:
Dean Giles, MAG, (602) 254-6300.

MARICOPA ASSOCIATION of GOVERNMENTS

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

November 10, 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
Richard Simonetta, Valley Metro Rail
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 CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2007 UPDATE

On October 6, 2009, the Maricopa Association of Governments transmitted for consultation a conformity assessment for a proposed amendment to the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update that involves the addition of several projects, including Arizona Department of Transportation projects on Loop 101. The proposed amendment requires a new conformity determination on the TIP and Regional Transportation Plan 2007 Update. The project changes impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis was conducted.

In the October 6, 2009 memorandum, Attachment B, the described termini for the project DOT10-813 Loop 101 auxiliary east bound lane project was inadvertently listed as 51st Avenue to 27th Avenue, instead of 51st Avenue to 35th Avenue. It is important to note that the modeling conducted for the regional emissions analysis for the proposed amendment used the correct project limits from 51st Avenue to 35th Avenue. A description of the projects are provided in a revised Attachment B. The comment period has been extended to December 4, 2009.

The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and Regional Transportation Plan 2007 Update as a whole, meet the transportation conformity requirements for carbon monoxide, ozone, and particulate matter PM-10 (see Attachment A). As noted above, a description

of the projects is provided in a revised Attachment B. The proposed amendment and the corresponding regional emissions analysis are being provided for review and comment through the MAG Conformity Consultation Process. The amendment, as well as the corresponding consultation, will be on the agenda for the November 18, 2009 MAG Management Committee meeting and the December 9, 2009 MAG Regional Council meeting.

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

Attachments

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

ATTACHMENT A

CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2007 UPDATE

MAG is conducting consultation on an amendment to the FY 2008-2012 MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan 2007 Update that includes the addition of several projects. The conformity assessment indicates that the proposed amendment to the TIP and Regional Transportation Plan 2007 Update satisfies the criteria specified in the federal transportation conformity rule for a conformity determination. A finding of conformity is therefore supported.

The federal conformity regulations at 40 CFR Parts 51 and 93 specify the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are: (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by the U.S. Environmental Protection Agency (EPA) for transportation conformity purposes, or an interim emissions test; (2) the latest planning assumptions and emissions models specified for use in air quality implementation plans must be employed; (3) the TIP and Regional Transportation Plan 2007 Update must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation.

The current conformity finding of the TIP and Regional Transportation Plan 2007 Update was made by the Federal Highway Administration and Federal Transit Administration on July 16, 2009. The results of the regional emissions analysis for the proposed amendment to the TIP and Regional Transportation Plan 2007 Update are described below and in Table A-1.

Regional Emissions Analysis

The proposed amendment to the TIP and Regional Transportation Plan 2007 Update must pass the emissions budget tests with budgets that have been found to be adequate or approved by the EPA for transportation conformity purposes. The MAG transportation and air quality models were utilized in the regional emissions analysis to assess the effect of the estimated emissions from projects in the amendment, when considered together with the emissions from the TIP and Regional Transportation Plan as a whole.

The modeling results indicate that for each pollutant and each modeled year the regional emissions from the projects in the proposed amendment considered together with the TIP and Regional Transportation Plan 2007 Update are less than the motor vehicle emissions budgets for carbon monoxide, ozone, and particulate matter (PM-10). In the regional emissions analysis for carbon monoxide, ozone, and PM-10, the year 2018 was modeled since it is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart. The analysis year 2028 was modeled since it is the last year of the Regional Transportation Plan 2007 Update.

The EPA approved the MAG Carbon Monoxide Maintenance Plan and 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day, effective April 8, 2005. The regional emissions analysis was conducted for carbon monoxide for the years 2010, 2015, 2018, and 2028.

Carbon monoxide was modeled in 2010, because 2015 is more than ten years beyond the 2002 base year used to calibrate the transportation model. The year 2015 was modeled since it is a maintenance year in the MAG Carbon Monoxide Maintenance Plan and is in the timeframe of the transportation plan and conformity determination. For carbon monoxide, the total regional vehicle-related emissions for the analysis year 2010 is projected to be less than the approved emissions budget of 699.7 metric tons per day, and the emissions for the analysis years 2015, 2018, and 2028 are projected to be less than the approved emissions budget of 662.9 metric tons per day. The applicable conformity test for carbon monoxide is therefore satisfied.

For eight-hour ozone, the EPA made a finding that the 2008 emissions budgets for volatile organic compounds (VOC) of 67.9 metric tons per day and nitrogen oxides (NOx) of 138.2 metric tons per day in the MAG 2007 Eight-Hour Ozone Plan are adequate for transportation conformity purposes, effective November 9, 2007. The regional emissions analysis was conducted for the eight-hour ozone precursors VOC and NOx for the years 2008, 2018, and 2028. The year 2008 was modeled for the ozone precursors since it is the attainment year in the Eight-Hour Ozone Plan and is in the timeframe of the transportation plan and conformity determination. For VOC, the total regional vehicle-related emissions for the analysis years 2008, 2018, and 2028 are projected to be less than the adequate emissions budget of 67.9 metric tons per day. For NOx, the total regional vehicle-related emissions for the analysis years 2008, 2018, and 2028 are projected to be less than the adequate emissions budget of 138.2 metric tons per day. The applicable conformity tests for eight-hour ozone are therefore satisfied.

For particulate matter (PM-10), the EPA made a finding that the 2010 emissions budget for PM-10 of 103.3 metric tons per day in the MAG Five Percent Plan for PM-10 is adequate for transportation conformity purposes, effective July 1, 2008. The regional emissions analysis was conducted for PM-10 for the years 2010, 2018, and 2028. The year 2010 was modeled for PM-10, because it is the attainment year in the MAG 2007 Five Percent Plan for PM-10 and is in the timeframe of the transportation plan and conformity determination. For PM-10, the total vehicle-related emissions for the analysis years of 2010, 2018, and 2028 are projected to be less than the 2010 emissions budget of 103.3 metric tons per day. The conformity test for PM-10 is therefore satisfied.

Latest Planning Assumptions and Emissions Models

In accordance with federal conformity requirements, the latest planning assumptions and emissions models specified for use in air quality implementation plans were employed for this conformity determination. The latest planning assumptions used for this conformity determination are consistent with the models, associated methods, and assumptions described in the Proposed Transportation Conformity Processes document distributed for interagency consultation in June 2009, with two exceptions. One exception is that July 2009 vehicle registration data received from the Arizona Department of Transportation (ADOT) was used in the emissions modeling. The other exception is that data from the MAG 2007 Regional Travel Time and Speed Study and ADOT freeway detectors was used to improve the speed estimates produced by the transportation model. A summary of the latest planning assumptions, including population, employment, and vehicle registration data used in the regional emissions analysis, is provided in Table A-2. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on September 24, 2009.

Timely Implementation of Transportation Control Measures

The November 24, 1993 transportation conformity rule preamble indicates that "EPA believes that for conformity determinations on TIP amendments, the demonstration of timely implementation of TCMs should focus on the changes to the TIP which impact TCM implementation. A new status report on implementation of TCMs is not necessarily required for TIP amendments; the status report from the previous conformity determination may be relied on if by its nature the TIP amendment does not affect TCM implementation." Therefore, for this

amendment to the TIP and Regional Transportation Plan 2007 Update, the 2007 MAG Conformity Analysis is relied on for reporting the timely implementation of transportation control measures since the amendment does not affect TCM implementation.

In accordance with Section 93.113, the TIP and Regional Transportation Plan 2007 Update with the proposed amendment continue to provide for the timely completion or implementation of the TCMs in the applicable air quality implementation plans, and no schedule difficulties have been identified. In addition, nothing in the TIP and Regional Transportation Plan interferes with the implementation of any transportation control measures in the applicable air quality implementation plans, and priority is given to TCMs.

Consultation

In compliance with federal and state rules, MAG is required to provide reasonable opportunity for consultation with state air and transportation agencies, local agencies, U.S. Department of Transportation, Environmental Protection Agency and other interested parties. For this amendment, a 30-day consultation period is being provided on the conformity assessment contained in this memorandum. Consultation is concluded by notifying the agencies and other interested parties of any approval action taken by the MAG Regional Council and any comments received during the period of consultation.

TABLE A-1

CONFORMITY TEST RESULTS FOR CO, VOC, NOx, AND PM-10 (METRIC TONS/DAY)

Pollutant	Carbon Monoxide [a]		Eight-Hour Ozone [b]		PM-10[c]		
Year - Scenario	2006	2015	2008 VOC	2008 NOx	Onroad Mobile	Road Construction	2010 Total PM-10
Budget or Test	*699.7*	*662.9*	*67.9*	*138.2*	*N/A*	*N/A*	*103.3*
2008 — Action			56.0	109.1			
2010 — Action	477.1				76.5	8.0	84.5
2015 — Action		448.2					
2018 — Action		445.7	40.4	46.3	82.7	8.0	90.7
2028 — Action		458.5	38.0	37.1	93.5	8.0	101.5

a The Carbon Monoxide Maintenance Plan established emissions budgets for 2006 and 2015. The onroad mobile source emissions correspond to a Friday in December episode day conditions.

b The MAG 2007 Eight-Hour Ozone Plan established 2008 budgets for volatile organic compounds and nitrogen oxides. The onroad mobile source emissions correspond to a Thursday in June episode day conditions.

c The MAG 2007 Five Percent Plan for PM-10 established a 2010 emissions budget corresponding to an annual average day.

TABLE A-2

LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

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

RTPID	TIP ID	Agency	Project Location	Project Description	FY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
n/a	DOT10-814	ADOT	I-10 at Avondale Blvd	TI improvement construction project	2010	0.5	4	6	IM	$ 114,000	$ 1,886,000			$ 2,000,000	New project
n/a	DOT10-816	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	2010	2.3	n/a	n/a	ARRA			$ 1,500,000		$ 1,500,000	New project
n/a	DOT10-815	ADOT	Loop 101 at Olive	TI improvement construction project	2010	0.3	n/a	n/a	ARRA			$ 3,000,000		$ 3,000,000	New project
n/a	DOT10-813	ADOT	Loop 101: 51st Ave to 35th Ave EB	Construct Auxiliary lane	2010	2.0	n/a	n/a	ARRA			$ 3,000,000		$ 3,000,000	New project
n/a	DOT12-841	ADOT	Loop 101: Northern to Grand SB	Construct Auxiliary lane - 3 miles	2010	2.5	n/a	n/a	ARRA			$ 3,000,000		$ 3,000,000	Advance project from 2012 to 2010
ACI-ELM-10-03-A	MMA10-801	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Dr	Construct roadway widening	2010	3.0	2	4	STP-MAG	$ 13,253,312	$ 6,633,599		$ -	$ 19,886,911	Combined two segments: El Mirage Rd from Bell Rd to South of Beardsley (programmed for CONST in FY 2010) and El Mirage Rd from South of Beardsley to Deer Valley Drive (programmed for CONST in FY 2011/2012)
ACI-ELM-10-03-A		Maricopa County	El Mirage Rd: Bell Rd to South of Beardsley Rd	Construct roadway widening	2010	1.8	0	6	RARF	$ -	$ -		$ -	$ -	Project Deleted.
ACI-NOR-30-03-A	MMA10-009CZ	Maricopa County	Northern Parkway: Sarival to Dysart	Construct roadway widening	2011	4.1	0	4	STP-MAG	$ 4,570,626	$ 10,664,795		$ -	$ 15,235,421	Project deferred from 2010 to 2011.
ACI-BDW-10-03	MES100-08C	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2013	2.0	4	6	RARF	$ 7,884,743	$ -		$ 5,276,712	$ 13,161,454	Construction deferred from FY 2010 to FY 2013.
ACI-MES-10-03-A	MES150-10C	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2012	1.0	4	6	RARF	$ 8,445,742	$ -		$ 4,852,884	$ 13,298,626	Construction deferred from FY 2010 to FY 2012
ACI-THM-10-03	MES190-09C	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2026	2.0	2	4	STP-MAG	$ 1,681,906	$ 3,745,362		$ -	$ 5,427,268	Construction deferred from FY 2010 to FY 2026.
ACI-SFN-10-03-A	SCT100-06C	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Construct roadway widening	2009	1.0	0	2	RARF	$ 303,422	$ -		$ 707,985	$ 1,011,407	Construction completed in FY 2009. Previously listed as completed in 2008.
ACI-PMA-10-03-A	SCT220-08AC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2011	1.0	4	6	RARF	$ 3,845,863	$ -		$ 8,925,402	$ 12,771,265	Construction to be completed in FY 2011. Previously listed as completed in 2010.
ACI-SHA-20-03-B	SCT10-935	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Construct roadway widening	2017	1.0	6	8	RARF	$ 1,711,941	$ -		$ 3,994,529	$ 5,706,470	Project deferred from 2010 to 2017.
ACI-SHA-20-03-H	SCT10-938	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Construct ITS Improvements	2012	7.0	6	6	RARF	$ 618,727	$ -		$ 1,443,697	$ 2,062,424	Project deferred from 2010 to 2012.

Agenda Item #5J

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

DATE:
December 1, 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 projects for the Arizona Department of Transportation, Fountain Hills, Mesa, Peoria, and Scottsdale. Comments on the conformity assessment are requested by December 4, 2009.

In addition, since the November 18, 2009 Management Committee meeting, MAG has received requests for additional projects for the amendment and administrative modification, including DOT09-801, SCT09-805, SCT13-903, and eleven new transit projects funded through the American Recovery and Reinvestment Act. 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 November 18, 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 November 18, 2009 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

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

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

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

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

December 1, 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
Richard Simonetta, Valley Metro Rail
Lawrence Odle, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
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 November 10, 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 (TIP). The proposed amendment and administrative modification involves several projects, including projects for the Arizona Department of Transportation, Fountain Hills, Mesa, Peoria, and Scottsdale. Since that time, MAG has received requests for additional projects for the amendment and administrative modification, including DOT09-801, SCT09-805, SCT13-903, and eleven new transit projects funded through the American Recovery and Reinvestment Act. Comments on the conformity assessment are now requested by December 9, 2009.

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

Attachment

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

ATTACHMENT

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

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

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

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

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

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT08-839	ADOT	SR143/Sky Harbor Blvd TI	Traffic interchange improvements	2010	1.82	ARRA/ STP/ RARF		$ 2,360,000	$ 30,873,820	$ 1,866,180	$ 35,100,000	Admin Mod: Change funding sources to a mix of ARRA, STP, and RARF. Dependent on approval of ARRA Highway agenda item.	A minor project revision is needed to change funding sources. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT09-6COOR	ADOT	US 60: SR303L to 99th Ave	10 Miles widening	2010	10	ARRA	$ 24,148	$ 22,275,750			$ 22,299,898	Admin Mod: Lower project costs from $45 Million to $22.2 million	A minor project revision is needed to reduce funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT09-801	ADOT	US 60: 99th Ave to Thunderbird Rd (within the City limits of El Mirage)	Transportation Landscaping Enhancement	2010		ARRA		$ 207,299	$ -	$ -	$ 207,299	Admin Mod: Lower project costs from $300K to $207K	A minor project revision is needed to reduce funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT09-905	ADOT	101 (Agua Fria Fwy) / 99th Ave : I-10 to Van Buren St	Utilities & R/W	2010	1.0	RARF				$ 2,300,000	$ 2,300,000	Admin Mod: Increase budget by $1,300,000.	A minor project revision is needed to increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT09-964	ADOT	10: Loop 101 (Agua Fria Fwy) to I-17	Utility Relocation	2010	9.0	IM			$ 4,702,000	$ 8,998,000	$ 13,700,000	Admin Mod: Decrease budget by $1,300,000.	A minor project revision is needed to reduce funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-6C32	ADOT	SR 74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 13-15	Construct Passing Lanes	2010	2	ARRA		$ 3,200,000			$ 3,200,000	Admin Mod: Change type of funds from State to ARRA	A minor project revision is needed to change funding sources. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-828	ADOT	SR 87: Four Peaks - Dos S Ranch Rd.	Construct Roadway improvements	2010	5.4	ARRA		$ 21,000,000			$ 21,000,000	Admin Mod: Change type of funds from RARF to ARRA	A minor project revision is needed to change funding sources. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT08-828	ADOT	SR87: MP 211.8 - MP 213.0	Repair cut slopes for erosion control	2010	1.2	ARRA		$ 2,000,000			$ 2,000,000	Admin Mod: Change type of funds from RARF to ARRA	A minor project revision is needed to change funding sources. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
FTH09-602	Fountain Hills	Fountain Hills Blvd: Fayette Dr to Fountain Hills Middle School	Design and construct 8 foot wide detached sidewalks	2010	0.8	CMAQ	$ 151,800		$ 354,200		$ 506,000	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	A minor project revision is needed to change programmed year. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES09-806	Mesa	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	2010	2.6	ARRA-TEA		$ 1,416,754		$ -	$ 1,416,754	Request to modify project funding to add a second phase to the project with an additional $666,754 in ARRA-TEA, and to change the project length back to 2.6 miles.	A minor project revision is needed to increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PEO09-801	Peoria	Various Locations	Pavement Preservation: Major arterial mill, overlay, and re-striping	2010	4.7	ARRA	$ 1,389,352	$ 1,130,050			$ 2,519,402	Admin Mod: Increase local and total costs by $1,123,132.	A minor project revision is needed to increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT10-616	Scottsdale	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart corridor traffic control system	2010	2	CMAQ	$ 350,000		$ 350,000		$ 700,000	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	A minor project revision is needed to change programmed year. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
SCT09-805	Scottsdale	South Scottsdale	Replace traffic signal controllers and cabinets	2010	n/a	CMAQ	$ 254,244		$ 245,756		$ 500,000	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	A minor project revision is needed to change programmed year. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT13-903	Scottsdale	South Scottsdale	Controller and cabinet replacement	2010	n/a	CMAQ	$ 225,000		$ 232,190		$ 457,190	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	A minor project revision is needed to change programmed year. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

TRANSIT PROJECTS

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment	A.L.I.
GLN10-807T	Glendale	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 4,610	$ -	$ -	$ 4,610	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01
PHX10-804T	Phoenix	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 870,744	$ -	$ -	$ 870,744	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01
SCT10-801T	Scottsdale	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 20,442	$ -	$ -	$ 20,442	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01
TMP10-801T	Tempe	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 330,976	$ -	$ -	$ 330,976	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01
VMT10-801T	RPTA	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 300,709	$ -	$ -	$ 300,709	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01
VMR10-801T	Metro	Regionwide	Operating Assistance	2010	N/A	ARRA	$ -	$ 222,519	$ -	$ -	$ 222,519	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01
GLN10-808T	Glendale	Regionwide	ADA Complimentary Paratransit	2010	N/A	ARRA	$ -	$ 70,264	$ -	$ -	$ 70,264	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment	A.L.I.
PEO10-803T	Peoria	Regionwide	ADA Complimentary Paratransit	2010	N/A	ARRA	$ -	$ 671	$ -	$ -	$ 671	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01
PHX10-805T	Phoenix	Regionwide	ADA Complimentary Paratransit	2010	N/A	ARRA	$ -	$ 971,954	$ -	$ -	$ 971,954	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01
VMT10-802T	RPTA	Regionwide	ADA Complimentary Paratransit (SCAT)	2010	N/A	ARRA	$ -	$ 34,211	$ -	$ -	$ 34,211	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01
VMT10-803T	RPTA	Regionwide	ADA Complimentary Paratransit (EVDAR)	2010	N/A	ARRA	$ -	$ 672,900	$ -	$ -	$ 672,900	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	The project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would be unchanged.	30.09.01

Agenda Item #5K

MARICOPA ASSOCIATION of GOVERNMENTS

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

December 1, 2009

TO: Members of the MAG Regional Council

FROM: Cathy Arthur, Air Quality Policy Manager

SUBJECT: 2009 INVENTORY OF UNPAVED ROADS

On May 23, 2007, the MAG Regional Council approved thirteen additional measures for the Suggested List of Measures to Reduce PM-10 Particulate Matter. One of these measures requires MAG to conduct an annual inventory of unpaved roads and estimated traffic counts by jurisdiction to measure progress in eliminating unpaved roads. In response to this measure, MAG has prepared a 2009 inventory of unpaved roads in the PM-10 nonattainment area. Tables and maps summarizing the inventory were sent to members of the MAG Management Committee in early November 2009. Collectively, there are 1,884 miles of unpaved roads in the PM-10 nonattainment area. Public unpaved roads comprise one-third (613 miles) of the total; the remaining two-thirds (1,271 miles) are private unpaved roads.

To develop the unpaved road inventory, MAG prepared detailed maps using Geographic Information Systems (GIS), aerial photography, unpaved road data supplied by member agencies, and traffic counts provided by MAG, the Maricopa County Department of Transportation, and other member agencies. Preliminary maps of existing unpaved roads were sent to each jurisdiction for review and comment. For some jurisdictions, the review process involved multiple iterations. Based on the comments received, MAG updated the unpaved road maps and estimated the miles of unpaved roads. A table summarizing the unpaved road mileage by jurisdiction was sent to all members of the MAG Management Committee on September 22, 2009. Members were also sent maps of the unpaved roads in their jurisdiction, where appropriate.

In October 2009, MAG received updated information on unpaved roads from the City of Phoenix, City of Scottsdale, and Town of Youngtown. Based on this information, MAG updated the 2009 inventory and mailed the revised summary tables and regional maps of public and private unpaved roads to members of the MAG Management Committee in early November 2009. The unpaved road inventory will be updated annually based on paving projects in the Congestion Mitigation and Air Quality Improvement (CMAQ) annual report, as well as other information provided by MAG member agencies. Member agencies are encouraged to use CMAQ and local funds to pave the public unpaved roads with the highest traffic volumes in their jurisdiction. It is important to note that the air quality benefits of paving existing dirt roads are being offset by the creation of new dirt roads in the PM-10 nonattainment area. To demonstrate progress in eliminating unpaved roads, it is important for the state to enact legislation that prohibits new dirt roads, including those associated with lot splits.

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

Agenda Item #5L

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

DATE:
December 1, 2009

SUBJECT:
Proposed 2010 Revisions to MAG Standard Specifications and Details for Public Works Construction

SUMMARY:
The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives of several Public Works Departments and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2009 review of proposed revisions to the MAG Publication. A summary of cases is shown in Attachment One. A voting summary is shown in Attachment Two.

A summary of these recommendations was sent to MAG Public Works Directors for review for a period of one month ending November 24, 2009. The complete package sent to the MAG Public Works Directors, including the proposed update packets to the MAG Standard Specifications and Details for Public Works Construction book is also available online for review at the following internet address: http://www.mag.maricopa.gov/event.cms?item=10878. The information was also reviewed by the MAG Management Committee at the November 18, 2009 meeting

If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2010.

PUBLIC INPUT:
Development of these revisions has been achieved during open meetings of the MAG Specifications and Details Committee and has included input from several professional contractor and utility groups, private companies and private citizens.

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

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

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The MAG Specifications and Details are a series of recommendations developed over many years, principally by senior inspectors and their supervisors from many MAG agencies. These

recommendations are not prescriptive, but are often adopted entirely, or in part, by MAG agencies in developing public works projects.

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

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
The MAG Management Committee reviewed the proposed updates as part of the November 18, 2009 agenda.

MAG Specifications and Details Committee. Reviewed and provided recommendations for the cases submitted for consideration throughout 2009.

VOTING MEMBERS
Robert Herz, P.E., RLS, Maricopa County DOT, *Chairman*
Jim Badowich, Avondale
Scott Zipprich, Buckeye
Warren White, P.E., Chandler
Dennis Teller, El Mirage
Edgar Medina, Gilbert
Tom Kaczmarowski, P.E., Glendale
Troy Tobiasson, Goodyear
Gordon Haws, Mesa
Jesse Gonzales, Peoria
Jeff Van Skike, P.E., Phoenix (Street Trans.)
Jami Erickson, Phoenix (Water)
Mark Palichuk, Queen Creek
Rodney Ramos, P.E., Scottsdale
Nick Mascia, P.E., Surprise
Tom Wilhite, P.E.,Tempe

ADVISORY MEMBERS
John Ashley, ACA
Brian Gallimore, AGC
Jeff Benedict, AGC
Michael Smith, ARPA
Jeff Hearne, ARPA
Paul Nebeker, Independent
Bill Davis, NUCA
Peter Kandaris, SRP Engineering

The MAG Public Works Directors reviewed the proposed updates, and submitted no comments.

CONTACT PERSON:
Gordon Tyus, MAG, (602) 254-6300

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

MARICOPA ASSOCIATION OF GOVERNMENTS
SPECIFICATIONS AND DETAILS COMMITTEE
SUMMARY OF RECOMMENDATIONS FOR 2009 CASES FOR CONSIDERATION

Case	Description	Recommended Action
08-10	Detail 200 – Trench backfill and pavement Replacement	Approval
09-01	Modification to Section 340.2.1 – Detectable Warnings	Approval
09-02	Revisions to Section 630.6 – Air Release and Vacuum Valves	Approval
09-03	New Section 796 – Geosynthetics	Approval
09-04	Modification to Section 321 – Add Pavement Fabric Interlayer for AC Overlay	Approval
09-05	Revisions to Sections 220 and 703, and Detail 555 – Riprap Construction	Approval
09-06	New Section 306 – Mechanically Stabilized Subgrade - Geogrids	Approval
09-07	Revisions to Sections 725 and 701 – Portland Cement Concrete	Approval
09-08	Modification to Detail 240 – Valley Gutter	Approval
09-09	Revisions Section 792 – Dust Palliative	Approval
09-10	Incorporate Section 322 - Asphalt Concrete Overlay into Section 321 and delete Section 322	Approval
09-11	Modify Section 230 - Dust Palliative Application	Approval
09-12	Miscellaneous Bloopers A- Correct reference to Table 321-6 in section 321.10.4. B- Correct percent passing #30 sieve in section 325.2.1 C- Correct values in Table 715-1	Approval

Case	Description	Recommended Action
09-13	Dual Curb Ramp Details	Carry Forward
09-14	Revise Ramps for ADA Compliance, Details 231, 232, 233 and 234	Carry Forward
09-15	Revisions to Section 610.4: Pipe Protection	Carry Forward

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	08-10
Section/Detail:	Detail 200 and Sections 336 and 601
Title:	Trench Backfill and Pavement Replacement
Sponsor:	Salt River Project
Advisor:	Peter Kandaris

DISCUSSION:

The purpose of this case was to make revisions necessary to eliminate numerous agency trench backfill and pavement replacement supplemental details by combining the most common practices. In 2008, the sponsor provided an updated Detail 200 and proposed revisions to Sections 336 and 601 to incorporate the most common agency supplements and exceptions. The sponsor also provided member agency representatives a summary of what would need to change in their agency supplements if the revisions to the MAG Specifications and Details were adopted.

Committee members requested that the case be reduced in scope to just standardizing and updating the detail drawings and delay revising sections 336 and 601. Detail 200 was split into Detail 200-1 which includes the section details for the most common trench repair methods, and Detail 200-2 which shows plan views for longitudinal and transverse trenches as well as additional details. This case should help to reduce agency supplements by providing several standard choices for trench backfill and pavement replacement details.

RECOMMENDATION:

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

Submittal Date:	February 2, 2008	Vote Summary:	Affirmative:	**12**
Vote Date:	September 2, 2009		Negative:	**1**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-01
Section/Detail:	Section 340.2.1
Title:	Modification to Detectable Warnings
Sponsor:	Maricopa County
Advisor:	Bob Herz

DISCUSSION:

The purpose of the case was to update requirements to conform to current ADA requirements. The revised subsection shall read:

340.2.1 Detectable Warnings. Detectable warnings shall consist of raised truncated domes aligned in a square grid pattern in conformity to the Americans with Disabilities Accessibility Guidelines. Truncated domes shall have the following nominal dimensions: base diameter of 1.0 inches (0.9 inches minimum), top diameter of 50 percent of the base diameter minimum to 65 percent of the base diameter maximum, and height of 0.2 inches. Dome center-to-center spacing of 2.35 inches, measured between the most adjacent domes on the square grid. Dome center-to-center spacing for radial installations shall be 1.6 inches minimum and 2.4 inches maximum with a base-to-base spacing of 0.65 inches minimum. Detectable warnings shall contrast visually with adjoining surfaces. Visual contrast shall be obtained by color, use safety yellow or other approved color. The color shall be an integral part of the material surface. The material is to be durable with a non-slip surface not subject to spalling, chipping, delamination, or separation. All detectable warnings shall be approved by the jurisdictional agency prior to installation.

RECOMMENDATION:

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

Submittal Date:	January 7, 2009	Vote Summary:	Affirmative:	**10**
Vote Date:	June 3, 2009		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-02
Section/Detail:	Section 630.6
Title:	Revisions to Air Release and Vacuum Valves
Sponsor:	City of Phoenix
Advisor:	Jami Erickson

DISCUSSION:

This case modified section 630.6 regarding vacuum relief valves, to remove references to specific vendors and include language for agency approved vendor lists. The revised section shall read:

630.6 AIR RELEASE AND VACUUM VALVES:

Valve assemblies shall be furnished and installed where shown and as detailed on the drawings.

(A) Air release on water mains shall be controlled by the use of an air release valve assembly, of size and type as shown on the plans. Air release valves shall be of the flanged or screwed type as designated on the Agency's approved products list or in the special provisions.

(B) Vacuum and Air Relief when called for on the plans shall be controlled by a vacuum relief valve on the air release valve noted above. The valves shall be of the same manufacture or may be a combination air and vacuum valve assembly designated on the Agency's approved products list or in the special provisions.

RECOMMENDATION:

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

Submittal Date:	January 7, 2009	Vote Summary:	Affirmative:	**13**
Vote Date:	September 2, 2009		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-03
Section/Detail:	New Section 769
Title:	Geosynthetics
Sponsor:	Salt River Project
Advisor:	Peter Kandaris

DISCUSSION:

MAG agencies currently use various geosynthetic materials for public works projects, yet there are no material or placement specifications within the MAG documents. Because of the increased use of these products in pavements, base and subgrade reinforcement, erosion protection, and filtration and separation, it is proposed to add a comprehensive materials section to the MAG document.

Revisions were incorporated based on comments from committee members and written comments from Mesa and Maricopa County Department of Transportation. Revisions included definitions of various geosynthetic materials applications. Members discussed including environmental protection. Revisions to the introductory paragraph and recommended additional language for the general description work scope were also discussed. Minor revisions to Table 796-4 were discussed and incorporated in the final approved case.

This new section provides material specifications for geosynthetics used in pavement, filtration and drainage, erosion control and soil or base reinforcement. Application and installation of these materials is addressed in Cases 09-04, 09-05 and 09-06.

RECOMMENDATION:

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

Submittal Date:	February 4, 2009	Vote Summary:	Affirmative:	**13**
Vote Date:	October 7, 2009		Negative:	**1**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-04
Section/Detail:	Section 321
Title:	Add Pavement Fabric Interlayer for Asphalt Concrete Overlay
Sponsor:	SRP
Advisor:	Peter Kandaris

DISCUSSION:

The purpose of the case was to modify MAG Section 322 Asphalt Concrete Overlay to include pavement fabric installation specifications, not currently in MAG specs.

During discussions on this case, it was noted that with the new asphalt concrete specifications approved during the prior year, it would make sense to incorporate the entire Section 322 as a subsection of 321. So the fabric interlayer revisions to the concrete overlay would be placed in Section 321. (See Case 09-10.)

This case added the installation requirements for the pavement fabric interlayer materials specified in Case 09-03: Section 769 Geosynthetics. Revisions were incorporated from oral comments during committee meetings and written comments received from Mesa and Maricopa County. Discussions included adding a new table to Section 321 that specifies minimum temperature requirements for all asphalt concrete placement. Final discussion included adding cautionary text about the use of joint heaters to avoid damage to the fabric during paving operations.

RECOMMENDATION:

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

Submittal Date:	February 4, 2009	Vote Summary:	Affirmative:	**10**
Vote Date:	October 7, 2009		Negative:	**3**
			Abstention:	**1**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-05
Section/Detail:	Sections to 220 and 703, Detail 555
Title:	Revisions to Riprap Construction
Sponsor:	SRP
Advisor:	Peter Kandaris

DISCUSSION:

The purpose of this case was to update MAG Section 220 "Riprap Construction" to include geosynthetic materials, to incorporate Maricopa County Supplemental Specification 224, and to modernize and update specifications for riprap construction and materials.

Initially the case was designed to add installation of new geosynthetic materials, but grew to include MCDOT supplements and to update the riprap specifications throughout. This included removing archaic uses such as using sacked concrete for riprap, and discussions about methods and types of grouting. While working on this case, additional changes to the materials section (MAG 703) and MAG Detail 555 were also incorporated.

The final approved case provides riprap material and construction specifications that are more inclusive and up-to-date, as well as reduce Maricopa County supplements.

RECOMMENDATION:

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

Submittal Date:	February 4, 2009	Vote Summary:	Affirmative:	**14**
Vote Date:	October 7, 2009		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-06
Section/Detail:	New Section 306
Title:	Mechanically Stabilized Subgrade - Geogrids
Sponsor:	SRP
Advisor:	Peter Kandaris

DISCUSSION:

This case creates a new installation specification (Section 306) for base and subgrade reinforcement geosynthetics, also called geogrids. This section is primarily based on ADOT standard specification 306 and manufacturer's recommended updates.

Members discussed the use of geogrid fabrics and methods to repair grid material cut during utility excavation work. Revisions based on comments from the committee and written comments from Mesa and Maricopa County were incorporated in the new Geogrids section.

It was suggested that issues of repairing geogrids during trench repair be addressed in Section 336 in a future case.

RECOMMENDATION:

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

Submittal Date:	February 4, 2009	Vote Summary:	Affirmative:	**13**
Vote Date:	October 7, 2009		Negative:	**1**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-07
Section/Detail:	Sections 725, 710, 503, 728
Title:	Portland Cement Concrete
Sponsor:	City of Goodyear and Arizona Rock Products Association
Advisor:	Troy Tobaisson

DISCUSSION:

Specification Section 725 Portland Cement Concrete requires major revision due to lack of updating in recent years. This case replaces all of Section 725 with a new set of specifications that incorporate changes in concrete technology, materials, and construction processes.

During 2008, the MAG Concrete Modernization Working Group met monthly to develop the new concrete specifications. The group was composed of agency technicians and industry experts, and included several committee members. Major changes/revisions included: elimination of 14 day compressive strength requirement; increase allowable amount of fly ash and add other concrete additives; moving aggregate requirements to section 701; reorganizing sections on mix design proportioning, mixing and delivery; clarifying wording for field personnel; updating the acceptance section and adjustment table; updating references to appropriate ACI and ASTM standards; and updating and clarifying the language throughout.

During 2009, the full committee provided extensive oral and written comments which were incorporated into the final specification. Discussions included: cylinder and core testing and acceptance criteria, clarifying job mixing process, and standardizing terminology throughout. A special meeting was held with Maricopa County DOT to discuss and then address their concerns. References to the Portland Cement Concrete in MAG sections 503 and 728 were also updated.

RECOMMENDATION:

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

Submittal Date:	March 4, 2009	Vote Summary:	Affirmative:	**14**
Vote Date:	October 7, 2009		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-08
Section/Detail:	Detail 240
Title:	Modification to Valley Gutter
Sponsor:	Maricopa County
Advisor:	Bob Herz

DISCUSSION:

The purpose of the case was to revise valley gutter thickness to be consistent with the commercial and industrial driveway thickness as shown on Detail 250-1.

Detail 240 was revised to show the valley gutter constructed 9" rather than 8" thick and widened to 6' rather than 3'. Several additional notes were added or revised to clarify construction. These included defining joint locations to take into account ADA ramp installation, and clarifying the requirements for contraction joint construction.

RECOMMENDATION:

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

Submittal Date:	March 4, 2009	Vote Summary:	Affirmative:	**13**
Vote Date:	September 2, 2009		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-09
Section/Detail:	Section 792
Title:	Revisions to Dust Palliatives
Sponsor:	Salt River Project
Advisor:	Peter Kandaris

DISCUSSION:

Case 09-09 made modifications to Section 792 – Dust Palliatives to update it for current dust palliative products and compliance with environmental requirements.

Based on input from product vendors, the application rate values for polymers needed adjustment. In addition, specifications for tall oil pitch emulsions were added. Testing requirements were added including a method to ensure environmental compliance.

Revisions to the application of dust palliatives are in Case 09-11.

RECOMMENDATION:

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

Submittal Date:	March 4, 2009	Vote Summary:	Affirmative:	**14**
Vote Date:			Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-10
Section/Detail:	Section 321
Title:	Incorporate Section 322 - Asphalt Concrete Overlay into Section 321 and delete Section 322
Sponsor:	Salt River Project
Advisor:	Peter Kandaris

DISCUSSION:

Changes made to Section 321 in 2009 resulted in a comprehensive asphalt placement specification. The existing asphalt concrete overlay specification heavily references Section 321 and is really just a subset of asphalt placement work. The purpose of this case is to revise Section 321 to include all requirements for asphalt concrete overlay work and eliminate Section 322. The asphalt concrete overlay placement requirements would be included in a new subsection 321.8.6.

In the process of reviewing this case, members suggested updates to the asphalt concrete overlay specifications such as replacing burning or blading of damaged pavement with milling or repair.

The final revised subsection 321.8.6 incorporated committee comments, and cleared up language and previous references to be consistent with the rest of Section 321.

RECOMMENDATION:

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

Submittal Date:	May 6, 2009	Vote Summary:	Affirmative:	**10**
Vote Date:	August 5, 2009.		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-11
Section/Detail:	Section 230
Title:	Modify Dust Palliative Application
Sponsor:	Salt River Project
Advisor:	Peter Kandaris

DISCUSSION:

The purpose of Case 9-11 was to revise MAG Section 230 to include: a product verification process, applicator compliance verification, updated distributor equipment requirements, field quality control measurements, remedies for deficient work, and warranty of work.

The existing specification does not provide methods to measure and verify that the quantity and quality of dust control products delivered and applied at the site are in conformance with the bid materials. Also the existing specification does not provide remedies for deficient work or warranty of the work. There have also been many changes in dust control materials, and agency practices. This specification also includes improvements in the application and vendor verification of dust palliatives.

Discussions included the length of warranty and it's applicability in areas with traffic. Revisions included product acceptance and warranty periods based on type of application, with no warranty requirement for applications subject to traffic.

This case updates the application of dust palliatives materials that were updated in Case 09-09.

RECOMMENDATION:

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

Submittal Date:	May 6, 2009	Vote Summary:	Affirmative:	**14**
Vote Date:	October 7, 2009		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-12
Section/Detail:	New Sections 331 and 714
Title:	Miscellaneous Bloopers
Sponsor:	Maricopa County and Arizona Rock Products Association
Advisor:	Bob Herz and Jeff Hearne

DISCUSSION:

This case corrects errors in the current specifications due to incorrect references, oversight or formatting issues. The three bloopers corrected were:

A- Correct reference to Table 321-6 in section 321.10.4.
(Changed the reference number to match the table number.)

B- Correct percent passing #30 sieve in section 325.2.1
(The graduation table 325.2.1 was corrected to make the passing range on the No. 30 sieve from 5 to 15 percent, not 15 to 24 percent.)

C- Correct values in Table 715-1
(Previous formatting errors required placing correct values in the table based on a previously published edition.)

RECOMMENDATION:

The MAG Standard Specifications and Details Committee recommends carrying forward this case for further discussion in 2009.

Submittal Date:	June 3, 2009	Vote Summary:	Affirmative:	**12**
Vote Date:	September 2, 2009		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-13
Section/Detail:	To be determined
Title:	Dual Curb Ramp Details
Sponsor:	Peoria
Advisor:	Jesse Gonzales

DISCUSSION:

MAG currently only has single curb ramp details for street corners. Many agencies use dual curb ramps and have supplemental details for them. It was proposed to add dual curb ramp details to the MAG details. This would promote a uniform standard for dual curb ramps and help reduce agency supplements.

The City of Peoria submitted several schematic diagrams for dual curb ramps. The City of Tempe also submitted the supplemental detail drawing they use for consideration.

Since there is still additional work needed to come to a consensus on a detail that incorporates the essential and best aspects of agency requirements. This case will be continued in 2010.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee plans to carry forward this case for further discussion in 2010.

Submittal Date:	July 1, 2009	Vote Summary:	Affirmative:	**0**
Vote Date:	No Vote Taken		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-14
Section/Detail:	Details 231, 232, 233 and 234
Title:	Revise Ramps for ADA Compliance
Sponsor:	Maricopa County
Advisor:	Bob Herz

DISCUSSION:

To obtain compliance with current ADA requirements, MAG sidewalk ramp details need to be updated. Details 231 and 233 have undersized landing areas for turning. Revised details show 5-ft by 5-ft landing dimensions. Details 232 and 234 are non-compliant since the path going across the ramp exceeds the allowable 2% maximum cross slope. Details have been revised to obtain a 1.5% cross slope for the landing at the bottom of the ramps.

Many agencies have supplements to MAG which can be used to update the MAG details for ADA compliance. The City of Tempe submitted the supplemental detail drawing they use for consideration.

Since there is still additional work needed to come to a consensus on a detail that incorporates the essential and best aspects of agency requirements and be compliant with ADA requirements. This case will be continued in 2010.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee plans to carry forward this case for further discussion in 2010.

Submittal Date:	July 1, 2009	Vote Summary:	Affirmative:	**0**
Vote Date:	No Vote Taken		Negative:	**0**
			Abstention:	**0**

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

October 9, 2009

GENERAL INFORMATION:

Case Number:	09-15
Section/Detail:	Section 610.4
Title:	Pipe Protection
Sponsor:	City of Tempe
Advisor:	Tom Wilhite

DISCUSSION:

This case proposed modifying Section 610.4 to clarify water line pipe protection measures at the job site prior to placement (during storage or staging) to help prevent contamination. The current proposed language reads:

Every precaution shall be taken to prevent foreign material from entering the pipe. The ends of the pipe shall be plugged or wrapped at all times when a pipe laying is not in progress, which includes storage and staging at the site. The open ends of each pipe section shall be protected from foreign material entering by taped closure of the polywrap when the pipe is stored or staged. The pipe line shall be protected by a water-tight plug or other means approved by the Engineer when the pipe is in the trench if pipe laying is not in progress.

Comments from pipe industry representatives and suppliers objected to the expense and difficulty in keeping the ends plugged during shipping and handling. Since additional feedback from industry and member agencies is required. This case will be continued in 2010.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee plans to carry forward this case for further discussion in 2010.

Submittal Date:	July 1, 2009	Vote Summary:	Affirmative:	**0**
Vote Date:	No Vote Taken		Negative:	**0**
			Abstention:	**0**

2009 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS

(Updated information can be found on the website: http://www.mag.maricopa.gov/detail.cms?item=9688)

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE
08-10	Case 08-10: Revisions to Detail 200 ~~and Sections 336 and 601 – Trench Backfill and Pavement~~	SRP	Peter Kandaris	02/06/2008 08/05/2009	Approved 09/02/2009	12 Yes 1 No 0 Abstain
09-01	Case 09-01: Modification to Section 340.2.1 – Detectable Warnings	MCDOT	Bob Herz	01/07/2009 02/04/2009	Approved 06/03/2009	10 Yes 0 No 0 Abstain
09-02	Case 09-02: Revisions to Section 630.6 – Air Release and Vacuum Valves	Phoenix	Jami Erickson	02/04/2009 08/05/2009	Approved 09/02/2009	13 Yes 0 No 0 Abstain
09-03*	Case 09-03: New Section 796 – GEOSYTHETICS	SRP	Peter Kandaris	02/04/2009 10/07/2009	Approved 10/07/2009	13 Yes 1 No 0 Abstain
09-04*	Case 09-04: Modification to Section 321 – Add Pavement Fabric Interlayer for AC Overlay	SRP	Peter Kandaris	02/04/2009 09/17/2009	Approved 10/07/2009	10 Yes 3 No 1 Abstain
09-05	Case 09-05: Revisions to Sections 220 and 703, and Detail 555 – Riprap Construction	SRP	Peter Kandaris	02/04/2009 09/02/2009	Approved 10/07/2009	14 Yes 0 No 0 Abstain
09-06	Case 09-06: New Section 306 – MECHANICALLY STABILIZED SUBGRADE - GEOGRIDS	SRP	Peter Kandaris	02/04/2009 09/17/2009	Approved 10/07/2009	13 Yes 1 No 0 Abstain
09-07	Case 09-07: Revisions to Sections 725 and 701 – Portland Cement Concrete	Goodyear	Troy Tobaisson	03/04/2009 09/02/2009	Approved 10/07/2009	14 Yes 0 No 0 Abstain
09-08	Case 09-08: Modification to Detail 240 – Valley Gutter	MCDOT	Bob Herz	03/04/2009 08/05/2009	Approved 09/02/2009	13 Yes 0 No 0 Abstain
09-09	Case 09-09: Revisions Section 792 – Dust Palliative	SRP	Peter Kandaris	03/04/2009 09/17/2009	Approved 10/07/2009	14 Yes 0 No 0 Abstain

* Case was approved with verbal modifications at time of voting.

2009 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS

(Updated information can be found on the website: http://www.mag.maricopa.gov/detail.cms?item=9688)

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
09-10	Case 09-10: Incorporate Section 322 - Asphalt Concrete Overlay into Section 321 and delete Section 322	SRP	Peter Kandaris	05/06/2009 07/29/2009	Approved 08/05/2009	10 0 0	Yes No Abstain
09-11*	Case 09-11: Modify Section 230 - Dust Palliative Application	SRP	Peter Kandaris	05/06/2009 09/17/2009	Approved 10/07/2009	14 0 0	Yes No Abstain
09-12	Case 09-12: Miscellaneous Bloopers A- Correct reference to Table 321-6 in section 321.10.4. B- Correct percent passing #30 sieve in section 325.2.1 C- Correct values in Table 715-1	 MCDOT MCDOT ARPA	 Bob Herz Bob Herz Jeff Hearne	06/03/2009 07/01/2009 07/01/2009	Approved 09/02/2009	12 0 0	Yes No Abstain
09-13	Case 09-13: Dual Curb Ramp Details	Peoria	Jesse Gonzales	07/01/2009	Carry Foreward	0 0 0	Yes No Abstain
09-14	Case 09-14: Revise Ramps for ADA Compliance, Details 231, 232, 233 and 234	MCDOT	Bob Herz	07/01/2009	Carry Foreward	0 0 0	Yes No Abstain
09-15	Case 09-15: Revisions to Section 610.4: Pipe Protection	Tempe	Tom Wilhite	07/01/2009	Carry Foreward	0 0 0	Yes No Abstain

* Case was approved with verbal modifications at time of voting.

ATTACHMENT TWO

MAG Specification & Detail Committee
VOTING SUMMARY for 2009

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	El Mirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Queen Creek	Scottsdale	Surprise	Tempe	Voting Summary Y-N-A-NP
08-10	Revisions to Detail 200 ~~and Sections 336 and 601 – Trench Backfill and Pavement~~	9/2/2009	Y	Y	Y	—	Y	Y	Y	Y	N	Y	Y	—	Y	Y	Y	12-1-0-2
09-01	Modification to Section 340.2.1 – Detectable Warnings	6/3/2009	—	Y	Y	—	—	Y	—	Y	Y	Y	Y	Y	—	Y	Y	10-0-0-5
09-02	Revisions to Section 630.6 AIR RELEASE AND VACUUM VALVES	9/2/2009	Y	Y	Y	—	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	13-0-0-2
09-03*	New Section 796 GEOSYNTHETICS	10/7/2009	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	—	Y	Y	Y	13-1-0-1
09-04*	Modification to Section 321 – Add Pavement Fabric Interlayer for AC Overlay	10/7/2009	Y	Y	Y	Y	Y	Y	Y	A	N	N	Y	—	N	Y	Y	10-3-1-1
09-05	Revisions to Sections 220 and 703, and Detail 555 – Riprap Construction	10/7/2009	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	14-0-0-1
09-06	New Section 306 – MECHANICALLY STABILIZED SUBGRADE - GEOGRIDS	10/7/2009	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	—	Y	Y	Y	13-1-0-1
09-07	Revisions to Sections 725 and 701 – Portland Cement Concrete	10/7/2009	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	14-0-0-1
09-08	Modification to Detail 240 – Valley Gutter	9/2/2009	Y	Y	Y	—	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	13-0-0-2
09-09	Revisions Section 792 – Dust Palliative	9/2/2009	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	14-0-0-1
09-10	Incorporate Section 322 - Asphalt Concrete Overlay into Section 321 and delete Section 322	8/5/2009	—	—	Y	Y	Y	—	Y	Y	Y	—	Y	—	Y	Y	Y	10-0-0-5

Voting Abbreviations: **Y**: Yes **N**: No **A**: Abstain — : Not Present (NP)

*: Indicates changes made to proposal prior to vote.

MAG Specification & Detail Committee
VOTING SUMMARY for 2009

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	El Mirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Queen Creek	Scottsdale	Surprise	Tempe	Voting Summary Y-N-A-NP
09-11*	Modify Section 230 - Dust Palliative Application	10/7/2009	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	14-0-0-1
09-12	Miscellaneous Bloopers A- Correct reference to Table 321-6 in section 321.10.4. B- Correct percent passing #30 sieve in section 325.2.1 C- Correct values in Table 715-1	9/2/2009	Y	Y	Y	—	Y	Y	Y	Y	Y	Y	Y	—	—	Y	Y	12-0-0-3
09-13	Dual Curb Ramp Details		C	A	R	R	Y		O	V	E	R		2	0	1	0	
09-14	Revise Ramps for ADA Compliance, Details 231, 232, 233 and 234		C	A	R	R	Y		O	V	E	R		2	0	1	0	
09-15	Revisions to Section 610.4: Pipe Protection		C	A	R	R	Y		O	V	E	R		2	0	1	0	

Voting Abbreviations: **Y**: Yes **N**: No **A**: Abstain — : Not Present (NP)

*: Indicates changes made to proposal prior to vote.

Agenda Item #5M

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

DATE:
December 1, 2009

SUBJECT:
Approval of the July 1, 2009 Maricopa County and Municipality Resident Population Updates

SUMMARY:
MAG staff has prepared July 1, 2009 Maricopa County and Municipality Resident Population Updates. The Updates were prepared using the 2005 Census Survey for Maricopa County as the base and housing unit data supplied and verified by MAG member agencies. The method used to calculate the updates was approved by the MAG Population Technical Advisory Committee (POPTAC). Because there may be changes to the Maricopa County control total by the Arizona Department of Commerce (ADOC), the MAG POPTAC recommended approval of these Updates provided that the Maricopa County control total is within one percent of the final control total. The Updates are used to allocate $23 million in lottery funds to local jurisdictions, prepare local budgets and set expenditure limitations.

The Arizona Department of Commerce Council for Technical Solutions is currently reviewing these updates along with those for the remainder of the State. The Director of the Department of Economic Security (DES) is required to forward the Updates to the Economic Estimates Commission by December 15th of each year.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The July 1, 2009 Maricopa County and Municipality Resident Population Updates are needed to gauge growth in the region, distribute $23 million in lottery funds to cities and towns, prepare budgets and set expenditure limitations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The July 1, 2009 Maricopa County and Municipality Resident Population Updates have been prepared using a methodology that is consistent for all counties and municipalities in the State of Arizona.

POLICY: The July 1, 2009 Maricopa County and Municipality Resident Population Updates are needed by local officials to accommodate and budget for growth.

ACTION NEEDED:
Approval of the July 1, 2009 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

PRIOR COMMITTEE ACTIONS:
Management Committee: On November 18, 2009, the MAG Management Committee recommended approval of the July 1, 2009 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

MEMBERS ATTENDING

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

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

MAG POPTAC: On November 10, 2009, the MAG Population Technical Advisory Committee recommended approval of the July 1, 2009 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

MEMBER/PROXY

George Pettit, Gilbert, Chairman
* Bryant Powell, Apache Junction
# Scott Wilken, Avondale
Brian Rose, Buckeye
DJ Stapley, Carefree
* Usama Abujbarah, Cave Creek
Sam Andrea for Jason Crampton, Chandler
Mark Smith, El Mirage
Eugene Slechta, Fountain Hills
* Terry Yergan, Gila River Indian Community
Thomas Ritz, Glendale
Katie Wilken, Goodyear
* Gino Turrubiartes, Guadalupe
* Rick Buss, Gila Bend
# Sonny Culbreth, Litchfield Park
* Matt Holm, Maricopa County
Wahid Alam, Mesa
George Burton for Molly Hood, Paradise Valley
* Ed Boik, Peoria
Chris DePerro, Phoenix
Dave Williams, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
# Eddie Lamperez, Scottsdale
# Arlene Palisoc for Lisa Collins, Tempe
Anne McCracken, Valley Metro
Diane Cordova for Lloyce Robinson, Youngtown

*Those not present # Participated via audioconference

MAG POPTAC Ad Hoc Subcommittee: On November 10, 2009, the MAG Population Technical Advisory Committee Ad Hoc Subcommittee recommended approval of the Maricopa County and Municipality July 1, 2009 Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

Member/Proxy

Wahid Alam, Mesa, Chairman
Chris DePerro, Phoenix
Jason Crampton for Sam Andrea, Chandler
Eddie Lamperez, Scottsdale
Thomas Ritz, Glendale
* Lisa Collins, Tempe
* Matt Holm, Maricopa County

* Those not present # Participated via audioconference

CONTACT PERSON:
Anubhav Bagley, MAG, (602) 254-6300.

JURISDICTION POPULATION UPDATE
2005 CENSUS SURVEY and JULY 1, 2009

Jurisdiction	Total Population			Percent Growth		Share	
	September 1, 2005 (Census Survey)	July 1, 2009	Change	Overall	Annual	Share of Growth	Share of County
Apache Junction *1 *2	275	276	1	0.4%	0.1%	0.0%	0.0%
Avondale	69,356	76,900	7,544	10.9%	2.7%	2.3%	1.9%
Buckeye	25,406	52,764	27,358	107.7%	21.0%	8.5%	1.3%
Carefree	3,684	3,958	274	7.4%	1.9%	0.1%	0.1%
Cave Creek	4,766	5,208	442	9.3%	2.3%	0.1%	0.1%
Chandler	230,845	245,087	14,242	6.2%	1.6%	4.4%	6.1%
El Mirage	32,061	33,610	1,549	4.8%	1.2%	0.5%	0.8%
Fort McDowell *1	824	824	0	0.0%	0.0%	0.0%	0.0%
Fountain Hills	24,492	26,107	1,615	6.6%	1.7%	0.5%	0.6%
Gila Bend	1,808	1,900	92	5.1%	1.3%	0.0%	0.0%
Gila River *1 *2	2,742	2,742	0	0.0%	0.0%	0.0%	0.1%
Gilbert	173,072	217,521	44,449	25.7%	6.1%	13.8%	5.4%
Glendale	242,369	249,197	6,828	2.8%	0.7%	2.1%	6.2%
Goodyear	46,213	61,916	15,703	34.0%	7.9%	4.9%	1.5%
Guadalupe	5,555	6,002	447	8.0%	2.0%	0.1%	0.1%
Litchfield Park	4,528	5,122	594	13.1%	3.3%	0.2%	0.1%
Mesa	448,096	461,102	13,006	2.9%	0.7%	4.0%	11.5%
Paradise Valley	13,863	14,686	823	5.9%	1.5%	0.3%	0.4%
Peoria *2	138,109	158,709	20,600	14.9%	3.7%	6.4%	3.9%
Phoenix	1,475,834	1,575,423	99,589	6.7%	1.7%	30.9%	39.2%
Queen Creek *2	15,916	24,926	9,010	56.6%	12.4%	2.8%	0.6%
Salt River *1	6,796	6,936	140	2.1%	0.5%	0.0%	0.2%
Scottsdale	234,752	243,501	8,749	3.7%	1.0%	2.7%	6.1%
Surprise	88,265	109,482	21,217	24.0%	5.8%	6.6%	2.7%
Tempe	165,796	174,833	9,037	5.5%	1.4%	2.8%	4.3%
Tolleson	6,498	6,923	425	6.5%	1.7%	0.1%	0.2%
Wickenburg	6,077	6,451	374	6.2%	1.6%	0.1%	0.2%
Youngtown	6,163	6,513	350	5.7%	1.5%	0.1%	0.2%
Balance of County	226,355	244,712	18,357	8.1%	2.1%	5.7%	6.1%
Total	**3,700,516**	**4,023,331**	322,815	8.7%	2.2%	100.0%	100.0%

Note: These figures are preliminary and are subject to change. Totals may not add due to rounding.
*1 Included in "Balance of County" in 2005 Census Survey.
*2 Maricopa County portion only.

Sources: U.S. Bureau of the Census Year 2005 Census Survey, Arizona Department of Commerce, Maricopa Association of Governments

Agenda Item #6

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

DATE:
December 1, 2009

SUBJECT:
Reallocation of Unused Local/MPO American Recovery and Reinvestment Act (ARRA) 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. There was $104.6 million designated to the MAG region for use at the MPO/Local level. The funds were programmed in the Spring and Summer of 2009.

Recently, the Arizona Department of Transportation (ADOT) and local agencies have seen project bids and costs come in 10-50 percent less than originally programmed. Understanding this, it is anticipated that there will be unobligated ARRA Local funds due to project cost savings, and the ARRA Local funds due to project cost savings will need to be reprogrammed.

The Transportation Review Committee (TRC) spent two meetings, October 29, 2009, and November 13, 2009 reviewing, analyzing, and discussing policy and programming options for the projected unobligated ARRA local funds due to cost savings. In addition, MAG staff has met with staff from ADOT and the Federal Highway Administration (FHWA) to discuss processing time frames, financial impacts, and other sources of federal funds.

Please see the attached memorandum that outlines the TRC's discussion at the two meetings, the motion made, and technical programming issues that need to be resolved in the future. The MAG Management Committee recommended approval of this item, and this item is on the Transportation Policy Committee's December 2, 2009, agenda.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive, there is a federal deadline of all transportation ARRA funds to be obligated by March 2, 2010.

CONS: None.

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

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

ACTION NEEDED:
Approval that any unobligated American Recovery and Reinvestment Act (ARRA) Local funds due to either projects not obligating or project cost savings, are to be programmed at the local discretion first, and may remain ARRA funds or may be exchanged with the Arizona Department of Transportation (ADOT) for ADOT Surface Transportation Program (STP) funds. ADOT would then use the ARRA funds on highway projects in the MAG region and ADOT will transfer an equivalent amount of ADOT STP funds that can be used by MAG members on local federally funded projects. If applicable, the local agency may use project cost savings from their own original ARRA allocation to lower the 30 percent local cost share on projects programmed under the 70/30 cost share policy.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: This item will be heard at the December 2, 2009 Transportation Policy Committee. An update will be provided to the Regional Council.

MAG Management Committee: On November 18, 2009, the MAG Management Committee recommended approval that any unobligated American Recovery and Reinvestment Act (ARRA) Local funds due to either projects not obligating or project cost savings, are to be programmed at the local discretion first, and may remain ARRA funds or may be exchanged with the Arizona Department of Transportation (ADOT) for ADOT Surface Transportation Program (STP) funds. ADOT would then use the ARRA funds on highway projects in the MAG region and ADOT will transfer an equivalent amount of ADOT STP funds that can be used by MAG members on local federally funded projects. If applicable, the local agency may use project cost savings from their own original ARRA allocation to lower the 30 percent local cost share on projects programmed under the 70/30 cost share policy.

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

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

Transportation Review Committee: The TRC met on November 13, 2009 and recommended that any unobligated ARRA Local funds due to either projects not obligating or project cost savings, are to be programmed at the local discretion first, and may remain ARRA funds or may be exchanged with ADOT for ADOT STP funds. ADOT would then use the ARRA funds on highway projects in the MAG region and ADOT will transfer an equivalent amount of ADOT STP funds that can be used by MAG members on local federally funded projects. If applicable, the local agency may use project cost savings from their own original ARRA allocation to lower the 30 percent local cost share on projects programmed under the 70/30 cost share policy.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
* Avondale: David Fitzhugh
Buckeye: Jose Herdia 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: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
Litchfield Park: Woody Scoutten
Maricopa County: John Hauskins
Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
Queen Creek: Wendy Kaserman
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Maki
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Darryl Crossman
* ITS Committee: John Abraham
Bicycle/Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

Transportation Review Committee: The TRC met on October 29, 2009 and recommended the TRC conduct a special session of the Committee to allow members to review the information presented and discuss the agenda item further.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Darryl Crossman
* ITS Committee: John Abraham
Bicycle/Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

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

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 Phoenix, Arizona 85003
Phone (602) 254-6300 FAX (602) 254-6490
Email: mag@mag.maricopa.gov Website: www.mag.maricopa.gov

December 1, 2009

TO: Members of the MAG Regional Council

FROM: Eileen Yazzie, MAG Transportation Programming Manager

SUBJECT: POLICY AND PROGRAMMING OPTIONS FOR UNOBLIGATED ARRA LOCAL FUNDS

At the October 29, 2009 Transportation Review Committee (TRC), members requested an additional TRC meeting to further discuss and analyze options on policy and programming anticipated unobligated American Recovery and Reinvestment Act (ARRA) local funds that might be available either 'pre' and 'post' March 2, 2010 (the federal deadline to obligate ARRA funds). The TRC met for a special TRC session on November 13, 2009 and recommended that:

> Any unobligated ARRA Local funds due to either projects not obligating or project cost savings, are to be programmed at the local discretion first, and may remain ARRA funds or may be exchanged with the Arizona Department of Transportation (ADOT) for ADOT Surface Transportation Program (STP) funds. ADOT would then use the ARRA funds on highway projects in the MAG region and ADOT will transfer an equivalent amount of ADOT STP funds that can be used by MAG members on local federally funded projects. If applicable, the local agency may use project cost savings from their own original ARRA allocation to lower the 30 percent local cost share on projects programmed under the 70/30 cost share policy.

Background

At the October 29, 2009 TRC meeting, members reviewed, analyzed, and discussed a variety of policy and programming options for anticipated unobligated local funds related to a) local priorities, b) transit priorities, and c) highway priorities. Key factors involved in these discussions involved local priority, project readiness, current federal and ARRA funded projects, and project development information. At the conclusion of the discussion, it was recommended to reconvene for a second TRC meeting, which took place on Friday, November 13, 2009.

The objective is to obligate all ARRA Local funds available in the MAG region. It is anticipated that there may be a small amount of funds available 'Pre' March 2, 2010, due to the inability for some projects to obligate by the March 2, 2010 deadline or due to project costs being less than programmed. It is anticipated that the majority of unobligated ARRA Local funds will be

available 'Post' March 2, 2010, due to project bids being less than programmed. In either case, the MAG region will need to have a strategy to ensure that all of the available ARRA funds are used.

Given the administrative work that is required of ADOT and the Federal Highway Administration (FHWA), these agencies have set a deadline of February 1, 2010 to have all of the funds obligated. ADOT and FHWA have informed MAG that they do not anticipate accepting any new ARRA funded projects. ADOT and FHWA have suggested that MAG exchange any unobligated ARRA Local funds, due to either projects not obligating or project cost savings, with ADOT in exchange for ADOT STP funds. ADOT would then use the ARRA funds on highway projects in the MAG region. MAG would then have a like amount of STP funds that can be used by MAG members on local federally funded projects. *This option was incorporated by the TRC into the recommendation noted above.*

This policy outlines a flexible, local solution that would simplify the ARRA savings. Local project still have to follow the federal and ADOT processes for project development and obligation. The deadline of obligating the STP funds would be September 2010. A negative factor related to programming STP funds is the required local 5.7 percent cost share.

Technical Programming Issues to be Resolved in the Future

There are three technical programming issues that will need to be resolved at the TRC December and January meetings. These are:

1. A total cost percent or dollar amount threshold related to programming STP funds on local projects will need to be established. If the cost savings do not represent at least a minimum of the total project costs programmed for the proposed project, the funds resulting from the cost savings would be returned to the region to be reprogrammed.
2. Local projects funded with STP – These projects would need to obligate by September 2010. It is highly unlikely if the local agency has not started the project development process that a project could obligate by September 2010. If a local agency does not have a project ready to obligate with STP by September 2010, the funds will need to be returned to the region to be reprogrammed.
3. A Regional Project Prioritized list – For cost savings that do not meet the threshold that is established or if a local agency does not have a project ready to obligate by September 2010, the funds are returned to the region to be programmed. This regional project prioritized list can include current ARRA funded, current federal funded, or current local funded projects as long as they are deemed ready to obligate Pre March 2, 2010.

If there are any questions or comments, please feel free to contact me at: eyazzie@mag.maricopa.gov or (602) 452-5058.

Agenda Item #7

MARICOPA ASSOCIATION of GOVERNMENTS

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

December 1, 2009

TO: Members of the MAG Regional Council

FROM: Eileen Yazzie, Transportation Programming Manager

SUBJECT: ADMINISTRATIVE MODIFICATIONS TO THE TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN

The federal guidance for Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule provided direction on how to program, amend, and administratively modify the Transportation Improvement Program (TIP) and the Long-Range Transportation Plan, which is known as the Regional Transportation Plan (RTP) in our region. Traditionally, administrative modifications appear on the agendas as consent items. To move projects faster through the approval process, staff is requesting that administrative modifications be handled by the Executive Director transmitting these changes directly to the Arizona Department of Transportation (ADOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA), as appropriate, and providing a copy of the change to the MAG member agencies.

The federal guidance defines an administrative modification as: 'a minor revision to a long-range statewide or metropolitan transportation plan, TIP, or Statewide TIP (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates.' An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). Per the Federal Highway Administration (FHWA) further guidance, administrative modifications are:

- Revise a project description without changing the project scope or conflicting with the environmental document;
- Revise the funding amount listed for projects or project phases. Additional funding is limited to the lesser of 25 percent of the total project cost or $5 million, and programming capacity has to be available in the Federal Statewide Transportation Improvement Program (FSTIP)/Federal Transportation Improvement Program (FTIP) prior to programming the modification, and documented in the support materials;
- Cost decreases have no cap, however, the request to reduce the cost must originate from the project sponsor and include and explanation for the decrease;
- Change sources of funds;
- Change a project lead agency;
- Program federal funds for Advance Construction conversion;
- Change program year of funds with the 4-year FTIP/FSTIP, provided Expedited Project Selection Procedures are in place;

- Split or combine individually listed projects, provided cost, schedule and scope remain unchanged;
- Change required information for grouped or lump sum project listings; or,
- Add or delete projects from grouped or lump sum project listings provided the funding amounts stay within the funding change guidelines above.
- Administrative modifications are allowed for the re-programming of projects for which CMAQ funds were transferred to FTA in the prior FTIP and the FTA had not approved the grant yet. The project can be programmed in the current FTIP via administrative modification as long as there is no change in the original scope or cost, and the project needs to be programmed with "FTA 5307 (CMAQ Transfer funds)" in the FTIP.

The current process at MAG is to take all administrative modifications through the MAG Committee Process on both a project change sheet agenda item and on a conformity consultation agenda item. Once these items are approved by Regional Council, requests to modify the STIP are forwarded to ADOT, FTA, and FHWA, as appropriate. It is being requested that the Regional Council consider removing administrative modifications from the MAG Committee Process, having the Executive Director send notification of administrative modifications directly to ADOT, FTA, and FHWA, as appropriate, and providing a copy of the change to the MAG member agencies. In addition, the Regional Council can decide on a modified definition of what the federal guidance has set forth for administrative modification if needed.

In light of the tight deadlines set by the American Recovery and Reinvestment Act (ARRA) legislation for transportation projects, this change in process would expedite the administrative modification process substantially, as it usually takes four weeks to go through the MAG Committee process. It is also recommended that this change in process is administered for all projects in the TIP and RTP, meaning it is not ARRA exclusive. Amendments to projects in the TIP and RTP would not change, and still need to be heard through the MAG Committee process.

On November 23, 2009, the MAG Executive Committee discussed this item and recommended that project changes outlined below are administrative modifications and do not need to be taken through the committee process:

1) Revisions to project description (clarifying how project is described in the TIP not amending the scope)
2) Changes in the sources of funding for a project
3) Combining/Splitting projects
4) Cost decreases

This item is on the Regional Council agenda to request approval to allow the MAG Executive Director to approve and transmit to the Arizona Department of Transportation (ADOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA), as appropriate, administrative modifications to the MAG Transportation Improvement Program that include the following four types of changes: 1) revisions to project descriptions that do not involve changes to the scope of the project; 2) changes in the sources of funding for a project; 3) combining or splitting projects with no overall change in the project scope; and, 4) cost decreases.

If you have any questions, please contact me at the MAG office.

Agenda Item #8

MARICOPA ASSOCIATION of GOVERNMENTS

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

November 18, 2009

TO: Members of the MAG Regional Council

FROM: Councilwoman Peggy Neely, Phoenix, Chair

SUBJECT: SOLICITATION OF NOMINATIONS FOR APPOINTMENT OF A MEMBER TO FILL THE UNEXPIRED PORTION OF AN AT-LARGE SEAT ON THE TRANSPORTATION POLICY COMMITTEE

Recently, Councilman Gail Barney from the Town of Queen Creek announced his resignation from the Queen Creek Town Council. This resignation creates a vacancy on the Transportation Policy Committee (TPC) for an At-Large seat. We are requesting that the names of those who wish to be considered for the unexpired portion of the vacant At-Large (geographically balanced) seat be submitted to MAG by **November 30, 2009**.

On June 25, 2008, the MAG Regional Council appointed the members and officers of the TPC to serve two-year terms (expire June 2010). The appointments included the selection of Councilman Gail Barney of Queen Creek as a city/town elected official to hold one of the two At-Large (geographically balanced) seats. According to the composition of the TPC, approved by the Regional Council on April 24, 2002, Interstate 17 is used as the boundary in determining geographic balance. It is anticipated that the Regional Council will select a city/town elected official to fill the unexpired portion of the term (June 2010) at the December 9, 2009, Regional Council meeting.

A roster of the TPC members and the composition of the TPC are attached. If you have any questions regarding the appointment to the TPC, please contact Dennis Smith at the MAG office.

cc: Transportation Policy Committee
MAG Management Committee
Intergovernmental Representatives

TPC Members - November 2009

Central City	Councilwoman Peggy Neely
Seven Largest Cities	
Chandler	Mayor Boyd Dunn
Gilbert	Mayor John Lewis
Glendale	Mayor Elaine Scruggs
Mesa	Mayor Scott Smith (Vice Chair)
Scottsdale	Mayor Jim Lane
Peoria	Councilmember Ron Aames
Tempe	Mayor Hugh Hallman
Five Cities/Towns Elected Officials	
Three to achieve geographic balance	
Avondale	Mayor Marie Lopez Rogers (Chair)
Goodyear	Mayor James Cavanaugh
Surprise	Mayor Lyn Truitt
Two At-Large (geographically balanced)	
Buckeye	Mayor Jackie Meck
VACANT	**VACANT**
Maricopa County Supervisor	Supervisor Max Wilson
Native American Indian Community	Kent Andrews, Salt River Pima-Maricopa Indian Community
State Transportation Board	Felipe Zubia
Chair, Citizen's Transportation Oversight Committee	Roc Arnett

Transportation Policy Committee Composition

Composition approved by the Regional Council April 24, 2002, modified by the addition of the Fort McDowell Yavapai Nation as a MAG member agency, by Constitutional provisions prohibiting Legislators from holding two offices, and by State law specifying business appointments.

1. Central City elected official
   Phoenix

2-8. Seven largest Cities elected officials (these have an opportunity to serve, those not participating will create an additional opportunity for other Cities/Towns in the next category). The population used for determining the seven largest will be the resident population estimate approved annually by the Regional Council. Currently the seven largest are:

   Mesa
   Glendale
   Scottsdale
   Chandler
   Gilbert
   Peoria
   Tempe

9-13. Five Cities/Towns elected officials

Member agencies are selected from the following list; serve for two years and are eligible for reappointment.

Three from areas that need to be represented to achieve geographic balance, with the members selected from and by the under represented geographic area and ratified by the Regional Council. Interstate 17 will be used as a boundary in determining geographic balance.

Two At-Large (geographically balanced) selected by the Regional Council

   Apache Junction/Pinal County
   Avondale
   Buckeye
   Carefree
   Cave Creek
   El Mirage
   Fountain Hills
   Gila Bend
   Goodyear
   Guadalupe
   Litchfield Park
   Paradise Valley
   Queen Creek
   Surprise
   Tolleson
   Wickenburg
   Yavapai County
   Youngtown

14. One Maricopa County Board of Supervisors member

15. One Native American Indian Community (selected by the Regional Council–would serve for two years and would be eligible for reappointment)

   Fort McDowell Yavapai Nation
   Gila River Indian Community
   Salt River Pima-Maricopa Indian Community

16. State Transportation Board member (Maricopa County)–Rotates each year

17. Chair, Citizens Transportation Oversight Committee

~~18. Ranking Maricopa Member--Senate Transportation Committee~~

~~19. Ranking Maricopa Member–House Transportation Committee~~

~~20-24. Five business community representatives: (represented by businesses with regionwide interests–associations with MAG member agencies represented would not be considered). One of the business members would represent transit interests. Examples of region-wide business interests include: newspapers, banks, airlines and health care.~~

~~25. One Freight Representative (two-year appointment-overall geographic consideration of committee should be considered).~~

Six business members of the TPC represent regionwide business interests, one of whom must represent transit interests, one of whom must represent freight interests and one of whom must represent construction interests. The President of the Senate and the Speaker of the House of Representatives shall each appoint three members to the committee. Members who are appointed serve six-year terms. The Chairman of the Regional Planning Agency may submit names to the President of the Senate and Speaker of the House of Representatives for consideration for appointment to the Transportation Policy Committee.

RICHARD K. ESSER
5423 NEW RIVER ROAD
CAVE CREEK, ARIZONA 85331
480-488-9301

November 21, 2009

Councilwoman Peggy Neely, Phoenix, Chair
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Re: Appointment of a Member to Fill the Unexpired Portion of an At-Large Seat on the Transportation Policy Committee

Dear Councilwoman Neely:

In response to your letter of November 18, 2009, I respectfully request that my name be submitted for consideration to the above referenced vacant seat. Based on the information included in your letter, it appears I fulfill the requirements for this seat.

I was recently elected to my third term to the Cave Creek town council, and as you know, I have served as the Town's MAG representative since my first term on the council.

Because my professional background and experience includes 33 years with the Highway Development Group at the Arizona Department of Transportation, I feel I have a unique understanding of the goals and objectives of this important committee.

Should you have any questions or need additional information, please feel free to contact me through Cave Creek Town Hall at 480-488-1400, or my home number above.

Thank you for your consideration.

Very truly yours,

Richard K. Esser

Richard K. Esser

cc: Mayor Marie Lopez Rogers, TPC Chair
Dennis Smith, Executive Director, MAG

TOWN OF CAREFREE

100 EASY STREET
P.O. BOX 740
CAREFREE, ARIZONA 85377
(480) 488-3686 • FAX (480) 488-3845

OFFICE OF THE MAYOR

Councilwoman Peggy Neely, Phoenix, Chair
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

Date: November 25, 2009

Dear Councilwoman Neely,

I am writing to support Dick Esser, Councilman of Cave Creek, to fill the unexpired portion of the vacant At-Large Seat on the Transportation Policy Committee.

Councilman Esser has unique qualifications for this position. His prior career in Arizona Department of Transportation is a bonus as it gives him experience in many aspects of public transportation. Thirty-three years of knowledge is a valuable asset that MAG should use to our best advantage.

Councilman Esser reliably attends MAG meetings and adds value to the discussion and decision process at those meetings.

My conversations with him convince me that Councilman Esser has a desire to serve Cave Creek, MAG and the community at large. He is currently volunteering his knowledge to help the Foothills Caring Corps, a local 501(c) (3), find funding for its transportation programs.

Experience, reliability and enthusiasm – what a combination for a candidate for the open seat on The Transportation Policy Committee.

I hope that you and MAG will give the highest consideration to Councilman Esser for this position.

Sincerely,

Mayor David Schwan
Town of Carefree

Cc: Councilman Dick Esser, Cave Creek
Town of Cave Creek

CAVE CREEK
ARIZONA

SETTLED 1870 · INCORPORATED 1986

OFFICE
OF THE
MAYOR

November 25, 2009

Councilwoman Peggy Neely, Phoenix, Chair
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

Dear Councilwoman Neely:

Please let this letter serve as that of a recommendation for Richard Esser to be considered for the vacant seat on the Transportation Policy Committee.

As you know Councilman Esser has served as Cave Creek's representative on MAG for the past five years. I had asked Councilman Esser to serve in this capacity since I felt he was best qualified to represent Cave Creek and also to contribute and serve the mission of MAG.

Given Councilman Esser's background which includes 33 years with the Highway Development Group at the Arizona Department of Transportation, I feel that he will bring those talents and experience to the goals and mission of the Transportation Policy Committee.

Should you have need to contact me please feel to do so on my cell, 480-251-9010.

Once again, thank you for your consideration.

Sincerely,

Vincent Francia

Mayor Vincent Francia

cc: Mayor Marie Lopez Rogers

37622 NORTH CAVE CREEK ROAD ★ CAVE CREEK, ARIZONA 85331 ★ 480/488-6612 ★ FAX 480/488-2263

Town of Queen Creek

November 12, 2009

Ms. Peggy Neely, Phoenix, Chair
MAG Regional Council
302 North 1st Avenue
Suite 300
Phoenix, Arizona 85003

Dear Ms. Neely:

As you know there is currently an At-Large position open on the Transportation Policy Committee (TPC) as a result of Queen Creek Council Member Barney resigning from the Town Council in order to run for Mayor. The Town is very interested in continuing to have representation on the TPC. I feel that a Queen Creek representative brings a unique perspective to the table since the Town crosses two counties and we are dealing with the challenges of providing residents and businesses with easy access to major transportation corridors, as well as constructing regional roads to support local transportation needs. As the Town has grown there has also been an increased focus on exploring alternative modes of transportation.

I would like to recommend that Council Member Jeff Brown be considered for the vacant seat on the TPC. Council Member Brown was elected to the Town Council in 2008. Prior to being elected to the Town Council, he served on the Planning and Zoning Commission. He also served as Chairman of the Transportation Advisory Committee, on the Design Guideline Steering Committee and as a member of the Finance Review Task Force. He graduated from the Queen Creek Citizen Leadership Institute in 2003.

Council Member Brown currently serves on the Town's Budget Committee, Transportation Advisory Committee, and Development Fee Working Group.

Council Member Brown would be a valuable addition to the TPC and I am confident he would do an excellent job of representing the interests of the East Valley.

Should you have any questions about this recommendation, please do not hesitate to contact me.

Sincerely,

Art Sanders
Mayor

CC: Dennis Smith, Executive Director, Maricopa Association of Governments

22350 S. Ellsworth Road, Queen Creek, AZ 85242-9311 • 480-358-3000 • Fax 480-358-3189
www.queencreek.org TDD 1-800-842-4681

Agenda Item #9

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

October 13, 2009

TO: Members of the MAG Regional Council

FROM: Councilwoman Peggy Neely, Phoenix, Chair

SUBJECT: SOLICITATION OF NAMES TO SUBMIT TO THE SPEAKER OF THE HOUSE TO FILL A VACANCY ON THE TRANSPORTATION POLICY COMMITTEE

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to each appoint three business members to the Transportation Policy Committee (TPC). In January 2007, the Speaker of the House of Representatives appointed Mr. Eneas Kane, Executive Vice President and Chief Operating Officer for DMB Properties, to a term on the TPC that ends on December 31, 2012. Mr. Kane recently notified the Speaker and MAG that he will be resigning from the TPC effective December 31, 2009. According to state law, the Chairman of the Regional Planning Agency may submit names to the Speaker for consideration in appointing a representative to fill the vacancy. **We are requesting that possible names for consideration be submitted to MAG by November 20, 2009.**

Mr. Kane's seat on the TPC represents regionwide business, which is defined in state law as "a company that provides goods or services throughout the county." It is anticipated that input on names submitted will be provided at the December 2, 2009, TPC meeting and a recommendation made by the Regional Council at its December 9, 2009, meeting. If you have any questions regarding this process for submitting names for consideration, please contact Dennis Smith at the MAG office.

cc: Transportation Policy Committee
MAG Management Committee
Intergovernmental Representatives

James M. Cavanaugh
Mayor

November 4, 2009

The Honorable Peggy Neely
Councilmember, City of Phoenix
Chair of Regional Planning Agency
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

Dear Councilmember Neely:

It is my pleasure to recommend David Veillette, President and Chief Executive Officer of Cancer Treatment Centers of America at Western Regional Medical Center for your consideration to submit to the Speaker of the House of Representatives for appointment to the Transportation Policy Committee.

Enclosed is a biography from Mr. Veillette. I feel he would be tremendous asset to the Transportation Policy Committee.

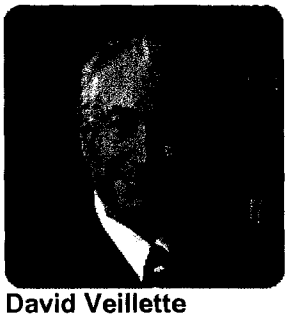
Sincerely,

James M. Cavanaugh
Mayor

Enclosure

Office of the Mayor
190 N. Litchfield Rd., Goodyear, AZ 85338
623-882-7776 · Fax 623-932-4249 · 1-800-872-1749 · TDD 623-932-6500 · www.goodyearaz.gov

Goodyear
All-America City
2008
City Livability Award 2008



David Veillette
President and CEO
Cancer Treatment Centers of America at Western Regional Medical Center

David Veillette is President and Chief Executive Officer of Cancer Treatment Centers of America at Western Regional Medical Center, Goodyear, Arizona. He is past President and Chief Executive Officer of The Indiana Heart Hospital, a fully digital hospital. Previously he served as Chief Executive Officer of the Oklahoma Heart Center, LLC in Oklahoma City and is President and Chief Executive Officer of CardCon, Inc. a consultation firm specializing in Healthcare development and implementation of new facilities.

Veillette received national recognition as the winner of the 2004 Louis Sullivan Award from the Workgroup for Electronic Data Interchange, which recognizes individuals who have distinguished themselves through their leadership, vision, and achievements in advancing the overall quality and efficiency of healthcare.

With more than 35 years of experience in the healthcare field, in both clinical and leadership roles, Veillette has held national registries in Cardiovascular, Perfusion, Radiology and Pulmonary technologies. He is a Fellow in the American College of Healthcare Executives. Veillette earned his Bachelors in Chemistry, Masters in Business and a Ph.D. in Management Studies.

Veillette was nominated in 2008 to the Arizona Chamber of Commerce & Industry Board of Directors. In 2008, Veillette received an invitation to participate in a group considered to be the top leaders in the Phoenix West Valley area called 'The West Valley 24' for 2008/2009. In January 2009, he became a member of the Valley of the Sun YMCA Board of Directors and an Honorary Board member for The Wellness Community of Arizona in February 2009. Veillette also serves on the Board of Directors for West Valley National Bank, the Arizona Broadway Theatre, and the Arizona State University School of Nursing Business Advisory Group. He served as Chairman for the AHA Heart Walk in 2000 in Oklahoma City, Oklahoma and in 2003 in Indianapolis, Indiana. Veillette also had the honor and privilege of ringing the closing bell on Wall Street, February 13, 2003.

Veillette is a Paul Harris Fellow in Rotary International, actively involved in the community and is a member of the White Tanks Rotary Club located in Goodyear, Arizona.

Veillette has written several articles on the current state and future of Healthcare both national and international and lectures at national programs and symposiums several times a year. David has published a book on the future of healthcare and what the smart organization can do for their success, "Hospitals in Crisis, a digital solution".

City of Phoenix

To: Dennis Smith
Maricopa Association of Governments

Date: October 19, 2009

From: Peggy Neely, Councilwoman PJN
Council District 2

Subject: RECOMMENDATION FOR TRANSPORTATION POLICY COMMITTEE – BUSINESS REPRESENTATIVE

I am writing to submit my recommendations to be considered for the vacancy occurring on the Transportation Policy Committee due to Eneas Kane's resignation. I would like to recommend first, Karrin Kunasek Taylor, Executive Vice President, Chief Entitlements Officer with DMB; secondly Garrett Newland, Vice President of Development, Westcor.

Please advise if additional information is needed.

City of Tempe
P.O. Box 5002
31 East Fifth Street
Tempe, AZ 85280
480-350-8225

Hugh Hallman
Mayor

Shana Ellis
Vice Mayor

P. Ben Arredondo
Councilmember

Mark W. Mitchell
Councilmember

Joel Navarro
Councilmember

Onnie Shekerjian
Councilmember

Corey D. Woods
Councilmember

November 25, 2009

The Honorable Peggy Neely
Chair, Regional Planning Agency
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

Dear Councilmember Neely:

Please consider this letter to recommend Charles Huellmantel, principal of Huellmantel & Affiliates, LLC for your consideration to submit to the Speaker of the House of Representatives for appointment to the Transportation Policy Committee (TPC). Mr. Heullmantel would be an excellent candidate for the vacant business representative position on the TPC.

He serves on the Board of Directors of the Downtown Tempe Community, has an interest in regional transportation policy and appreciates the importance of a multi-modal transportation system to enhance regional mobility. We encourage the TPC to consider Mr. Huellmantel for service on the TPC.

Cordially,

Hugh

HH/mb

Agenda Item #11

The Arizona We Want

A realistic and contemporary picture of what citizens think about life in Arizona communities, what they want for the future and how we can work together to achieve a common set of goals.

A Presentation to Maricopa Association of Governments
October 19, 2009

The Arizona We Want

A new initiative to help move our state forward:

PURPOSE: Build a citizen's agenda that reflects what Arizonans are thinking and identifies a set of clear, measurable goals that describe *The Arizona We Want*.

PROCESS: 4-phase strategy (visioning, research, dissemination and discussion, implementation) that engages citizens statewide and provides them with ongoing opportunities to express who we are, what we want Arizona to be and how we intend to get there.

PRODUCTS: Set of goals, scorecards and "how to" strategies that citizens are willing to support – and which can be addressed by leaders in all sectors using common language.

Overview: Two Studies, Three Insights

- **Gallup World Poll**

  INSIGHT: What the whole world wants is a good job and talented people will migrate to those cities and regions that provide them.

- **Gallup-Knight Foundation "Soul of the Community" Surveys**

  INSIGHT: A core relationship appears to exist between the emotional attachment that people feel for a place and its economic prosperity.

  INSIGHT: Communities that aspire to prosperity need to focus on the key drivers that influence attachment.

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Overview: Gallup Arizona Poll

Who Participated?

Telephone Poll – 3600 respondents

What do people think about life in Arizona communities?

Representative statewide sample of Arizona residents, including 600 "cell phone only" users to ensure enough representation from younger people.

Web Survey – 831 respondents

What do Arizonans want for the future?

Completed by people who also participated in the telephone poll.

Overview: Six Overarching Results

ATTACHMENT
Arizonans are surprisingly attached to their communities.
CONSENSUS
Arizona citizens agree on more than they disagree.
AESTHETICS & NATURAL ENVIRONMENT
The state's natural beauty and open spaces are seen by citizens as our greatest asset.
LEADERSHIP
Citizens are not at all satisfied with their elected leaders.
JOB CREATION
Like the rest of the world, Arizona residents want jobs.
OPENNESS
Arizona is not a great place for young college graduates.

Loving Where You Live, What Drives It and Why It Matters

What is this quality Gallup calls *attachment*?

- A sense of **connection to place**
- Determined by responses to five questions:

Loyalty: satisfaction with community, would recommend community to others, feel community will be a better place to live in five years

Passion: proud to live in community, feel it is the perfect place for people like them.

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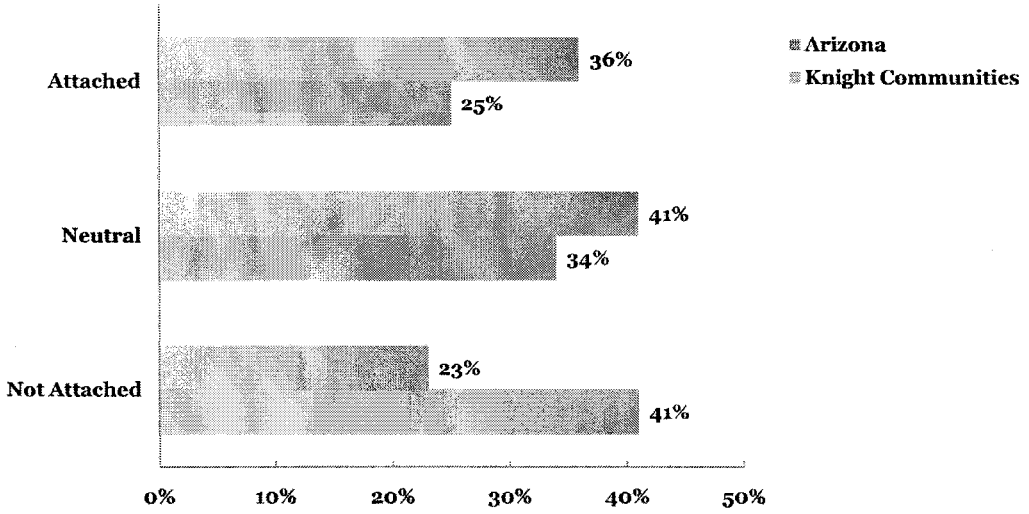
Citizen Attachment in Arizona

Arizonans are very attached to their communities – significantly more so than among the Knight communities as a whole.



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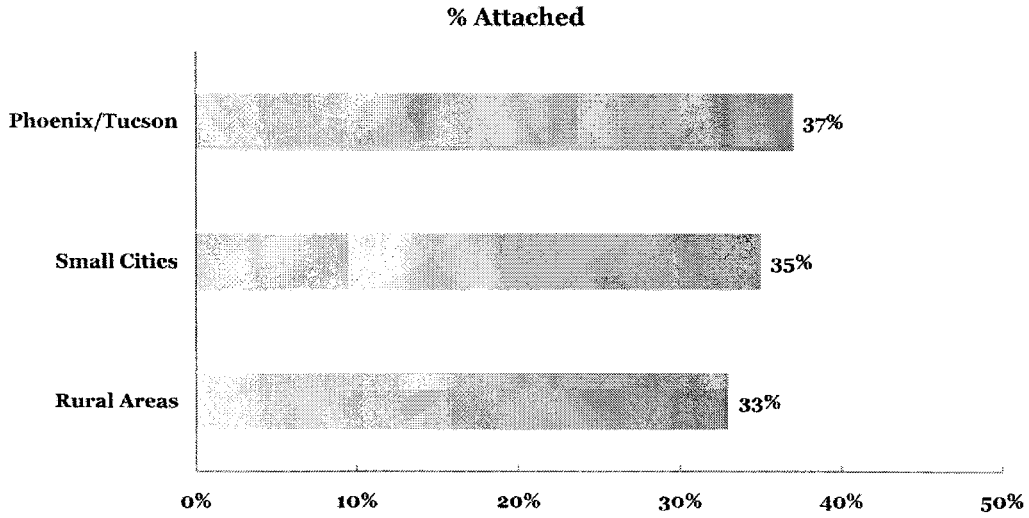
Loyalty & Passion: A Statewide Finding

Attachment is fairly comparable across Arizona, a pattern of **consensus** that generally holds true across all survey items studied in the Gallup Arizona Poll.



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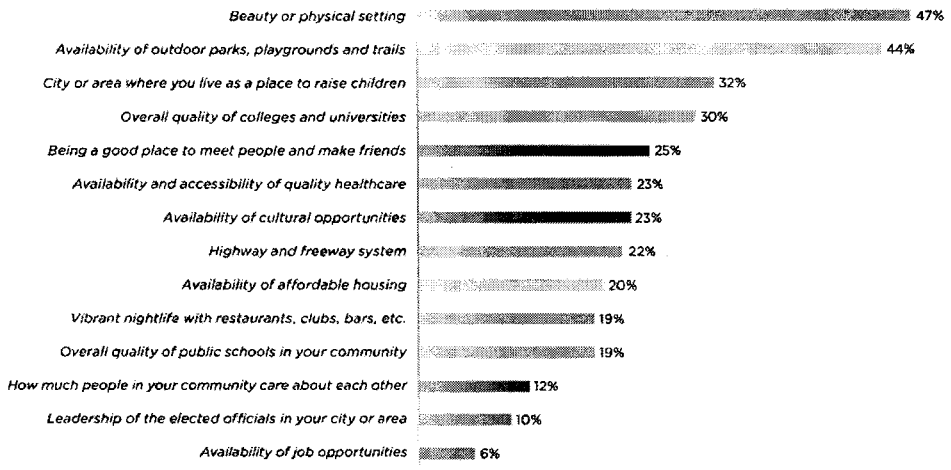
Consensus: Arizonans agree on more than they disagree.

How Would You Rate the Following in the City or Area Where You Live?

Percentage of Arizonans who give their community or area a "5—very good"



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What's different about people who are highly attached to the place they live?

Key Drivers of Attachment in Arizona

Social Offerings *Entertainment infrastructure, easy to meet people, people care about each other*	0.477
Aesthetics & Natural Environment *Physical beauty of place, parks and open spaces*	0.443
Openness *How welcoming the community is to different types of people*	0.439
Basic Services *Support infrastructure—highways, housing, health care*	0.390
K-12 Education *Quality of local public schools*	0.368
Leadership *Quality of leadership and belief that elected officials represent citizen views*	0.365
Higher Education *Quality of colleges and universities*	0.315
Economy *Local economic and employment conditions*	0.275
Safety *Local area crime and safety conditions*	0.255
Social Capital *Proximity of close friends and family, time spent with neighbors and participation in groups*	0.161
Involvement *Voting, volunteering, charitable giving and participation in efforts to deal with local issues*	0.080

HIGH — RELATIONSHIP TO ATTACHMENT — LOW

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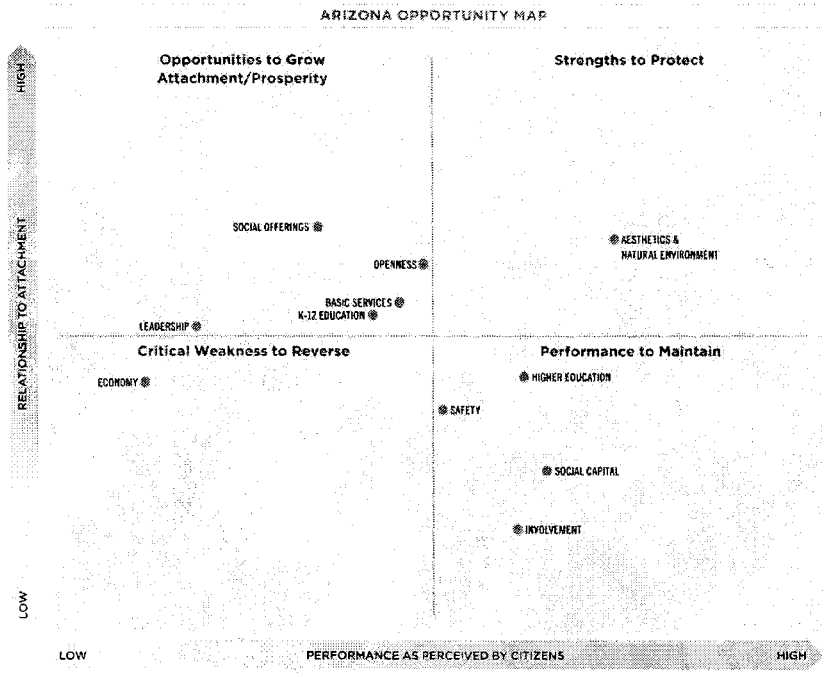
Attachment + Performance = Opportunity



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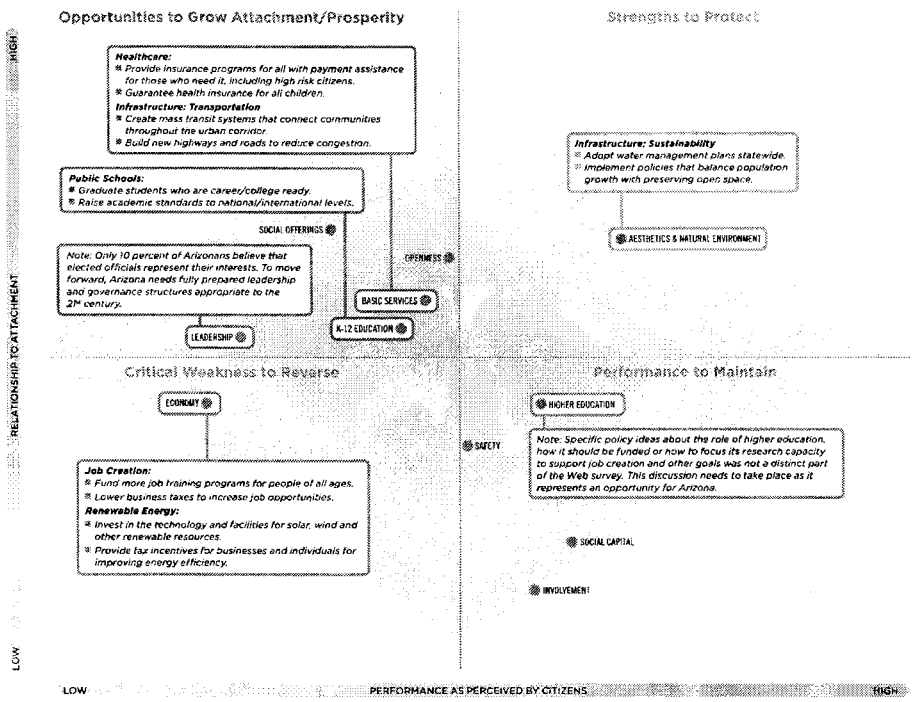
What do Arizonans want for the future?

The five issues presented to poll respondents with policy options to move Arizona forward:

Education
Healthcare
Job Creation
Infrastructure
Energy

ARIZONA OPPORTUNITY MAP

POLICY IDEAS THAT CITIZENS FAVOR



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A Citizens' Agenda for Arizona's Second Century

CARING FOR THE ECONOMY

1. Create quality jobs for all Arizonans.
2. Prepare Arizonans of all ages for the 21st century workforce.

CARING FOR PEOPLE

3. Make Arizona "the place to be" for talented young people.
4. Provide health insurance for all, with payment assistance for those who need it.

CARING FOR COMMUNITIES

5. Protect Arizona's natural environment, water supplies and open spaces.
6. Build a modern, effective transportation system and infrastructure.
7. Empower citizens and increase civic involvement.
8. Foster citizen well-being and sense of connection to one another.

CARING FOR THE ECONOMY

Goal 1 / Create quality jobs for all Arizonans.

Actions supported by citizens:

- Invest in technology and facilities to grow renewable energy. (35%)
- Offer tax incentives for energy efficiency. (29%)
- Lower business taxes to attract and grow business. (24%)
- Provide a business-friendly regulatory environment. (19%)
- Invest in research that creates new companies and jobs. (12%)

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SCORECARD AT A GLANCE

Caring for the Economy

Goal 1 / Create quality jobs for all Arizonans.

- Business Climate →
- New Employers ↓
- Job Opportunities ↓
- Unemployment ↑
- Personal Income ↓
- Poverty Levels →
- R&D ↓

Goal 2 / Prepare Arizonans of all ages for the 21st century workforce.

- Academic Performance (national, global standards) ↓
- Graduation Rates ↑
- Meet university admission standards ↓
- AA degrees per capita →
- BA/BS degrees per capita →
- Job certificate training →

CARING FOR COMMUNITIES

Goal 6 / Create a modern, effective transportation system and infrastructure.

First Steps:

The Center will encourage public officials and community leaders to identify goals and timelines for their respective regions of the state.

Relevant Poll results:

How many Arizonans chose the following action (over all others) to deal with Arizona's infrastructure issues?

17% Mass transit systems that connect urban communities of the state.

17% New highways and roads that reduce congestion.

How many Arizonans rate their community "very good" for its highway and freeway system?

22% Arizona

21% Urban Corridor

24% Small Cities

22% Rural Areas

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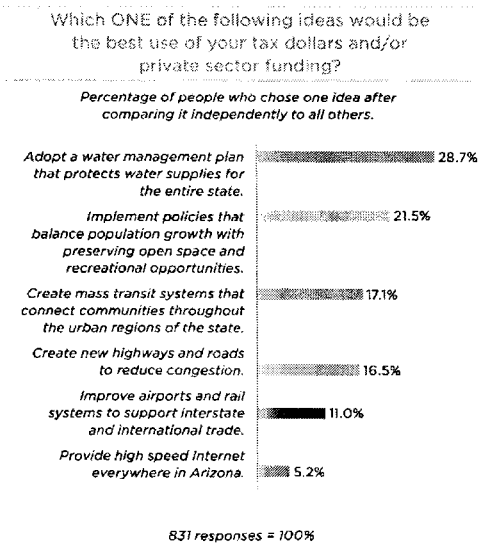
BUILD THE INFRASTRUCTURE ARIZONA NEEDS FOR THE FUTURE

Key Finding

Citizens favor adopting water management plans statewide and they want the natural environment preserved.



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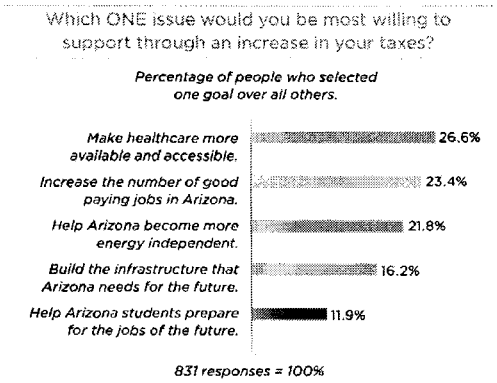
WHICH IDEAS WOULD ARIZONANS SUPPORT WITH THEIR TAX DOLLARS?

At the end of the Web survey, after citizens had evaluated specific policy ideas for addressing each issue, they were asked to consider how important each issue was to them if it involved an increase in their personal taxes.

KEY FINDING

In Arizona, citizens are most willing to support an increase in taxes if the revenues are used to increase access to healthcare.



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Five Underlying Issues that Require Resolution

Issue 1

Arizona needs fully prepared leadership and governance structures appropriate to the 21st century.

Issue 2

Arizona needs an investment strategy.

Issue 3

Arizona needs a clear and sustained commitment to global competitiveness.

Issue 4

A constructive solution to illegal immigration must be found and implemented.

Issue 5

Arizona needs a balanced and stable tax system.

LEADERSHIP

Issue 1 / Arizona needs fully prepared leadership and governance structures appropriate to the 21st century.

Citizen responses to specific leadership questions:

10% Strongly agree that leaders in their community or area represent their interests.

10% Rate the leadership of elected officials in their community or area as "very good."

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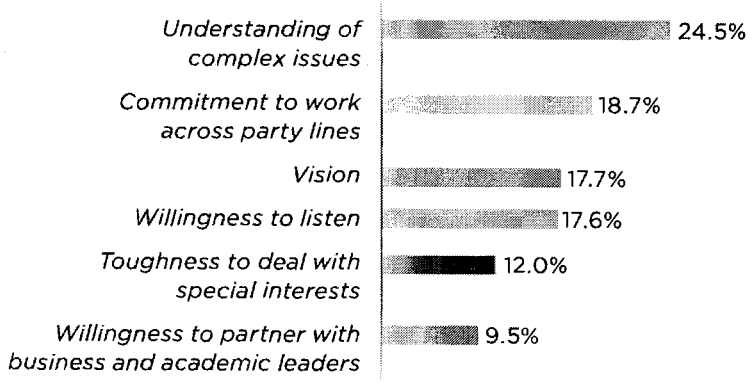
What do Arizonans expect from leaders?

Which ONE of the following traits is the most important quality in an elected official?

Percentage of people who selected one trait over all others.



831 responses = 100%

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Tools to help us achieve

- **Framework for Planning:** The Arizona Opportunity Map offers a comprehensive look at where are we are and where we need to go.
- **Citizen Goals:** Eight specific goals have been identified where citizen support is clear and compelling and five underlying issues that must be resolved.
- **Scorecards:** Together with its partners, the Center for the Future of Arizona commits to developing scorecards for each goal that will help us measure local, regional and statewide progress over time.
- **Implementation:** The report calls on citizens and leaders alike to commit to achieving *The Arizona We Want* goals.
- ***The Arizona We Want* Institute:** The Center for the Future of Arizona has established a new Institute to serve as the torchbearer and quarterback in advancing the citizens' agenda.

Building Momentum, Making Things Happen

Leaders:

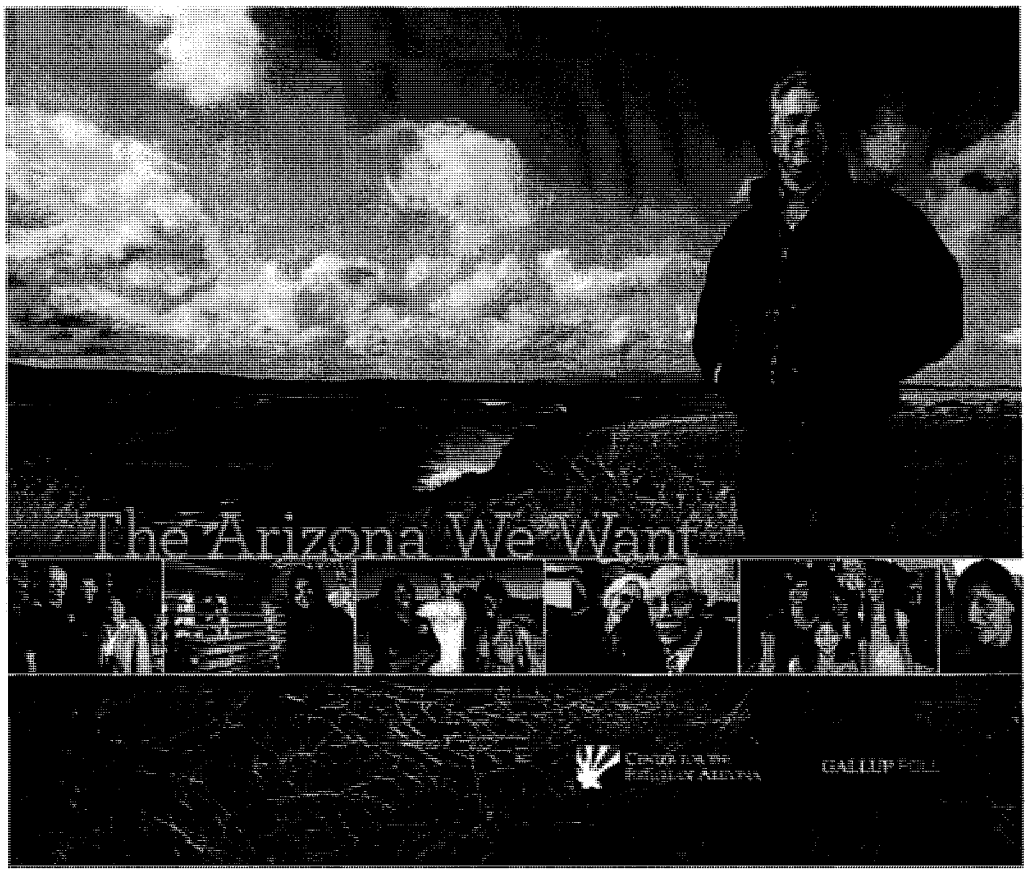
- Align goals and activities with citizen goals that fit your mission.
- Develop local and regional initiatives.
- Collaborate with others in strategic alliances.
- Use the scorecards to measure progress over time.

Community Organizations:

- Embrace citizen goals.
- Focus attention on civic involvement, citizen well-being and sense of connection.
- Participate in strategic alliances.

Citizens:

- Raise your expectations.
- Be informed.
- Become an active 'voice' for Arizona.


The Arizona We Want
GALLUP POLL

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ARIZONA
WE WANT
Take the Gallup Arizona Poll
Download "The Arizona We Want" Gallup Report
A realistic and contemporary picture of what citizens think about life in Arizona communities, what they want for the future, and how we can work together to achieve a common set of goals.
The Arizona We Want

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www.TheArizonaWeWant.org

Add Your Voice: Take the Gallup Arizona Poll online.

Find out how similar or different your responses are to those of other Arizonans.

The Arizona We Want

Center for the Future of Arizona | GALLUP POLL

WWW.THEARIZONAWEWANT.ORG

The Center for the Future of Arizona was established in 2002 by Dr. Lattie Coor to help Arizona shape its future through an action-oriented agenda that focuses on issues critical to the state.

More than a think tank, the Center is an independent “do tank” that combines research with collaborative partnerships and initiatives that serve the public interest and the common good.

Governed by a distinguished board of directors, the Center is a 501(c)(3) organization funded through foundation, corporate and community contributions.

Center for the Future of Arizona
541 East Van Buren, Suite B-5, Phoenix, Arizona 85004 | (602) 496-1360 | www.ArizonaFuture.org
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The Arizona We Want

A realistic and contemporary picture of what citizens think about life in Arizona communities, what they want for the future, and how we can work together to achieve a common set of goals.

What's Inside

5 **Introduction**

6 **Executive Summary**

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38 **Call to Action**

The goal is simple, the challenge enormous.

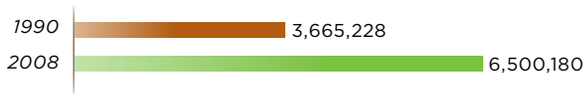
When conversations first began about how to achieve *The Arizona We Want*, we set an ambitious goal—build a citizens' agenda for Arizona's second century—a vision and set of goals that will mobilize people throughout the state and survive transitions in leadership over time.

The Arizona I found on assuming the presidency of Arizona State University in 1990 presented a reassuring picture of the community I knew while growing up here 35 years before. The people were as friendly and optimistic as I remembered. Yet, given the dynamic pace of change the state was experiencing, there was a disquietude as to where Arizona was headed, with numerous pleas for strong leadership that could forge a positive agenda for Arizona's future.

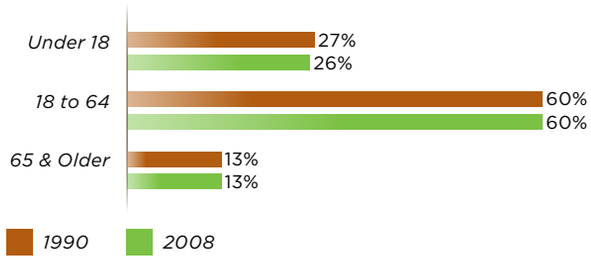
Over the past two decades, the pace of change accelerated. So, too, has the call for a vision for Arizona, one that provides a collective sense of who we are and what we want to be. This report, five years in the making, represents the response of the Center to those pleas. *The Arizona We Want* is an initiative undertaken by the Center and its partners for the purpose of creating a citizens' agenda for Arizona.

The effort began with confronting the facts:

Arizona Population



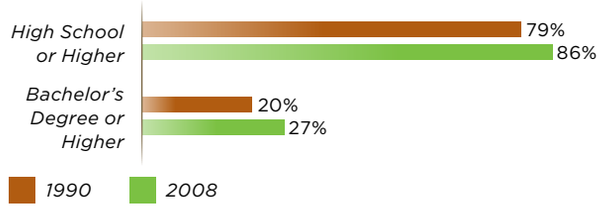
Age Distribution



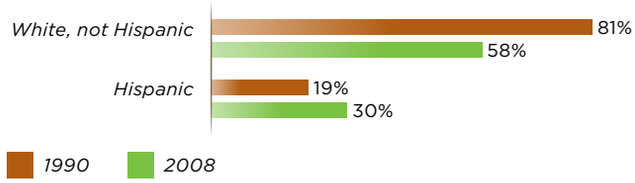
Dependency Ratio

# of youth + elderly for every 100 people of working ages, 20 to 64

Education Level



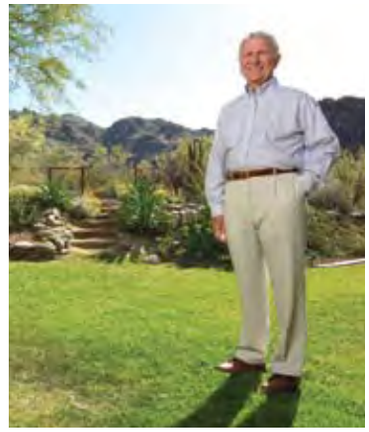
Ethnicity



Changes in Native American, Black and Asian populations are ≤ 2 percent.

We engaged Gallup in this project because it represents the gold standard—the best known and most widely respected name in the world for gathering and reporting public opinion. Gallup had just published its first results from the *Gallup World Poll*, and we were intrigued by a bold conclusion drawn from its research—*what the whole world wants is a good job*. This straightforward conclusion had the kind of clarity that people need when there are so many challenges to address in society and so many hard choices to be made.

Together, we developed the **Gallup Arizona Poll**, designed to identify a realistic and contemporary picture of Arizona. In the following pages, you'll see what we've learned about ourselves. We'll also introduce you to some innovative ways to think about our future. Gallup calls them "actionable insights" and we believe they can help us build *The Arizona We Want*.



Dr. Lattie Coor
Chairman and CEO
Center for the Future
of Arizona

SOURCE: U.S. CENSUS BUREAU

On Culture

Culture is a mysterious word. Twenty years ago it meant buying a ticket. Culture was the theater; culture was the opera. Today culture is a favorite coffee shop. It's the art walk on Thursday nights or downtown's First Friday with all its controlled chaos. It's the light rail running south down Central Avenue with all these different languages being spoken. I'm not a big fan of what's called "branding" because it never feels authentic. A community becomes distinctive because of something deeper, something real about the place and its people.

Kimber Lanning
Executive Director
Local First Arizona
Phoenix

Six overarching results.

More than a snapshot in time, the Gallup Arizona Poll helps us understand many of the beliefs and values shared by the people who live here.

CONSENSUS

Arizona citizens agree on more than we disagree. There is remarkable consensus among Arizona citizens on a broad range of issues and policy positions regardless of where people live. There is also more agreement than we expected by gender, age, income, education and ethnicity. If this level of consensus can be translated into an action agenda for the future, we can achieve *The Arizona We Want*.

ATTACHMENT

Arizonans are surprisingly attached to their communities. When the Center began this study, we wondered if Arizona's high rate of in-migration meant that citizens were a little detached. Apparently, that's not true. The Gallup Arizona Poll measures the emotional attachment people feel for "place" and found that 36 percent of all Arizona citizens feel passionate about and loyal to their communities. The criteria is rigorous and Arizona's percentage is among the highest of all geographic areas studied to date using this index. It is not significantly affected by gender, income, education or ethnicity, and it increases with time lived here.

AESTHETICS & NATURAL ENVIRONMENT

The state's natural beauty and open spaces are seen by citizens as our greatest asset. Arizona landscapes matter—on both economic and emotional levels. It's important that growth and development in the future respect the passion that citizens feel for their environment.

LEADERSHIP

Citizens are not at all satisfied with their elected leaders. Only 10 percent believe that elected officials represent their interests, and only 10 percent rate the performance of elected officials as "very good." Of the six leadership qualities presented in the Gallup Arizona Poll, citizens strongly agree that leaders need to understand complex issues, but they also want elected officials who will work across party lines.

JOB CREATION

Like the rest of the world, Arizona residents want jobs. Only six percent of our residents rate Arizona "very good" for job opportunities. A citizens' agenda that does not address quality job creation and the educated workforce necessary to support it will not reflect the concerns and opinions of citizens.

OPENNESS

Arizona is not a great place for young college graduates. Only 11 percent of our residents believe their city or area is a "very good" place for young college graduates looking to enter the job market. This is not a result that can be easily dismissed. What attracts young professionals to a place? Why are some areas a magnet for talent? Beyond a good job, talented young people want nighttime entertainment and recreational opportunities. They like places that share their commitment to the environment and "green" thinking. They want energy, synergy and opportunity.

A VISION FOR ARIZONA

The Arizona We Want is the result of a five-year effort to capture the ideas of both Arizona leaders and the citizens they represent. In the first phase, completed in 2005, the Center published a *Vision for Arizona* that called for our state to become **one of the best places in the nation to live a rewarding and productive life**.

The Center launched the second phase in 2008 to capture the voice of Arizona citizens through the Gallup Arizona Poll. We needed a realistic and contemporary picture of who we are today and what we want for the future.

One outcome of this poll is the **Arizona Opportunity Map**. It tells us clearly how Arizona citizens rate the state's performance on 11 factors that describe a high quality economic, social and physical environment in the 21st century. The map also identifies which factors most influence citizen "attachment," the degree of emotional connection that people feel with their communities.

The broad consensus in our state makes it possible for the Center and its partners to identify eight goals that we can take forward.

CITIZENS' AGENDA FOR ARIZONA'S SECOND CENTURY.

Caring for the Economy

1. Create quality jobs for all Arizonans.
2. Prepare Arizonans of all ages for careers in the 21st century workforce.

Caring for People

3. Make Arizona "the place to be" for talented young people.
4. Provide health insurance for all, with payment assistance for those who need it.

Caring for Communities

5. Protect Arizona's natural environment, water supplies and open spaces.
6. Build a modern, effective transportation system and infrastructure.
7. Empower citizens and increase civic involvement.
8. Foster citizen well-being and sense of connection to one another.

ARIZONA OPPORTUNITY MAP

What is *The Arizona We Want*?
A place where all 11 factors that define quality of life can be found on the right side of the Arizona Opportunity Map.

On the Economy

What's holding us back is a dependency on an economy that isn't sustainable. We've been relying on industries that are highly volatile and it wreaks havoc on our state and our state revenues. We need an education system that actually produces a skilled workforce and we need better land use planning. We've relied on cheap land and small investments in education. That only works if you never think beyond today.

Jacob Moore
Generation Seven Strategic Partners, Arizona State Board of Education (president), Tohono O'odham Nation (member), Salt River Pima-Maricopa Indian Community (resident)

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An extraordinary study of an extraordinary state.

We took the first step in building a citizens' agenda in 2005, when the Center published the results of a two-year study that reviewed more than 50 major policy reports.

On Community

The Arizona We Want will be the same close-knit community it is today. We both grew up in Yuma and we appreciate the values of the people here. A few years ago, we moved out of state for a job opportunity but decided after four years to come home. This is where we want our sons to grow up. They can go outdoors and play surrounded by family and friends. Yuma has been good to us. Yes, there are problems here that need to be addressed but this is our home.

Theresa & Tony Vargas
ACE Computer Concepts
Yuma

The historic reports provide an invaluable record of leadership thinking over 15 years, as Arizona struggled to provide for large and steady influxes of new people. The outcome was a planning framework that focused on opportunity, the economy and sustainable growth as key factors for success in Arizona's second century.

Over the next few years, leaders from government, business, nonprofits and higher education worked, separately and together, to develop an agenda for Arizona that would move the state forward. Initiatives were planned and a variety of efforts undertaken. Some things moved forward like the passage of Prop 301 in 2000, a major education funding initiative supported by a bipartisan coalition. But progress overall was slow and with mixed results.

Like most states, our efforts to plan for the future rely on two approaches. **Financial planning** looks at projected revenues, expenditures and growth rates. Since shortfalls are inevitable in a dynamic economy, ideas focus on ways to either grow revenues or reduce expenditures. **Organizational planning** brings leaders from all sectors together to deal with complex issues—education, water, transportation. Success relies not only on finding consensus but also on the ability of leaders to prioritize, develop workable implementation plans and convince the general public to take some course of action. While both approaches are necessary, they are essentially "top-down."

WHAT'S MISSING?

The **citizen perspective**. To capture that perspective, we need to recognize the impact of new information technology. Most Arizonans have access to thousands of news and opinion outlets. This democratization of information has far reaching implications and nowhere is the shift more evident than in today's political rhetoric. Increasingly driven by polls and public opinion surveys, democracy has been driven downward. In the book *The Future of Freedom*, Fareed Zakaria notes that from the far left to the far right, persuasion in the 21st century requires leaders to directly seek and quantify the thinking of larger and larger groups of people as well as an increasing number of small but highly influential special interest groups.

The Gallup Arizona Poll is a critical step in building a citizens' agenda with clear goals that are grounded in the minds and hearts of the people who live here.

OUR PARTNER

Why Gallup? Gallup approaches big questions from the perspective of behavioral economics—*what causes people to make the decisions they make and what are the factors that influence them?* Working with Gallup provided us a starting set of "actionable insights" drawn from two of the largest research projects ever undertaken—the Gallup World Poll and the Knight Foundation Community Surveys.

OUR CITIZENS

Who participated? The Gallup Arizona Poll includes both a telephone poll and an online Web survey. The telephone poll involved a representative statewide sample of 3,606 Arizona residents, including nearly 500 "cell phone only" users to ensure enough representation from younger people. The sample size is large because we want to be as statistically accurate as possible for different regions of the state, as well as different demographic groups. The Web survey, drawn from ideas proposed by more than 25 leaders in all sectors, was completed by 831 people who participated in the telephone survey.

OUR QUESTIONS

Tried and true, or new? A little of both. The telephone questions are tried and true, drawn from Gallup's work on several large-scale projects. The value of using questions from Gallup's "question bank" for the telephone poll is two-fold. First, the questions have been field-tested many times. Second, we can compare Arizona responses to other states and regions, the nation and the global community. The Web questions are original and focus on five issues that leaders believe must be addressed for Arizona to succeed in the future—education, healthcare, job creation, infrastructure and energy independence. And the poll digs deeper, asking citizens to consider the kinds of policies and trade-offs that are necessary to achieve goals.

OUR TIMING

Bad time or good time to be asking questions? We believe it's a good time. The severity of the economic downturn and the challenges we face at the state level aren't going to be resolved quickly. But every challenge is an opportunity. The decisions we make over the next few years may do more than just get us beyond a hard time. They could help us emerge stronger and smarter.

OUR RESULTS

What follows are the results of the Gallup Arizona Poll—the numbers, the benchmarks and the analysis that we believe can help us make good choices in the future.

In addition, the research has produced a set of tools for *The Arizona We Want* that include:

- **Planning Framework:** The Arizona Opportunity Map offers a comprehensive look at where we are and where we need to go.
- **Goals:** The report includes eight specific goals where citizen support is clear and compelling, with action steps identified for each. It also speaks to five issues that must be resolved if we are going to achieve *The Arizona We Want.*
- **Scorecards:** The report describes a process to identify metrics for each goal that will help us measure local, regional and statewide progress over time.
- **Recommendations for Implementation:** The report also announces the formation of *The Arizona We Want* Institute as an integral part of the Center for the Future of Arizona. The purpose of the Institute is to serve as a trusted bridge between citizens and leaders in public and private sectors, mobilizing people throughout the state in a concerted and sustained effort to create *The Arizona We Want.*

On Priorities

We have six children. The Arizona We Want is a place where they can get the education they need, the healthcare they need, and then the jobs they will need to raise their own families and prosper. I would like my children and grandchildren to be able to stay in Arizona. They shouldn't have to move out of state to have a bright future.

Gayla Moore
Jay's Bird Barn
Prescott

MOVING BEYOND THE NUMBERS

To put a human face on this study, we went beyond the 3,606 people who participated in the Gallup Arizona Poll by interviewing Arizona citizens from around the state. You'll get to know them throughout the pages of this report. They're your neighbors—families, couples and individuals who generously contributed their thoughts and voices to the study. There was no formal selection process. People were recommended by leaders from throughout the state.

FLAGSTAFF

The Arizona We Want is a place that understands how to build strong regional economies from a stewardship perspective. The heartbeat of Arizona, its character, is tied to our open spaces, public and private. We need a set of visionary goals for the state and we need planning that is land-sensitive and resource-smart. It will take the natural elements we have and put them together in ways that work.

Mandy Metzger
Coconino County Supervisor
District 4

Jack Metzger
Flying M Ranch & Diablo Trust
Flagstaff

YUMA

We want our kids to grow up in a place where they can dream—to believe in what they can achieve with hard work. Theresa and I are first generation citizens from humble beginnings. We know from our own experience that the core of any community is the education it provides. To be successful, Arizona has to be a good place for children to get an education and to live their dreams.

Theresa & Tony Vargas
Ace Computer Concepts
Yuma

ARIZONA'S HUMAN GEOGRAPHY

The Gallup Arizona Poll looks at our state from a different perspective, moving beyond city and county lines to recognize urban, small city and rural clusters of people who share an environment, a way of life and an economic future.

PRESCOTT

As a small business owner, one of our great hopes is that Arizona will find a way for people to have the medical insurance and quality health care they need for their families and employees. As an environmentalist, I also want Arizona to protect its most valuable assets—the hilltops and views, the watersheds, native vegetation and habitat that make this state so wild and scenic.

Gayla & Eric Moore
Jay's Bird Barn
Prescott

PHOENIX

Arizona succeeded in the '60s and '70s with semiconductors. The community invested and it paid off in quality jobs and strong engineering education. I came here from the National Institutes of Health because Arizona was moving aggressively in the biomedical sciences. Turning new ideas into something useful takes a whole community that is willing to come together, invest and provide the freedom to operate. The Arizona We Want will never lose that spirit.

Debbie Duggan
St. Joseph's Hospital & Medical Center

Dave Duggan, Ph.D.
Translational Genomics Research Institute (TGen)
Phoenix

MESA

With four daughters, we want Arizona to be a place that educates its children for the future. Our standards are too low in education. We have become an enabling society instead of one that challenges our children to perform to the same international standards as the rest of the world. Yes, some of our children have special needs. But that's true in every country. It can't be an excuse.

Pat Esparza
Director
Mesa Life Options/
Experience Corps
Mesa Community College

Chris Esparza
Sales Manager
S&K Sales Co., Inc.
Mesa

TRIBAL COMMUNITIES

My hope is that Arizona becomes a place that values its diversity and what each person brings to the table. From a tribal perspective, everyone has a gift and our responsibility is to put that gift to good use. Another belief is that decisions should be based on the impact they will have for seven generations, not the next election cycle. It's called sustainability today but it's an old value to us. We need to talk through these time-tested principles as a modern society.

Jacob Moore
Generation Seven
Strategic Partners,
Arizona State Board of Education (president),
Tohono O'odham Nation (member),
Salt River Pima-Maricopa Indian Community (resident)

TUCSON

In the Arizona I want, we'll forget about being Republicans or Democrats or independents. We'll work together and we'll do it for Tucson, for Arizona, for our country. Right now is one of the most important times we'll ever experience. There are so many important issues. We need people in leadership who will set politics aside and focus on the things that matter—education, job creation and training for individuals who are not pursuing higher education.

Celina & Bill Valenzuela
W. G. Valenzuela Drywall, LLC
Tucson

On Great Cities

I've worked in Arizona for 10 years and what's really distinctive about our state is its openness. We don't have the same kind of elitism that you find in most other large cities. But is openness enough? We need to become "great" at something we value. What do people value the most? It could be education, the infrastructure we build, or the new sustainable industries we grow. When communities are growing rapidly, sometimes people get left out of the equation. It's time to bring people back into the process because we need to know what's important to them.

Nan Ellin, Ph.D.
Planning Program Director
School of Geographical Sciences
& Urban Planning
Arizona State University
Tempe

Two studies, three insights.

Our experience has shown the value of starting with a proven approach.

A LESSON LEARNED

In 2003, when the Center decided to take a closer look at why some schools serving mostly poor, mostly Latino students are outperforming others, it struck us that our question sounded a lot like the one Jim Collins asked when he first began studying great corporations in *Good to Great*. Our focus on "achievement per student" as the metric for success lent itself to his approach. Just three years after its release, *Beat the Odds* is an institute of the Center with its own staff. We are now working with nearly 90 schools statewide.

The experience taught us to be bold, and to take advantage of cutting-edge research that can help us move forward. The partnership with Gallup brought significant advantages:

- Globally recognized brand
- Leader in public polling
- Existing base of questions to draw from for national and global comparison
- Shared commitment to using information to strengthen communities

In addition, Gallup is heavily invested in two innovative studies that are producing new insights into how people think and behave in the 21st century—the Gallup World Poll and the Gallup-Knight Foundation Community Surveys.

THE GALLUP WORLD POLL

What the world is doing is not a mystery—it's captured in everything from Gross Domestic Product (GDP) data to unemployment, birth and death rates. There is a wealth of information about what products people make, purchase and desire in every country in the world. But more and more, world leaders started asking the same question—*does anyone know for sure what the world is thinking?*

Gallup's response was the World Poll. The first round of interviews was conducted in 2005 and 2006, and the poll now reaches citizens in more than 150 countries representing 95 percent of the world's adult population. With a minimum of 1,000 interviews per nation, the poll has a ± 3.1 percent margin of error for each country.

From the world's poorest, undeveloped countries to its wealthiest, the answer was the same—*what the whole world wants is a good job*. People today know how other people live and they understand that having a good job means more than providing food and shelter for their families. It also establishes the relationship we have with our community.

The most powerful variation in predicting economic results is apparently not the size of a region's consumer base, labor pool or natural resources. It's the migration patterns of talented, skilled and educated people. Are they coming or leaving? And what influences the decision?

The message to leaders is clear. The ability to create quality jobs is fundamental to the future of all economies—large and small, urban and rural.

GALLUP-KNIGHT FOUNDATION COMMUNITY SURVEYS

In 2008, Gallup published a study of the 26 U.S. cities once served by Knight Ridder newspapers. The goal was to determine what drives citizen "attachment," what connects people to place, and how attachment influences economic prosperity.

What is attachment? It's an emotional connection. The concept emerged from years of Gallup research in the business sector. For employers, they measure employee attachment and correlate levels to critical outcomes such as productivity, employee retention and profitability. In consumer studies, they measure brand loyalty and correlate levels to purchasing decisions. In both environments, attachment proves to be a *leading indicator* of performance, not a result. The Knight Foundation Community Surveys applied the concept to citizens in a three-step process.

Step 1: Determine the level of attachment that people feel for their community. Gallup measures the loyalty and passion that connects people to place with a set of five questions that are answered on a 5-point scale:

Community Attachment

Loyalty
1. Overall satisfaction with city or area as a place to live
2. Likely to recommend city or area to friends
3. Five-year outlook of city or area as a place to live

+

Passion
4. Proud to live here
5. Perfect place for people like me

=

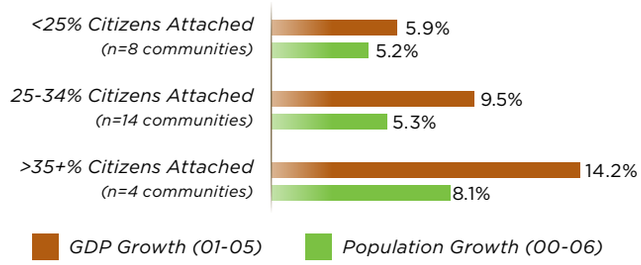
Community Attachment

The 26 Knight Foundation communities include such high population urban areas as Philadelphia, Miami and Detroit. They include smaller communities such as Boulder, Myrtle Beach and Biloxi. The broad range is especially valuable for benchmarking because Arizona cities and towns vary significantly in size.

Step 2: Correlate each community's attachment level to growth in Gross Domestic Product (GDP). Gallup took five years of GDP growth (2001-2005) and compared it to population growth (2000-2006) for each of the Knight Foundation communities. Researchers found that communities with higher levels of citizen attachment also enjoy higher levels of GDP growth.

As the table indicates, the level of GDP growth significantly outpaces the level of population growth in communities with higher levels of citizen attachment. While Gallup is not yet ready to declare that attachment is a *leading indicator* of prosperity, not a result, they believe that additional research will confirm it.

Attachment Correlated to GDP Growth



Step 3: If attachment drives prosperity, what drives attachment? Why do people answer the five questions the way they do? There are a whole range of underlying experiences and perceptions that influence the way they feel about their community. The Knight Foundation study is organized around 11 factors that define a healthy community, one that is prosperous and meets the needs of its citizens. In the 26 communities they studied, some have considerably more impact on "loyalty and passion" for place than others.

The Gallup Arizona Poll builds on the findings of both the World Poll and the Knight Foundation Community Surveys. In the next section, we'll explore how Arizona citizens feel about life in our state and what their hopes are for the future.

Knight Foundation Community listing included in Gallup Arizona Poll, Technical Report.

What did they find out?

Actionable Insights:
What the whole world wants is a good job and talented people will migrate to the cities and regions that provide them.

A core relationship appears to exist between the emotional attachment that people feel for a place and its economic prosperity (GDP growth).

Communities that aspire to prosperity need to focus on the key drivers that influence attachment.

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THE GALLUP ARIZONA POLL

A VISION FOR ARIZONA

From the time the Center began working on a *Vision for Arizona,* we were struck by the fact that most states don't have a vision. They have slogans and marketing identities. It seems surprising because most of us can't imagine trying to guide any kind of complex enterprise in a highly competitive, rapidly changing environment without a vision. It brings discipline and focus to the decisions that need to be made.

There are a number of contributing factors. For example, states are large and diverse. The geographic and demographic differences from one region to another make it hard to capture a sense of shared goals. In addition, candidates for public office spell out their own plans for the future in their political campaigns. If elected, most of those plans do not live beyond the term of the office holder. Someone else is then elected with different ideas and the cycle begins again.

As a practical matter, Arizona needs a vision to help guide us in good times and through those that are more difficult.

Recognizing the challenges, the Center decided to take a fresh approach by looking first to the citizens of Arizona. We need a deeper understanding of why people live here, what they like about their communities and what most concerns them. We need to understand what people want for the future and what trade-offs they can accept to achieve that future.

The Gallup Arizona Poll was developed with this purpose in mind. The key findings of this poll establish a baseline of citizen thinking that we believe has immense value as a framework for building an action agenda for Arizona that we can all take forward.

While discerning the public will is not easy, it is essential to Arizona's success in the future.

What Arizona is thinking.

Some surprising results and a new perspective for looking at the state and capturing the hopes of its citizens.

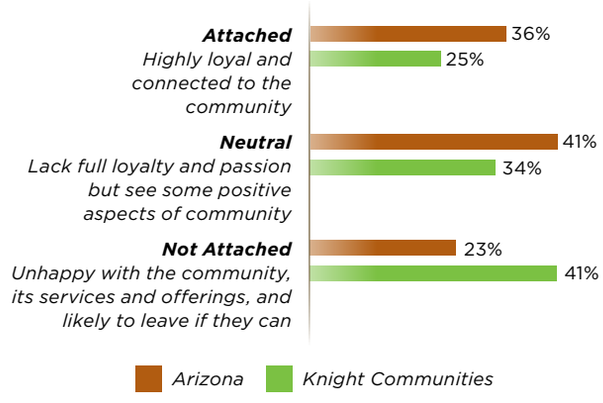
The initial telephone poll is an opportunity to build a realistic and contemporary picture of our state. The questions are drawn from Gallup's work on the World Poll and the Knight Foundation Community Surveys. Participants were selected randomly by telephone and are representative of the state's population as a whole. Based on a total sample of 3,606 respondents, the margin of error for Arizona is ± 1.7 percentage points at 95 percent confidence, and ± 2.4 percentage points for the urban corridor. The margin of error for smaller cities is ± 3.4 percentage points and ± 3.2 percentage points for rural areas.

The 36 questions asked in the poll are interesting in themselves. An added value is that they combine in fascinating ways that help us gain new insight into how we can move forward, collectively, to achieve *The Arizona We Want*.

KEY FINDING

In Arizona, 36 percent of our citizens are attached—loyal and emotionally connected to their communities. On the five questions that test the loyalty and passion that citizens feel for their communities, Arizona scores amazingly high. In fact, we have a higher proportion of attached citizens than 23 of the 26 Knight communities.

Citizen Attachment in Arizona Compared to Knight Foundation Communities



About the percentages. When we asked why the percentages seemed low, we learned that Gallup research over many years indicates that in terms of actual behavior, people who rate something as "5" are truly in a league of their own. They are the only ones counted because they're the torchbearers and the influencers. The behavior of people who respond with a "4" tends to be similar to people who respond with a "3."

Arizona Responses to Specific Attachment Questions

LOYALTY

How satisfied are you with your city or area as a place to live?

35%

(Extremely Satisfied)

How likely are you to recommend it to friends as a place to live?

39%

(Extremely Likely)

How will your city or area be as a place to live five years from now?

21%

(Much Better)

PASSION

I am proud to say I live in my city or area.

57%

(Strongly Agree)

My city or area is the perfect place for people like me.

45%

(Strongly Agree)

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On Quality of Life

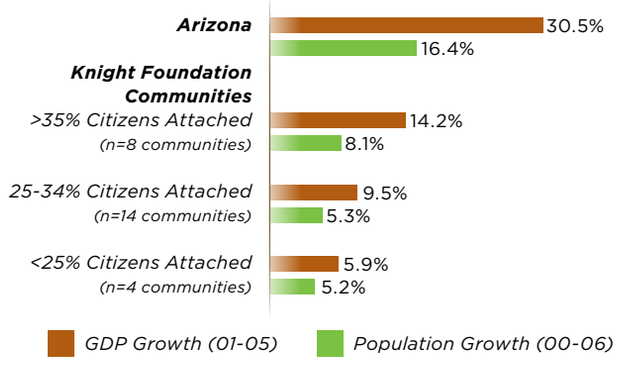
Arizona has become supremely urban. But the heartbeat of the state, its greatest asset, is land. It's not just about what you can raise—corn, cotton, cattle. It's so much more than that. It's our open spaces, our healthy watersheds, our forests. The urban areas are just punctuation, to me, on the landscapes. If we lose the landscapes, all bets are off for the future of the state.

Mandy Metzger
Coconino County Supervisor
District 4
Flagstaff

KEY FINDING

The core relationship between attachment and prosperity is clearly evident in Arizona.
After determining Arizona's overall level of attachment, Gallup compared our GDP growth over the same period of time used in the Knight Foundation Community Surveys. What they found is that our state fits very comfortably into the high attachment—high GDP growth per capita cluster.

Citizen Attachment in Arizona Correlated to GDP Growth



An important result. Surprisingly, the emotional attachment that people feel for a place has little to do with geography. At 37 percent, people in the urban corridor are slightly more likely to be attached than citizens in small cities at 35 percent or rural areas at 33 percent. There is almost no difference by gender, income, education or ethnicity. The differences are much greater with different age groups, ranging from 26 percent for 18 to 34-year-olds to 54 percent for people age 65 and older.

KEY FINDING

In Arizona, the factors that influence attachment can be measured.
The telephone poll asks people to respond to sets of questions that are organized around 11 factors that define a healthy community, one that is prosperous and meets the needs of its citizens.

What Gallup found in Arizona is that citizens who feel a high level of attachment to their communities answer questions very differently than those who are not as attached.

As the chart indicates, the differences are greater with questions concerning our social offerings, aesthetics and openness. These attributes are powerful influences on the emotional connection we feel to a place. When the responses of both groups are similar, that factor may be critically important to our quality of life—like the economy—but it's not driving our sense of attachment to the same degree.

Key Drivers of Attachment in Arizona

Social Offerings *Entertainment infrastructure, easy to meet people, people care about each other*	0.477
Aesthetics & Natural Environment *Physical beauty of place, parks and open spaces*	0.443
Openness *How welcoming the community is to different types of people*	0.439
Basic Services *Support infrastructure—highways, housing, health care*	0.390
K-12 Education *Quality of local public schools*	0.368
Leadership *Quality of leadership and belief that elected officials represent citizen views*	0.365
Higher Education *Quality of colleges and universities*	0.315
Economy *Local economic and employment conditions*	0.275
Safety *Local area crime and safety conditions*	0.255
Social Capital *Proximity of close friends and family, time spent with neighbors and participation in groups*	0.161
Involvement *Voting, volunteering, charitable giving and participation in efforts to deal with local issues*	0.080

HIGH — RELATIONSHIP TO ATTACHMENT — LOW

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KEY FINDING

Arizona's performance on 14 quality of life features gets a mixed review.

In the telephone poll, people are asked to rate the city or area in which they live on 14 different features that are important to quality of life.

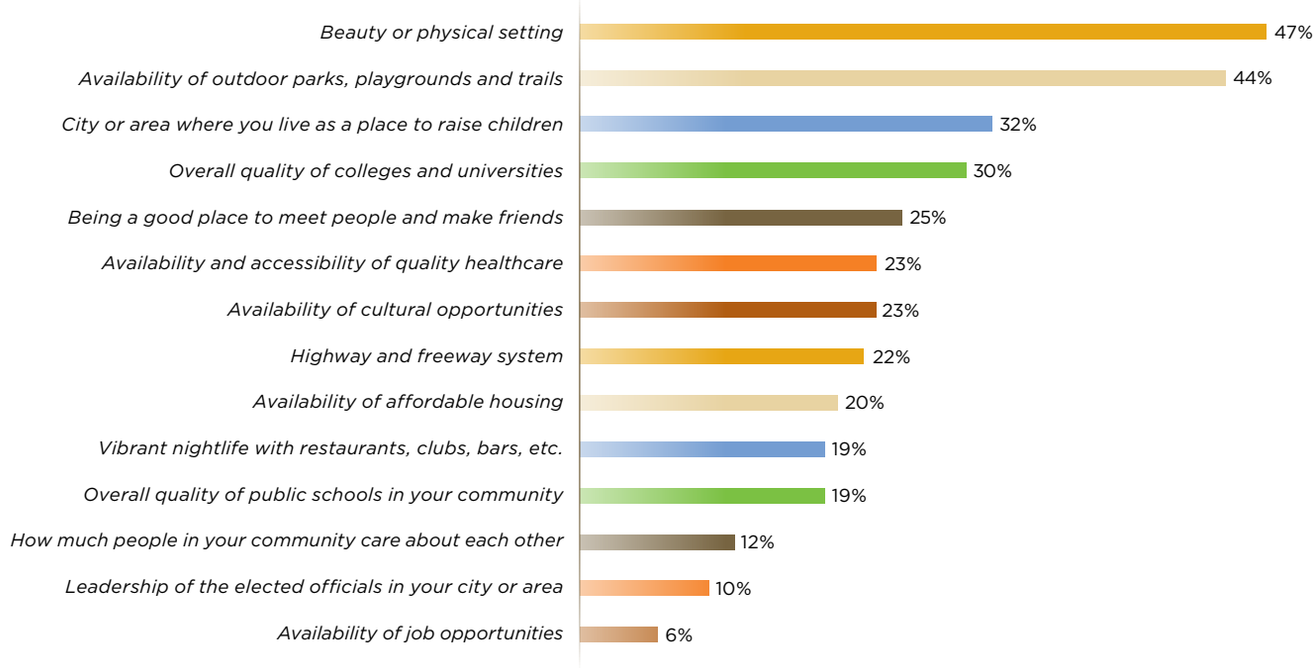
Surprisingly, there is little overall difference in how citizens rate Arizona's performance across the three regions of the state—urban corridor, small cities and rural areas.

There is also little difference by gender, age, income, education or ethnicity. The top three or four features are consistently the top features and the bottom two are consistently the bottom two as rated by citizens.

Still, there are small differences. For example, 25 percent of rural citizens rate the public schools in their community as "very good." Younger people (18 to 34) and older citizens (65+) rate the highway and freeway system better than do people between the ages of 35 and 64. People with less income and education are more positive about the leadership of elected officials.

How Would You Rate the Following in the City or Area Where You Live?

Percentage of Arizonans who give their community or area a "5—very good"



On Migration

People are attracted to places for different reasons. My parents moved here when I was in high school because of a job. Now they're wondering what happened to job opportunities here. Other people come for the natural beauty, the great outdoors of Arizona. That may drive tourism but it's not enough to keep young people over the long run. We're not working hard enough at the things that connect people—the culture, uniqueness and spirit of the place.

Ada Dieke
Doctoral Student
Public Health
University of Arizona
Tucson

On Education

Our public schools need a lot of work and I don't think it's just about money. We have lowered our expectations so much and many kids are coming out of school unprepared for work and unprepared for citizenship. Too many have no idea how their government works. We need high standards and we need to put civics back in the curriculum.

Jack Metzger
Flying M Ranch & Diablo Trust
Flagstaff

ARIZONA OPPORTUNITY MAP

Arizona's Opportunity Map

Gallup's work with the Knight communities has led to a way of mapping opportunity in specific communities and areas.

The 11 factors that affect attachment to varying degrees are measured on the vertical axis. Arizona's performance on these same factors is determined by citizen responses to 30 of the questions in the telephone poll. The results are mapped on the horizontal axis.

KEY FINDING

Arizona has significant opportunities to improve both prosperity and overall quality of life.

The Arizona We Want is a healthy, progressive place that meets the needs of its citizens. To achieve the goal, Arizona has two challenges. First, we need to improve our performance in six critical areas identified as low performing by citizens—the economy, leadership, K-12 education, basic services, the openness of our culture and the quality of our social offerings.

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Second, and equally important, we have to protect and maintain our performance in areas where we're doing fairly well. For example, protecting the natural beauty of the state, its open spaces and recreational opportunities is obviously important to citizens in every region. Planning for the future has to ensure that these assets remain part of the essential character of Arizona.

KEY FINDING

Arizona is not a great place to live for talented young people.

In the telephone poll, people are asked to rate their city or area as a place to live for different groups of people. The intent is to discover if newcomers and people of all ages find it easy to become part of the community and to prosper here.

Once again, there is little difference in responses across the state. Citizens in the urban corridor, small cities and rural areas all rate their community for these groups in exactly the same order. The demographic differences are also slight.

SOME FINAL COMMENTS ABOUT THE TELEPHONE POLL

On the 14 quality of life features, citizens give their lowest performance rating to the "availability of job opportunities" in Arizona. When asked to rate their community as a place to live for different groups of people, only 11 percent believe that it's "very good" for young college graduates looking to enter the job market.

What about younger people?

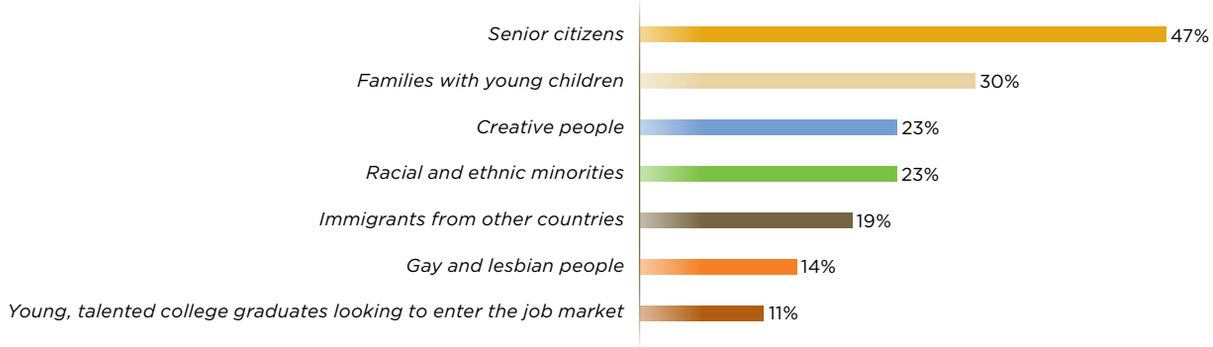
While it's true that younger people (18 to 34 year olds) are less likely to be emotionally attached to a place than older residents, 26 percent are attached in Arizona compared to 19 percent in the Knight Foundation Communities. At the same time, a full 29 percent of our young people would move to another city or state if they had the choice.

Actionable Insights for Arizona

It's a clear message—we need to pay close attention to how we invest in and encourage opportunities for all Arizonans. A high level of attachment doesn't mean talented and skilled people, especially young people, won't leave if Arizona doesn't have quality jobs available and the quality of life they seek. That's true in the urban corridor and even more significant in Arizona's small cities and rural areas.

How Good is Your Community for Different Groups of People?

Percentage of people who give their community or area a "5—very good".



On Openness

Things are so much better than when I was growing up. I got paddled every single day in school for speaking Spanish. Many people in my generation just gave up on the education system here. But my experiences made me stronger. Today, Tucson is a very diverse community and it's probably a good place for most groups of people. The only exception in my mind is young, educated college graduates. We don't have the jobs for them.

Bill Valenzuela
W.G. Valenzuela Drywall, LLC
Tucson

What Arizona wants.

Economic downturns challenge us to think about how we can emerge stronger and more sustainable in the future.

My job provides the income needed to support my family.

39%

(Strongly Agree)

Arizona leaders are calling for new investments and policy changes on a number of issues, but which ideas have the support of citizens? The Web survey asks citizens to consider ideas from a variety of sources: initiatives being considered in Arizona that are supported by various leaders and organizations, ideas being considered at the federal level, and ideas from expert practitioners in Arizona who have a deep understanding of the five issues presented to participants.

For each of the five issues, participants were offered a series of five or six options for the best use of their tax dollars. Participants were not asked to rank order the options because that doesn't tell us the magnitude of their preferences. For example, the difference in support between an option ranked first and one ranked second might be highly significant or too close to call.

Instead, the choices were presented two or three at a time, forcing participants to choose a single, favorite option. The sequence of either/or choices ultimately positions each option against all other options. This allows us to calculate the relative support that citizens express for each option in a more precise manner.

Respondents to the telephone poll were invited to participate in the Web survey at the conclusion of their interview. A total of 831 people completed the survey, representing all three regions of the state, all ages and attachment levels.

Based on the size of the sample and the "forced choice" methodology used, the margin of error for Arizona at 95 percent confidence is ± 0.3 percentage points, less than one third of one percent. The margin of error is ± 0.5 percentage points in the urban corridor and ± 0.9 percentage points in smaller cities and rural areas.

The five issues that were presented to participants

1. *Help Arizona students prepare for the jobs of the future.*
2. *Make healthcare more available and affordable.*
3. *Increase the number of good-paying jobs in Arizona.*
4. *Build the infrastructure Arizona needs for the future.*
5. *Help Arizona become more energy independent.*

The following results represent which policies or investments citizens are most likely to support as we begin planning for Arizona's future. All choices are tied to individual tax dollars as a primary revenue source. Several combine tax dollars with other revenue sources, when appropriate.

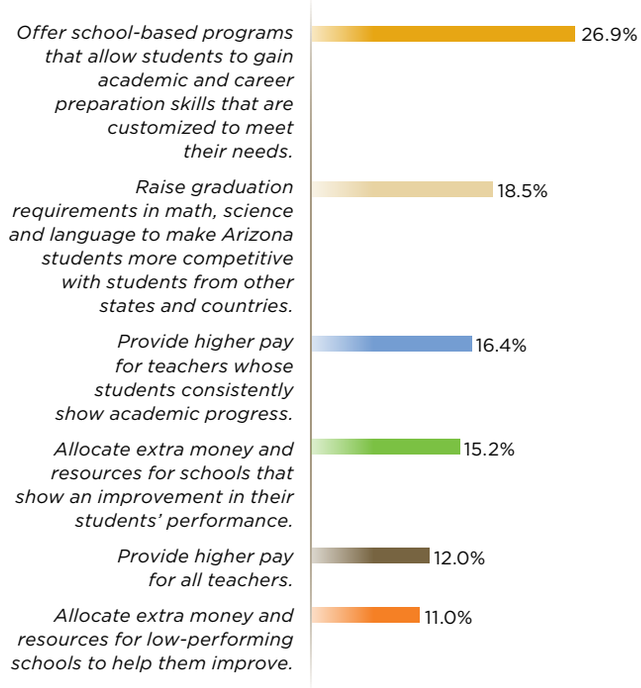
1 HELP ARIZONA STUDENTS PREPARE FOR THE JOBS OF THE FUTURE

KEY FINDING

Citizens favor school programs that ensure students are career/college ready, and they want academic preparation to be competitive with the rest of the world.

Which ONE of the following ideas would be the best use of your tax dollars?

Percentage of people who chose one idea after comparing it independently to all others.



831 responses = 100%

How broad is the consensus?

- **Geographic Regions:** There is little disagreement in the level of support citizens have for the ideas presented. All three regions—urban corridor, small cities and rural areas—support the six approaches in the same order of preference.
- **Attachment:** While all respondents give their highest support to programs that help students customize their education and training, attached citizens are more likely to support higher pay for teachers whose students show academic progress than "not attached" citizens.
- **Age:** Younger people (18 to 34) are more likely than others to support providing low performing schools with extra money and resources to help them improve. People 35 years of age and older are more likely to support raising graduation requirements in math, science and language to international standards.

Actionable Insights for Arizona

Only 19 percent of Arizonans rate their public schools as "very good" and they recognize that "one size does not fit all." Transforming our education system so students can choose multiple paths to their personal future is a clear direction to take in planning a citizens' agenda. Arizona citizens want students to graduate career/college ready, and recognize that their academic preparation should meet national and international standards.

On Education

Arizona's children can only climb as high as we set the bar. And the bar we set will determine their ability to compete globally and our ability as a state to compete. The quality of education we provide also drives job creation because employers come to a place and prosper when they have access to an educated and skilled workforce. We need to invest more in education and we need to eliminate tenure. Our children deserve teachers with the talent to truly encourage and inspire them.

Pat Esparza
Director
Mesa Life Options/Experience Corps
Mesa Community College

2 MAKE HEALTHCARE MORE AVAILABLE AND AFFORDABLE

On Healthcare

We own a small business and we're doing pretty well. But the cost of living is high in Prescott and we have six children. There have been times when we couldn't afford health insurance for our family. We still can't afford to provide it for employees. I wish we could, but it's too expensive. I don't support socialized medicine, but if I could decide how my taxes are used, one priority would be to make health insurance more affordable.

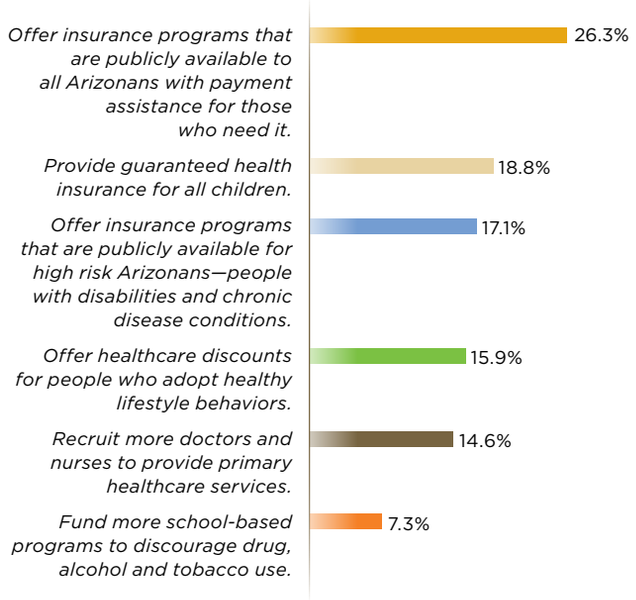
Gayla & Eric Moore
Jay's Bird Barn
Prescott

KEY FINDING

Citizens favor insurance programs for all Arizonans with payment assistance for those who need it.

Which ONE of the following ideas would be the best use of your tax dollars?

Percentage of people who chose one idea after comparing it independently to all others.



831 responses = 100%

How broad is the consensus?

- **Geographic Regions:** There is little disagreement about the importance of making health insurance available to all Arizona citizens. The top three choices favored by citizens deal with concerns over affordable health insurance, accounting for 62.2 percent of the total responses. In addition, only 23 percent of Arizona citizens rate the availability and accessibility of healthcare as "very good" on the telephone poll. That number drops to 18 percent in small cities and 17 percent in rural areas.
- **Attachment:** Attached citizens are more likely to support efforts to recruit more doctors and nurses than other groups.
- **Age:** Much like attached citizens, people over the age of 65 are more concerned about recruiting doctors and nurses to their area. They are also significantly less concerned about providing health insurance for all Arizona children.

Actionable Insights for Arizona

The health concerns of Arizona mirror the concerns of the nation. On Gallup's annual Health and Healthcare Poll, conducted in November 2008, Americans identified access to healthcare as the most urgent health problem facing the country for the second year in a row. In addition, the Arizona Opportunity Map identifies Basic Services, which include access to healthcare, as a factor that significantly influences citizen attachment.

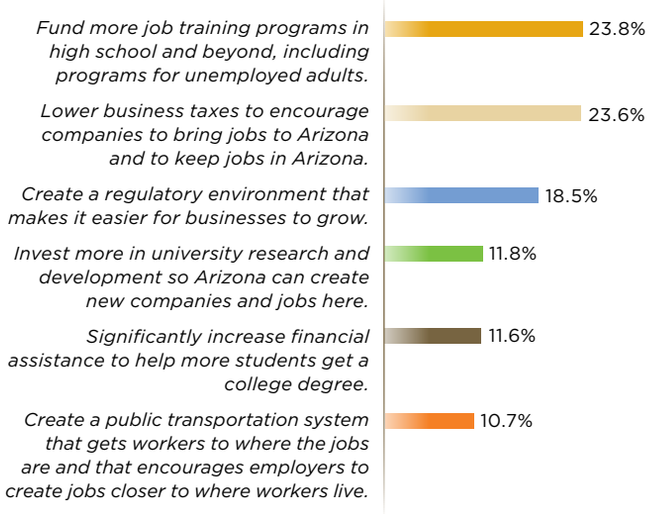
3 INCREASE THE NUMBER OF QUALITY JOBS IN ARIZONA

KEY FINDING

Citizens favor two ideas—job training programs and lower business taxes.

Which ONE of the following ideas would be the best use of your tax dollars and/or private sector funding?

Percentage of people who chose one idea after comparing it independently to all others.



831 responses = 100%

How broad is the consensus?

- **Geographic Regions:** There is little disagreement about the top two ideas for job creation. But citizens in the urban corridor are more likely than others to support public transportation and investments in university research.
- **Attachment:** Attached citizens are the most likely to support lower business taxes and a business-friendly regulatory environment. Citizens who are not attached are the most likely to support public transportation.
- **Age:** Not surprisingly, people 18 to 54 are more likely to support financial assistance for college students than citizens age 55+.

At the statewide level, only six percent of all citizens see the availability of job opportunities as "very good." The number drops to three percent in small cities and rural areas, where a full one-third of all citizens rate job opportunities as "1—very bad."

Because citizens support lifelong training programs, it's tempting to assume that the relationship between education and job creation is well understood. That's not clear and more discussion is needed. Citizens seem to believe that Arizona needs a tax policy that attracts and grows new business to expand job opportunities. The relationship between investments in Arizona's growing research environment and job creation, however, appears to be less well understood.

Actionable Insights for Arizona

Citizen responses to several questions on the Gallup Arizona Poll make it clear that job creation is seen as a critical statewide need. The strong support for job training programs suggests that people understand that more training may be needed if working people are going to find the job opportunities they want in the future.

On Job Creation

Jobs are scarce in Yuma. There are just a handful of large employers—the military, local government, agriculture and the schools. We need to create new industries that fit us—maybe in renewable energy. We cannot prosper long-term as a community without investing in ideas that create jobs.

Tony Vargas
Ace Computer Concepts
Yuma

4 BUILD THE INFRASTRUCTURE ARIZONA NEEDS FOR THE FUTURE

On Infrastructure

With such high growth, the infrastructure in Arizona will always be an issue. But we can't keep building out a system that is largely based on fossil fuels. We need better planning and we need to understand that two of the most important aspects of the infrastructure are schools and energy resources. If we pay more attention to creating a top education system and becoming more energy independent, good jobs will come. All of these things link together. They are the building blocks of prosperity.

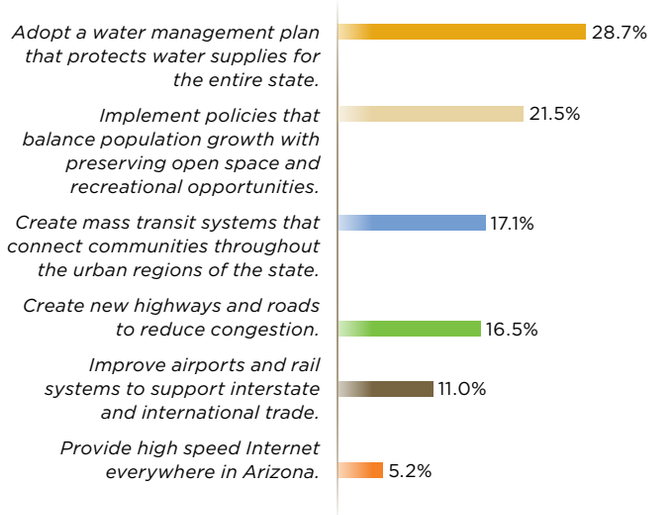
Dave Duggan, Ph.D.
Translational Genomics
Research Institute (TGen)
Phoenix

KEY FINDING

Citizens favor adopting water management plans statewide and they want the natural environment preserved.

Which ONE of the following ideas would be the best use of your tax dollars and/or private sector funding?

Percentage of people who chose one idea after comparing it independently to all others.



831 responses = 100%

How broad is the consensus?

- There is little difference in the opinions of Arizonans by geography, attachment or age when it comes to water. It should be noted that support for water management planning is higher in rural areas at 29.6 percent and small cities at 30.2 percent.

It comes as no surprise that people in a Western state are concerned about water. The results confirm what most of us know—the long-term quality and sustainability of our water supplies are fundamentally important. Water is a complicated issue that crosses state lines and national borders. Failure to deal with the issues and to plan for the long term, however, is unacceptable and citizens understand that.

Citizens also understand the value of the state's aesthetics—the physical beauty of Arizona and the importance of balancing growth with preserving our open spaces and recreational opportunities. This conclusion is supported by a question in the telephone poll. When asked how they felt about efforts to preserve the environment, 71 percent of Arizona citizens expressed satisfaction.

Actionable Insights for Arizona

Citizens don't want to lose the environment they consider so valuable. Protecting our open spaces and ensuring our long-term water supplies are critical to *The Arizona We Want*.

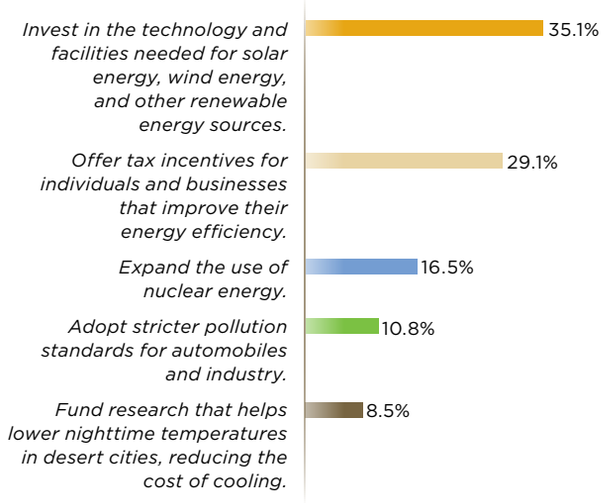
5 HELP ARIZONA BECOME MORE ENERGY INDEPENDENT

KEY FINDING

Citizens favor investing in technology and facilities for solar, wind and other renewable energy sources.

Which ONE of the following ideas would be the best use of your tax dollars, private sector funding and consumer price increases?

Percentage of people who chose one idea after comparing it independently to all others.



831 responses = 100%

How broad is the consensus?

- **Geographic Regions:** Every part of the state strongly supports investments in renewable energy as the direction Arizona should take in the future.
- **Attachment:** Attached citizens are slightly more willing to support the increased use of nuclear energy than citizens who are not attached.
- **Age:** Younger people age 18 to 34 are less likely to support the use of nuclear energy than other age groups. Support for expanding the use of nuclear energy increases with age.

At 35.1 percent, investing in renewable energy resources received the largest percentage of citizen support of any idea presented for the five goals included in the Web survey.

There are probably several reasons, and some of the individual people profiled in this report mentioned a few—volatile gas and energy prices, the realization that foreign oil leaves us politically and economically vulnerable, the additional realization that solar energy and other renewable sources offer new opportunities for job creation and a stronger economy.

Actionable Insights for Arizona

Citizens endorse the use of taxes for the purpose of investing in renewable energies. For Arizona to move forward, however, will require a significant public-private partnership with clearly defined roles and responsibilities.

On Energy

Making Arizona more energy independent would be a great way to create jobs. Our biggest resource is the sun—we should be investing in research that makes solar energy more efficient and cost-competitive. I could see government helping to fund the research and the facilities to get things started but, ultimately, solar is only viable if it becomes profitable. Government is not motivated by profit. So the ultimate responsibility for making solar work has to be with the private sector.

Chris Esparza
Sales Manager
S&K Sales Co., Inc.
Mesa

On Taxes

For Arizona to live up to its potential as a great place to live means we need a sustainable tax policy—and we don't have one. In Arizona, state and local government are very focused on operational issues. We have an immediate surplus or we have a shortfall. We need to start looking down the road. And we need to invest our tax dollars in the right things—better public schools and new industries. Growth is inevitable in Arizona. But talented, skilled people who aren't yet ready to retire come to places with good schools and quality jobs.

Peter Michaels
News Director
Arizona Public Media
Tucson

WHICH IDEAS WOULD CITIZENS SUPPORT WITH THEIR TAX DOLLARS?

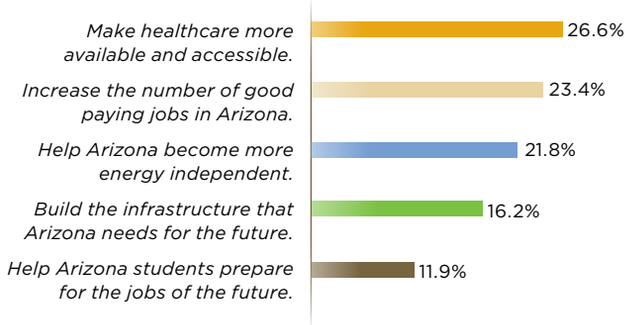
At the end of the Web survey, after citizens had evaluated specific policy ideas for addressing each issue, they were asked to consider how important each issue was to them if it involved an increase in their personal taxes.

KEY FINDING

In Arizona, citizens are most willing to support an increase in taxes if the revenues are used to increase access to healthcare.

Which ONE issue would you be most willing to support through an increase in your taxes?

Percentage of people who selected one goal over all others.



831 responses = 100%

How broad is the consensus?

- **Geographic Regions:** At 27.3 percent, residents in the urban corridor are more concerned about healthcare than citizens in small cities at 22.7 percent and rural areas at 25.7 percent. The top priority for rural areas is job creation at 28.6 percent.
- **Attachment:** Attached citizens are more willing to support helping Arizona students prepare for the jobs of the future than citizens who are not attached.
- **Age:** Job creation is the greatest concern among citizens age 18 to 54. Support for helping students prepare for the jobs of the future declines with age.

Arizona citizens, like the rest of the nation, are concerned about access to healthcare. Because health insurance for working adults in this country is most frequently tied to employment, these concerns are greater when job security is uncertain and the job market is considered weak.

Actionable Insights for Arizona

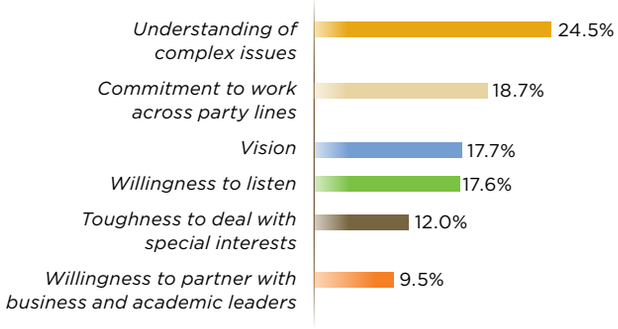
People were not asked to prioritize the importance of the five goals. They were asked to choose which single goal they would choose to support (over all others) with an increase in taxes and/or consumer prices. The fact that one goal receives more support than others does not necessarily mean that people don't think other goals are important. Choosing one may mean that it's of more immediate and personal concern.

KEY FINDING

Citizens believe that elected officials must understand complex issues to govern effectively in the 21st century.

Which ONE of the following traits is the most important quality in an elected official?

Percentage of people who selected one trait over all others.



831 responses = 100%

How broad is the consensus?

- **Geographic Regions:** At 26.1 percent, residents in the urban corridor are most concerned about the ability of leaders to understand complex issues. People in small cities and rural areas feel more strongly about a commitment to work across party lines.
- **Attachment:** People who are emotionally attached value a leader's willingness to listen more than citizens who are not attached.
- **Age:** Younger citizens also value a willingness to listen but selection of this quality declines with age. People age 65+ consider a leader's vision very important, closely followed by understanding complex issues and the toughness to deal with special interest groups.

The initial telephone poll included two questions about leadership in Arizona. At 8 percent, college graduates and high income citizens give the lowest ratings to elected officials. The highest ratings are expressed by people over the age of 65 at 15 percent, and Hispanic citizens at 14 percent.

Actionable Insights for Arizona

Leadership is a key opportunity for Arizona. The results make it clear that citizens believe the major issues we confront cannot be solved in a simplistic way nor can they be resolved in a partisan way. Citizens want leaders who are smart, fully prepared to lead, and who can work across party lines.

Arizona Responses to Specific Leadership Questions

Leaders in my community or area represent my interests.

10%

(Strongly Agree)

How would you rate the leadership of the elected officials in the city or area where you live?

10%

(Very Good)

Some Other Arizona Responses

SOCIAL OFFERINGS

12%

Believe that people in their city or area care about each other.

INVOLVEMENT

38%

Worked with others in their community to make change.

SAFETY

35%

Believe it's completely safe to walk at night within a mile of their home.

SOCIAL CAPITAL

74%

Talk to their neighbors at least once a month.

WELL BEING

29%

Learned or did something interesting yesterday.

A fresh approach.

The Arizona Opportunity Map is more than a concise display of data—it offers a new way of thinking and planning for *The Arizona We Want*.

The telephone poll helps us see clearly where we stand in the eyes of citizens on specific issues that affect our prosperity and quality of life. The Web survey evaluates specific policy ideas to identify those that citizens are likely to support. Combining results provides a baseline of citizen thinking that can serve as the foundation for a citizens' agenda. But as the map clearly shows, the opportunities require a combination of public policy and community building efforts.

THE ROLE OF PUBLIC POLICY

Citizens expect government to play a responsible role in our society. If Arizona is going to succeed, government action is needed to improve K-12 education, increase access to health care, build a modern transportation infrastructure, ensure public safety, and provide the policies for good land and water management. These programs are largely tax-based and citizens understand that. Government's role in the economy may be a supporting role but it is critical. Arizona needs a sustainable tax policy, and postsecondary education and job training that produces a 21st century workforce.

THE VALUE OF COMMUNITY BUILDING

Other factors are less tangible—Arizona's social offerings, social capital, and to some extent our openness, safety and citizen involvement. These factors do not rely solely on public policy. They reflect the culture of the communities we are building and the core values that determine how we treat one another.

How can we go from ideas to actions?

Most large-scale planning efforts focus on public policy. What make this a fresh approach is that the Gallup Arizona Poll challenges us to address both public policy and community building with similar levels of thought and action.

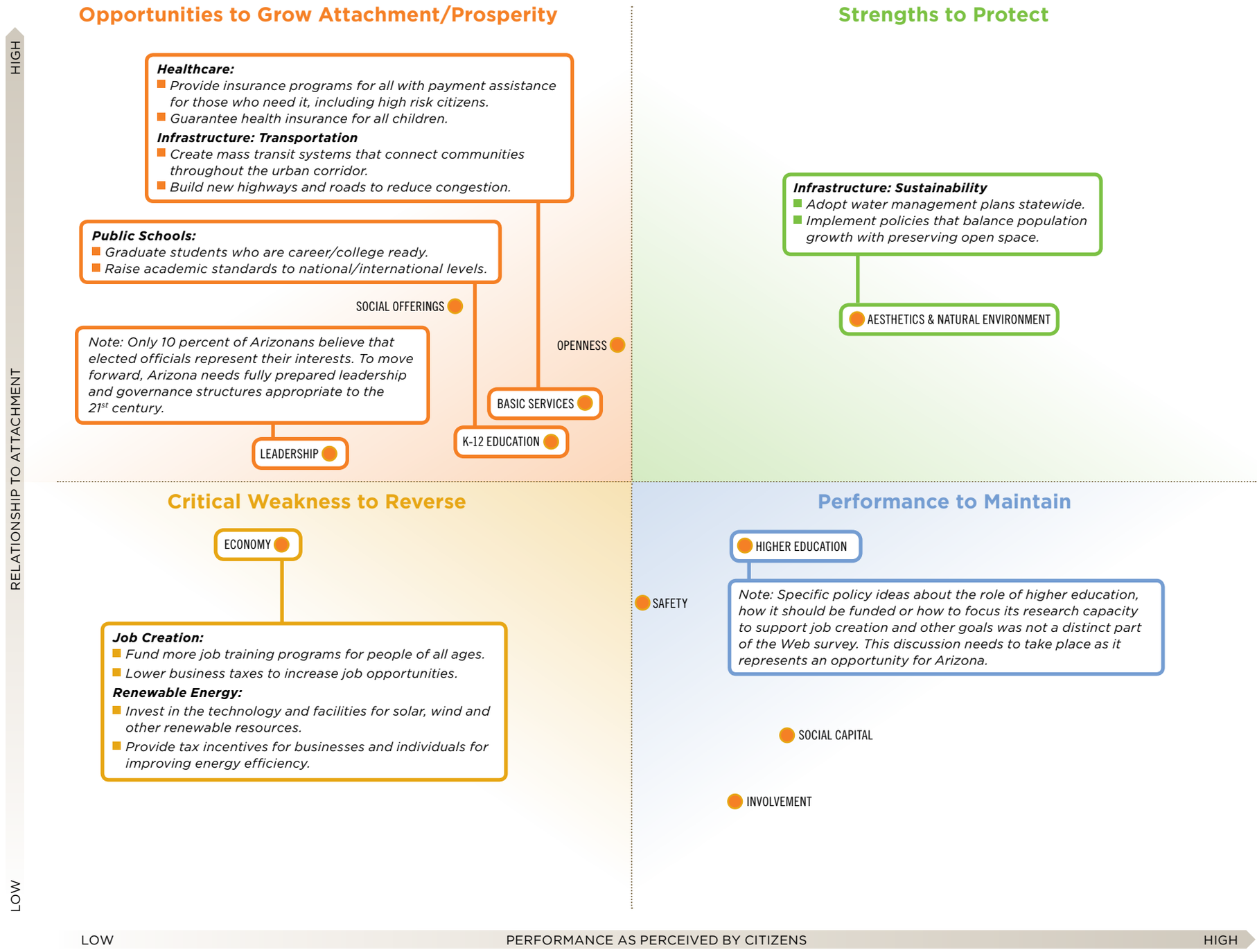
The Arizona Opportunity Map provides a **framework for planning** that leaders in all sectors can use to help guide multiple efforts. The map includes what citizens think about Arizona's performance on the 11 factors that define a healthy community and specific policies they favor for addressing a number of critical issues.

One of the strengths of the map is that it challenges us to be comprehensive in our thinking. All four quadrants on the map are important because we can't afford to assume our strengths any more than we can ignore our weaknesses.

The map also challenges us to be inclusive. No one sector, no one organization or approach will lead us to *The Arizona We Want*. It will take all of us working together on a shared set of goals.

ARIZONA OPPORTUNITY MAP

POLICY IDEAS THAT CITIZENS FAVOR



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A citizens' agenda for Arizona's second century.

The driving force behind any great endeavor is leadership.

Achieving *The Arizona We Want* will require a near-universal mobilization of people and organizations throughout the state. It's not hard to inventory who's already doing what. The challenge is to align the hundreds of efforts already underway around the larger goals. That takes inspired leaders and passionate citizens who actively support them.

As a self-described "do tank," the Center never intended this study to simply end with a report. Rather, we view it as the beginning of a process to use the results and key findings of the Gallup Arizona Poll as the foundation for a citizens' agenda. As Arizona enters its second century, we need a vision and a roadmap. The eight goals identified to describe *The Arizona We Want* are firmly grounded in the beliefs and opinions expressed by Arizona citizens.

On Leadership

We moved to Tucson from Washington, D.C. right after 9/11 and we felt so welcome here and so safe. Arizona's potential was very apparent. But there are also lots of challenges and we don't see elected officials guiding us. People come together here frequently in statewide meetings and all these great ideas are discussed. But then nothing happens. Does Arizona want change? We're not sure. But if we could say one thing to elected leaders, it would be to get a vision, stick to it, and lead us.

Jacquelyn Jackson
Executive Director
Tucson Values Teachers
Tucson

CITIZENS' AGENDA

Critical Assets:
Effective leaders in all sectors who are committed to achieving *The Arizona We Want*

Involved citizens who are passionate about the future of their communities

CARING FOR THE ECONOMY

1. Create quality jobs for all Arizonans.
2. Prepare Arizonans of all ages for the 21st century workforce.

CARING FOR PEOPLE

3. Make Arizona "the place to be" for talented young people.
4. Provide health insurance for all, with payment assistance for those who need it.

CARING FOR COMMUNITIES

5. Protect Arizona's natural environment, water supplies and open spaces.
6. Build a modern, effective transportation system and infrastructure.
7. Empower citizens and increase civic involvement.
8. Foster citizen well-being and sense of connection to one another.

Unresolved Issues:
Investment strategy for Arizona

Governance structures at all levels that enable elected officials to lead

Global competitiveness

Constructive solution to illegal immigration

Balanced and stable tax system

CARING FOR THE ECONOMY

1 Create quality jobs for all Arizonans

ACTIONS SUPPORTED BY CITIZENS:

- Invest in technology and facilities to grow renewable energy. (35%)
- Offer tax incentives for energy efficiency. (29%)
- Lower business taxes to attract and grow business. (24%)
- Provide a business-friendly regulatory environment. (19%)
- Invest in research that creates new companies and jobs. (12%)

RELEVANT POLL RESULTS:

How many Arizonans "strongly agree" with the following statements?

4% Economic conditions are very good in my city or area.

4% Now is a good time to find a job in my city or area.

6% Job opportunities are very good.

17% As a whole, the economy is getting better.

22% My employer is hiring new people and expanding workforce.

24% Believe the next generation will have a better standard of living than we have today.

39% My job provides the income needed to support my family.

49% I am extremely satisfied with my job and the work I do.

2 Prepare Arizonans of all ages for careers in the 21st century workforce.

ACTIONS SUPPORTED BY CITIZENS:

- Graduate students who are "career-college" ready. (27%)
- Create more job training programs for people of all ages. (24%)
- Educate Arizona students to national/international standards. (19%)

RELEVANT POLL RESULTS:

How many Arizonans rate their community "very good" for the overall quality of their public schools?

20% Arizona

18% Urban Corridor

18% Small Cities

25% Rural Areas

CARING FOR PEOPLE

3 Make Arizona "the place to be" for talented young people.

FIRST STEPS:

The Center will actively engage young people in a public dialogue about the quality of life they seek via special surveys, blogs and social marketing tools that will be available on *The Arizona We Want* Web site.

RELEVANT POLL RESULTS:

How many Arizonans rate their community "very good" as a place to live for all groups of people?

11% Young, talented college graduates

14% Gay and lesbian people

19% Immigrant from other countries

23% Racial and ethnic minorities

23% Creative people

30% Families with young people

47% Senior citizens

On Lifestyle

Great cities are made up of two things—first, who lives here? What are the people like? Second, it's the place itself. It's jobs, climate, entertainment and outdoor recreation. New England was the place to be at one time. Then it shifted to New York City and California. The Arizona I want will be the new place to be. Our cities could have so much more to offer if we focused on it.

Aram Akhavan
Senior
Electrical Engineering
Arizona State University
Tempe

On Opportunity

I spent a summer in Europe recently and when I flew home, I suddenly thought, "Oh, I missed the desert and the mountains." I appreciate the physical beauty of the state, but it's not enough to keep me here. To attract young people, a city has to have something distinctive. When I think about Chicago, I think about 24/7 energy and great food. When I think about Austin, I think young people and music. When I think about Portland or Denver, I think about their passion for the environment. Will I be here in five years? No, because we don't have the great institutions here that are leaders in my field.

Alicia Porter
Junior
Museum Studies
Arizona State University
Tempe

How many 18 to 34-year-olds rate their community "very good" for these qualities?

6% Availability of job opportunities.

17% Cultural opportunities such as theater, museums and music.

19% Vibrant nightlife with restaurants, clubs, bars, etc.

20% Good place to meet people and make friends.

42% Availability of outdoor parks, playgrounds and trails.

How many 18 to 34-year-olds:

11% Plan to start their own business within the next 12 months.

29% Would move to another city or state altogether if they had a choice.

4 Provide health insurance for all, with payment assistance for those who need it

ACTIONS SUPPORTED BY CITIZENS:

- Make health insurance publicly available for all Arizonans with payment assistance for those who need it. (26%)
- Provide guaranteed health insurance for all children. (19%)
- Make health insurance available to high risk Arizonans—people with disabilities and chronic disease conditions. (17%)

RELEVANT POLL RESULTS:

How many Arizonans rate their community "very good" for accessible healthcare?

23% Arizona

25% Urban Corridor

18% Small Cities

17% Rural Areas

CARING FOR COMMUNITIES

5 Protect Arizona's natural environment, water supplies and open spaces.

ACTIONS SUPPORTED BY CITIZENS:

- Create water management plans for all regions of the state. (29%)
- Balance population growth with preserving Arizona's environment and open spaces. (22%)

RELEVANT POLL RESULTS:

How many Arizonans rate their community "very good" for the following?

47% Beauty of physical setting.

44% Availability of outdoor parks, playgrounds and trails.

6 Create a modern, effective transportation system and infrastructure.

FIRST STEPS:

The Center will encourage public officials and community leaders to identify goals and timelines for their respective regions of the state.

RELEVANT POLL RESULTS:

How many Arizonans chose the following action (over all others) to deal with Arizona's infrastructure issues?

17% Mass transit systems that connect urban communities of the state.

17% New highways and roads that reduce congestion.

How many Arizonans rate their community "very good" for its highway and freeway system

22% Arizona

21% Urban Corridor

24% Small Cities

22% Rural Areas

7 Empower citizens and increase civic involvement.

FIRST STEPS:

Together with its partners, the Center will continue to aggressively seek the "voice" of Arizonans and to make that voice an important part of public affairs. Public meetings, online communications and additional research can help empower people and encourage them to take responsibility for their role as citizens.

RELEVANT POLL RESULTS:

How active are Arizonans in their communities?

33% Attended a public meeting in the last 12 months in which local issues were discussed.

38% Worked with other residents to make change in the local community.

52% Performed volunteer work in the last 12 months.

75% Voted in a local election in the last 12 months.

8 Foster citizen well-being and sense of connection to one another.

FIRST STEPS:

The Center will seek partnerships, both locally and nationally, to identify successful community practice interventions. One of the most disturbing results of the Gallup Arizona Poll is that only 37 percent of Arizonans believe they are treated with respect and even fewer, only 12 percent, believe that people care about each other in our communities.

RELEVANT POLL RESULTS:

How many Arizonans "strongly agree" with the following statements about their quality of life and well-being?

12% People care about each other in my community.

12% Felt a high level of stress yesterday.

20% Rate the level of crime in their area as "extremely low."

25% Believe it's easy to meet people and make friends in their community.

29% Learned or did something interesting yesterday.

30% Indicate that at least half their family lives here.

32% Felt well-rested yesterday.

35% Feel completely safe walking home at night within a mile of their home.

35% Belong to 3+ groups or clubs that meet at least monthly.

36% Indicate that at least half their friends live here.

37% Believe they are treated with respect at all times in their community.

65% Are satisfied with efforts to reduce crime in their community.

74% Talk to their neighbors at least once a month.

MEASURING PROGRESS

Together with industry leaders and government experts, the Center will develop a comprehensive set of indicators to measure Arizona's progress over time on each of the eight goals. The specific metrics associated with each goal will be combined in an index with a composite score.

The metrics and scorecards developed for *The Arizona We Want* will become a designated dashboard on the **Arizona Indicators Project (AIP)** Web site. AIP will gather and compile data for the scorecards. The Center, working with the AIP partnership, will publish an annual report measuring the state's progress toward goals.

On Potential

Arizona sums up what the West is all about—potential and opportunity. The environment is incredible and we're a melting pot of cultures and ethnicities. But I'm frustrated with attitudes. I want cities to take responsibility for the impact they have on the resources of the region and I want elected officials who value young people and their education. We are the key to the future. It belongs to us and we should have a say in where things are going.

Jason Simpson
Senior
Political Science
Northern Arizona University
Flagstaff

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Five issues that require resolution.

The citizens' agenda captured by *The Arizona We Want* provides an ambitious set of goals to be pursued in the months and years ahead. A careful review of the work to date, however, reveals five issues that also require resolution.

ISSUE 1

Arizona needs fully prepared leadership and governance structures appropriate to the 21st century.

The 2005 *Vision for Arizona* recommends that we develop "...leadership appropriate to our contemporary society that forges effective collaborations between the public and private sectors." It is clear from this report that Arizona must reform the selection process for elected officials to ensure those elected represent the interests of their constituents. As well, Arizona must find ways to improve the quality of political candidates for elective office, especially their ability to deal with complex issues.

Other observations in this report, coupled with evidence that our leaders are having significant difficulties coping with the problems facing our state, suggest that Arizona should review its governance system. We need to adopt whatever reforms are necessary to create a modern system that enables elected officials to govern effectively.

There could be no more significant way to celebrate Arizona's Centennial than to ensure we are recruiting, training and supporting effective leaders, and doing so with a governance structure appropriate to the 21st century.

62%

Believe the American Dream is still about opportunity, not stability. (18 to 34-year-olds)

ISSUE 2

Arizona needs an investment strategy.

Throughout the Gallup Arizona Poll, citizens have expressed their views about the need for significant investments in job creation, energy, healthcare, the infrastructure and education. Initiatives of this magnitude and complexity require an overall investment strategy if they are to be effectively pursued.

The *Vision for Arizona* published by the Center in 2005 was derived from 50 major Arizona policy reports generated over a 15-year period by a variety of public and private entities. One of its key recommendations was to "...establish a tradition of investment, by public and private sources, in the people and resources required to accomplish and sustain the goals contained in this vision." That recommendation remains as important today as when it was placed in the dozens of reports that precede this one.

The goals voiced by citizens as characterizing *The Arizona We Want* can only be accomplished through a clearly articulated and implemented investment strategy. The strategy must identify and deploy over an extended period of time the full range of resources required for the successful achievement of the goals.

ISSUE 3

Arizona needs a clear and sustained commitment to global competitiveness.

Arizona citizens want quality jobs. They want job training for all ages that keeps us prepared for the workforce needs of the 21st century. Citizens want an education system for their children that ensures they are career/college ready when they graduate from high school. They believe our academic standards should be pegged to national and international standards so Arizona children will be globally competitive.

All of this requires that we, as a state, commit to the requirements of global competition.

One of the readers of an early draft of this report stated bluntly that, in his view, Arizona has not yet decided to compete with the rest of the world. We want the benefits of the global economy without taking the steps required to compete successfully in it. Those steps include building a top education system, a modern infrastructure, and a high-tech knowledge economy that values openness and opportunity.

The aggregate evidence in this report suggests that Arizona's investment strategy must include a sustained commitment to global competitiveness.

ISSUE 4

A constructive solution to illegal immigration must be found and implemented.

Although the Gallup Arizona Poll did not deal explicitly with the immigration issue, the citizen views expressed below illustrate the need for a constructive solution.

How many Arizona citizens "strongly agree" with the following statements?

19% Believe Arizona is a good place for immigrants from other countries.

23% Believe Arizona is a good place for racial and ethnic minorities.

Federal efforts to date have failed to resolve the issue, leaving Arizona and many of its residents in limbo.

Arizona is a diverse state—a destination of opportunity and new beginnings for people from throughout the world. It is of particular interest and importance to Arizona that a workable solution be found and implemented as soon as possible.

ISSUE 5

Arizona needs a balanced and stable tax system.

Arizona's tax system was not a topic explored in any depth by the Gallup Arizona Poll, yet issues of taxation that evoked a citizen response did appear in two specific instances in the report.

How many people favor one idea (above all others) that involve changing the state's tax system?

24% Favor lower business taxes to encourage companies to bring jobs to Arizona and to keep jobs in Arizona.

29% Favor tax incentives for business and individuals for improving energy efficiency.

These observations, coupled with the range of investments citizens believe Arizona should be making in the years ahead, suggest the importance of having a balanced and stable tax system.

When citizens were asked which one goal they were most willing to support through an increase in their taxes, every one of the options received some level of support. Taken together, these responses bring home the importance of a balanced system that is stable enough to support critical services through the cyclical changes in the economy that periodically challenge us.

On the Economy

For me, economic development is about how we, as individuals and businesses, invest in each other, believe in each other and grow our local economies. Every time a dollar is spent, we should be asking ourselves where the dollar is going. Is it staying here in Arizona, helping to start a new business, or create new jobs? Our mindset needs to shift to economic "gardening," growing new ideas and opportunities from within. True economic development means investing in our own talent and that leads to keeping the talent, which is clearly a more sustainable model.

Kimber Lanning
Executive Director
Local First Arizona
Phoenix

Putting ideas to work.

To be successful, *The Arizona We Want* has to become an important part of who we are as citizens of Arizona.

On Education

The single most important topic we discussed before relocating here was the public school system and what it would mean for our girls. We're fortunate to be in a school with a very fine principal. But I am very worried about how the budget cuts are going to impact schools. How are teachers supposed to do this incredibly important job when every aspect of the learning environment is being threatened?

Debbie Duggan
St. Joseph's Hospital & Medical Center
Phoenix

No one organization, agency or elected official is responsible for moving Arizona forward. That's not how our society works. Leaders in every sector have a legitimate and important role to play. Moving from plans to results, however, can only take place when both leaders and citizens are aligned around the same goals and feel accountable to one another for results.

To achieve *The Arizona We Want*, the Center is committed to developing an implementation process that includes two parts.

BUILDING MOMENTUM

As recent events indicate, consumer confidence in the marketplace and citizen confidence in government are forces that can dramatically change outcomes. We are also learning that technology now plays a powerful role in times of uncertainty. Robert Cialdini, Arizona State University psychologist and internationally acclaimed expert on persuasion, recently commented in a *Washington Post* article, "When people are uncertain, a funny thing happens. They don't look inside for answers anymore because all they see is confusion. They look to see what other people in the same situation are doing." It's called *social proof* and people are finding it on the Web—not from experts, but from other people like themselves.

The Center is committed to pursuing an aggressive strategy that engages people throughout the state. To achieve the highest possible participation rates, the Center will lead a coalition of organizations that can gather information from citizens on an ongoing basis using a combination of resources.

Three approaches will be used:

Public Meetings: An ongoing schedule of public meetings will take place. The effort will focus on mayors and councils of government, social service organizations that touch people "on the ground," and philanthropic organizations.

Print/Broadcast Media: Print and broadcast media statewide will be provided with regular information about the results of the Gallup Arizona Poll. The effort will continue as plans develop for how we move *The Arizona We Want* goals forward. Particular efforts will be directed to securing regular coverage of the goals and scorecards used to measure progress over time.

Web Communication: A new and highly interactive Web site is now available to support *The Arizona We Want*.

- The Gallup Arizona Poll is available on the Web site. Arizonans are encouraged to take the poll online, and see how similar or different their responses are from those of their neighbors and fellow citizens.
- Throughout the implementation phase, the Web site will offer additional short surveys and blogging sites to assess citizen opinion, provide information, and create social networking opportunities that stimulate community discussions.

There are nearly 4.8 million adults in Arizona today. Our goal is incredibly aggressive—we want to involve 1 million citizens online at least once in helping achieve *The Arizona We Want*.

MAKING THINGS HAPPEN

As Arizona struggles to navigate through its most difficult fiscal and economic challenges in recent memory, there is no better time to reappraise our fundamentals as a state—to ask what's important and where do we go from here. *The Arizona We Want,* through the Gallup Arizona Poll, provides that clear, comprehensive citizen voice.

Consider what we've learned: Arizonans have a very high attachment to where they live. They love the natural beauty and open spaces of our state, and they are basically optimistic about the future. They display a remarkable consensus on a broad range of issues regardless of where in Arizona they live. Among those issues is an expressed need for more quality jobs with Arizonans of all ages better prepared for those jobs. They believe we must make Arizona more attractive for talented young people, and that we must have more fully prepared leadership and governance structures for Arizona's second century.

It has become clear in our discussions with community leaders from around the state that achieving the goals set out in the citizens' agenda requires a "keeper of the vision."

That role fits well with the mission of the Center—to focus attention on important issues and to combine innovative research with new initiatives and partnerships that serve the public interest and the common good.

To support that commitment, we will create *The Arizona We Want* Institute as an integral part of the Center for the Future of Arizona. The Center will recruit outstanding leadership to establish the new organization as a trusted bridge to help connect citizens to leaders in both public and private sectors.

In addition to identifying metrics and creating scorecards for each goal to measure progress, the Institute will:

- Lead the implementation process for accomplishing the recommendations and goals of the report.
- Develop short-term (12 to 18 months) and long-term (5-year) plans for achieving the goals called for in the report.
- Establish strategic alliances with leadership and community organizations around the state for the purpose of aligning their organizational goals with those recommended by the report.
- Partner with national organizations that are committed to strengthening our communities and institutions.
- Seek adequate resources to accomplish the implementation plan.
- Create an accountability model that calls on leaders and citizens alike to be responsible for the results called for by the report.

On the Future

The Arizona I want is a place where I can have a secure job and a place where I can explore the outdoors. This is a beautiful state and there are so many places that should be preserved. I want to be able to provide my future family with the quality of life that I have enjoyed. Where will I be in five years? I'm not sure. I'm in community college now and I want to finish a degree in the next few years. But I'll be back. This is where I want to be.

Merritt Moore
Sophomore
Chemical Engineering
Yavapai College
Prescott

CALL TO ACTION

The Arizona We Want report provides a planning framework and set of eight goals that reflect citizen opinions and concerns. None of the citizen-based goals will be realized, however, without a concerted and unified effort.

Goals of this magnitude require citizens and leaders alike to make a focused and sustained commitment over an extended period of time.

Arizona's accomplishments over the past decade in creating a competitive, internationally recognized bio-science capacity—one that ties together individuals and organizations from Tucson to Flagstaff—offer an example of the kind of focused, collaborative commitment that must be made for each of the goals contained in this report.

Ideally, we would see a near universal embrace of *The Arizona We Want* by citizens and leaders alike at local, regional and statewide levels. Even that, however, will not occur without leaders and leadership organizations aligning their agendas with those contained in this report and working in concert with others to accomplish the larger goals.

We believe the most promising strategy for turning goals into results is to ask for the following commitments:

LEADERS AND LEADERSHIP ORGANIZATIONS

- Align leadership goals and activities with the specific *The Arizona We Want* goals.
- Develop local and regional initiatives that will advance the larger goals.
- Collaborate with others around the state in strategic alliances around individual goals.
- Participate in the process of measuring progress toward goals through scorecards developed for that purpose.

CITIZENS AND COMMUNITY ORGANIZATIONS

- Embrace, publicize and use *The Arizona We Want* to set local goals and organize local activities.
- Focus particular attention on civic involvement, citizen well-being and sense of connection.
- Participate in strategic alliances that form to advance the larger goals.

THE ARIZONA WE WANT INSTITUTE

- Serve as the torch bearer and quarterback to the leadership and community endeavors.
- Develop and manage the "strategic alliance" relationships.
- Maintain a communications program with all participants.
- Provide opportunities to celebrate progress toward *The Arizona We Want* goals, whenever and wherever it occurs.

A Final Word. In recent months, a number of promising initiatives have emerged to help Arizona get back on track to a healthy and successful future. Calls for better leadership, more effective government, a balanced and stable state budget, the revitalization of our economy and quality job creation are coming from a variety of responsible organizations. So many ideas are emerging that it's difficult to know how to coordinate these initiatives so they can work together effectively for a stronger Arizona. We believe *The Arizona We Want* report provides the perfect answer as to how these various initiatives can work in concert.

Accordingly, we urge all to use this report as a **framework for action.** It includes a comprehensive **opportunity map** that shows us where we are and where we need to go, with specific **citizen goals** to be achieved. Working together, if we develop **metrics and scorecards** to measure our progress and the right **strategic alliances** throughout the state, we believe that with hard work and sustained effort, we can truly create ***The Arizona We Want.***

24%

Believe the next generation of Arizonans will have a better standard of living than we have today.

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Addison Clark:
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Center for the Future of Arizona

Center for the Future of Arizona
541 East Van Buren, Suite B-5, Phoenix, Arizona 85004 | (602) 496-1360 | www.ArizonaFuture.org
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