MARICOPA ASSOCIATION of GOVERNMENTS

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January 21, 2010

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, January 27, 2010
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
January 27, 2010

		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 December 9, 2009, Meeting Minutes	5A. Review and approval of the December 9, 2009, meeting minutes.

TRANSPORTATION ITEMS

*5B. Status Report on the Performance Measurement Framework and Congestion Management Update Study

Proposition 400 was passed by Maricopa County voters in November 2004 extending the half cent sales tax through 2025 and establishing legislative statutes that require MAG to develop a multimodal performance monitoring program for the regional transportation system. Beginning in 2010 and every five years thereafter, ARS 28-6313 requires the Auditor General to contract with an independent auditor to conduct a performance audit of the regional transportation plan and projects scheduled for funding during the next five years. The MAG Regional Performance Report completes Phase II of the Performance Measurement Framework and Congestion Management Update Study. A summary of analysis and findings is provided; the final report and interactive website are available at the MAG website. Please refer to the enclosed material.

5B. Information and discussion.

*5C. FY 2011 MAG Human Services Coordination Transportation Plan

The federal Safe and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317). MAG has developed this coordination plan each year in compliance with this requirement since 2007. The fiscal year (FY) 2011 MAG Human Services Coordination Transportation Plan was recommended for approval by the MAG Human Services Technical Committee, the MAG Management Committee, and the MAG Human Services Coordinating Committee. Please refer to the enclosed material.

5C. Approval of the FY 2011 MAG Human Services Coordination Transportation Plan.

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

The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. ADOT is requesting financial changes to three projects and adding a new pavement preservation project. Additionally, MAG member agencies are requesting changes to project limits related to federal funded projects, and requesting two new projects to be funded with STP-TEA funds; these projects were approved for funding by the ADOT State Board. Tables of proposed amendments and administrative modifications to the FY 2008-2012 TIP and RTP are enclosed. Each of the projects was heard and voted on for approval at their technical advisory committee. The MAG Management Committee and the Transportation Policy Committee recommended approval of the amendments and administrative modifications.

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

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

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region details the status of project development as of January 19, 2010. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. Please refer to the enclosed material.

5E. Information and discussion.

*5F. Unobligated American Recovery and Reinvestment Act Local Funds - Technical Programming Modifications

Through the MAG committee process, discussions have been held regarding the anticipated unobligated Local/MPO American Recovery and Reinvestment Act (ARRA) funds

5F. Approval that the guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds that were approved by the MAG Regional Council on December 9, 2009, be modified in order that the local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that

due to low project cost bids and projects not obligating by the March 2, 2010 deadline. An approval of policy and programming recommendations by the MAG Regional Council on December 9, 2009 addressed how unobligated American Recovery and Reinvestment Act (ARRA) Local funds (due to either projects not obligating or project cost savings) are to be programmed. Since the approval, the Transportation Review Committee met and has recommended further technical clarifications on programming to be addressed for the policy recommendation to move forward. The MAG Management Committee and the Transportation Policy Committee recommended approval of the guidelines recommended by the Transportation Review Committee. Please refer to the enclosed material.

jurisdiction; and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project that is above $200,000 and can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the $200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation.

*5G. Appointment of Vice Mayor Shana Ellis, City of Tempe, to Serve as One of the Seven Largest Cities/Towns Elected Officials on the Transportation Policy Committee

The composition of the Transportation Policy Committee (TPC), established by the Regional Council on April 24, 2002, includes elected officials from the seven largest cities/towns. In June 2008 the Regional Council appointed the list of TPC members. Mayor Hugh Hallman, the elected official representing the City of Tempe on the TPC, notified MAG that the City is requesting that Vice Mayor Shana Ellis represent Tempe on the TPC. The appointment of Vice Mayor Shana Ellis to the TPC by the Regional Council as one of the seven largest cities/towns elected officials is requested. Please refer to the enclosed material.

5G. Appointment of Vice Mayor Shana Ellis, City of Tempe, as the one of the seven largest cities/towns elected officials on the Transportation Policy Committee.

AIR QUALITY ITEMS

*5H. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

On September 16, 2009, a status report was provided to the MAG Management Committee on the remaining PM-10 certified street sweeper projects that have received approval, but have not

5H. Information and discussion.

requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter. Please refer to the enclosed material.

*5I. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ Funding

The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget and the FY 2008-2012 MAG Transportation Improvement Program contain $1,310,000 in FY 2010 Congestion Mitigation and Air Quality (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional $354,018 in CMAQ is available from sweeper projects that have been requested to be deleted and from savings on sweepers that have cost less than anticipated, for a total amount of $1,664,018. All of the nine sweeper projects for FY 2010 may be funded with the $1,664,018 in available CMAQ. On December 10, 2009, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on October 13 and November 10, 2009, in accordance with the Draft FY 2009 MAG Federal Fund Programming Principles. The MAG Management Committee recommended approval of the prioritized list. Please refer to the enclosed material.

5I. Approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding.

*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

5J. Consultation.

proposed amendment involves several projects, including Arizona Department of Transportation projects for FY 2010. 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 January 22, 2010. Please refer to the enclosed material.

GENERAL ITEMS

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

Each year, the Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments and the proposed budget production timeline provides an opportunity for early input into the development of the Work Program and Budget. Please refer to the enclosed material.

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

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. ADOT Budget Update

In November, the Arizona Department of Transportation (ADOT) announced layoffs of 115 ADOT staff to reduce expenses as part of an effort to balance a budget suffering from declining transportation revenues and legislative transfers. State transportation funding has been depleted by $500 million in fund transfers and continued declines in transportation revenues. ADOT has closed rest areas, and announced a plan to shutter a dozen Motor Vehicle Division Offices. ADOT has been under a hiring freeze since 2008. It has cut operational and highway maintenance expenses, deferred maintenance and construction projects and implemented

6. Information and discussion.

agency-wide furloughs two days per month for all employees to address budget shortfalls. On December 21, 2009, Governor Brewer announced that the FY 2011 budget beginning in July 2010 has an estimated budget deficit of $3.4 billion. A representative from ADOT will provide information on how the revenue declines and budget cuts are impacting ADOT.

7. Proposed Federal Economic Stimulus Legislation

On December 16, 2009, the U.S. House of Representatives passed H.R. 2847 which provides additional infrastructure investments to stimulate the economy. The Senate is slated to take up the house bill in the near future and substantial changes could be made before the bill is passed by Congress and signed by the President. As passed by the House, an additional $27.5 billion of funding for highways and $8.4 billion for public transit are provided using the same allocation and process that were part of the first stimulus package (ARRA). One important difference is the dramatically shorter time frames to spend the funds. The new bill requires that one-half of the highway and transit funds need to be under contract within 90 days of when the funds become available. Under Contract means the project has been advertised for bid, bids received and evaluated, the bid award made, and the contact signed within 90 days. As an example, under ARRA, 50 percent of the funds allocated to state DOT's had to be obligated within 180 days. Obligation occurs when the FHWA authorizes the project to be advertised to bid. The 90-day deadline for half of the funds to be under contract also applies to funds allocated to local governments through MAG.

The timing of final Congressional action on another round of stimulus funding is unknown but March 2010 is being used as a rough target at this time. If the 90-day period remains to have 50 percent of the funding under contract, only projects that are through all of the approval processes required will be likely candidates for funding. A design-build project on the Santan Freeway from I-10 to approximately Gilbert

7. Approval of a proposed amendment to the MAG FY 2008-2012 Transportation Improvement Program and Regional Transportation Plan 2007 Update to include a design-build project on the Santan Freeway from I-10 to approximately Gilbert Road, including the ramp connections at I-10 and L101 ($146 million), and a design-build project for L101 to complete the HOV lanes and other improvements from Tatum Boulevard to the junction with I-10 ($139.5 million) and that the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update be amended subject to the necessary air quality conformity analysis and funding being provided from the Jobs for Main Street bill.

Road, including the ramp connections at I-10 and L101 ($146 million), and a design-build project for L101 to complete the HOV lanes and other improvements from Tatum Boulevard to the junction with I-10 ($139.5 million), are being recommended by ADOT as projects ready to advertise as design-build (or will be ready by March 1). An amendment to the MAG FY 2008 to FY 2012 Transportation Improvement Program is required. The Transportation Policy Committee recommended approval. Please refer to the enclosed material.

8. Transportation Roles and Responsibilities Update

On September 21, 2009, the MAG Executive Committee approved Option 1: Programming Consolidated at MAG; forming a MAG transit committee, and addressing potential budget issues regarding the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (METRO) in the development of the FY 2011 MAG Unified Planning Work Program and Annual Budget. The Executive Committee directed that staff report back on the remaining three options in no later than 90 days and that progress reports be provided at future Executive Committee meetings. Over the last several months staff have met with representatives from RPTA, METRO, and the City of Phoenix to discuss planning and programming issues. MAG staff prepared a recommendation regarding transportation roles and responsibilities among the agencies that was considered by the Executive Committee. On January 19, 2010, the Executive Committee recommended approval of the recommendations in the memorandum and further recommended that work proceed on the development of a memorandum of understanding. Please refer to the enclosed material.

8. Approval of the seven staff recommendations for the consolidation and clarification of transit planning and programming roles and responsibilities, pending the addition of the local role in the memorandum, that the recommendation be referred to the Regional Council for its next meeting, but withheld to the February meeting if staff determines that significant progress has been made by RPTA Board on the memorandum of understanding to incorporate the recommended Regional Council action and to consult with the Chief Executive Officer of METRO regarding the changes.

GENERAL ITEMS

9. Update on the Bureau of Land Management

The Bureau of Land Management (BLM) is a federal organization that is responsible for serving the public interest on the 12.2 million acres of

9. Information and discussion.

land in Arizona by working collaboratively on natural resource programs and issues that are woven into the fabric of Arizona's public lands. Because of the complexity and long-term relevance to the quality of American life, the questions, proposals and issues facing BLM today are very important and, often, very challenging. It is BLM's obligation to engage in legitimate, open public processes to find effective solutions. A report on the efforts of BLM Arizona will be provided by the State Director.

10. Pinal County Comprehensive Plan

In February 2007, the Pinal County Board of Supervisors approved funding for the Pinal County Comprehensive Plan. The purpose of the Plan was to guide area development as the county grows toward a projected population of 6.1 million people. The Plan is the result of public outreach, meetings, multiple committees and consultations with private and public firms. The comprehensive plan focuses on centralized development by creating economic centers across the county linked by multiple modes of transportation, including rail and freeway systems, as well as a regional airport. On November 18, 2009, the Board of Supervisors approved the comprehensive plan. A representative from Pinal County will provide an overview of the plan.

10. Information and discussion.

11. 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.

11. Information and discussion.

12. 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.

12. Information.

13. Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING

December 9, 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
Vice Mayor Elaine May for Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
Councilman Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Michele Kern, El Mirage
Treasurer Pamela Mott for President Clinton Pattea, Fort McDowell Yavapai Nation
Mayor Jay Schlum, Fountain Hills
* Mayor Ron Henry, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor John Lewis, Gilbert
* Mayor Elaine Scruggs, Glendale
#Mayor James M. Cavanaugh, Goodyear
* Mayor Yolanda Solarez, Guadalupe
Supervisor Mary Rose Wilcox, Maricopa Co.
Mayor Scott Smith, Mesa
* Mayor Vernon Parker, Paradise Valley
* Mayor Bob Barrett, Peoria
#Mayor Arthur Sanders, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
#Mayor Jim Lane, Scottsdale
Mayor Lyn Truitt, Surprise
#Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
#Mayor Kelly Blunt, Wickenburg
#Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
* Victor Flores, State Transportation Board
#Roc Arnett, 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 5:03 p.m.

2. Pledge of Allegiance

Supervisor Wilcox led the Pledge of Allegiance.

Chair Neely noted that Roc Arnett, Mayor Kelly Blunt, Mayor Jim Cavanaugh, Mayor Hugh Hallman, Mayor Jim Lane, Mayor Marie Lopez Rogers, Mayor Art Sanders, and Mayor Jay Schlum were participating by teleconference. Chair Neely introduced proxies for the meeting: Vice Mayor Elaine May for Mayor Jackie Meck and Treasurer Pamela Mott for President Clinton Pattea.

Chair Neely noted materials at each place: The addendum to the agenda (item #15); a letter from Mayor Sanders submitted in regard to the vacant At-Large seat on the Transportation Policy Committee; a copy of the material provided last month by a member of the public during the Call to the Audience; and an announcement of the Fiesta Bowl Parade by President Pattea.

Chair Neely requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item 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.

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. No comment cards were received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He said that the MAG Certification Review was held November 3-5, 2009, and he noted that the federal officials took best practices from this region to show to other regions.

Mr. Smith stated that the Electric Vehicle and Charging Infrastructure Workshop will be held in the Saguaro Room on December 10, 2009. He noted that approximately 40 to 50 people have signed up to attend and he said that member agency personnel were welcome to the event to learn about plug-in electric vehicles.

Mr. Smith reported that the MAG fiscal year 2010 Budget received the Government Finance Officers Distinguished Budget Presentation Award, which is the highest form of recognition in governmental budgeting. Mr. Smith stated that this is the 11th consecutive year the MAG Fiscal Services Division has received the award, and he noted that it is not uncommon for municipalities to receive the award, but it is rare that the award is received by a Council of Governments. Mr. Smith recognized the efforts of Fiscal Services Division Manager Becky Kimbrough and her staff on the budget. Chair Neely thanked staff and they were applauded.

Mr. Smith announced that WiFi is now available at the MAG office, and with this technology, laptop and Blackberry users will be able to work online while at MAG. He recognized MAG Information Technology Manager Audrey Skidmore and her staff in setting up the WiFi system.

Mr. Smith introduced and played portions of the new Don't Trash Arizona and Clearview font videos produced by the MAG Communications Division: Manager Kelly Taft, Jason Stephens, Gordon Tyus

and Matthew Nielsen, and MAG's Associate, Gary Stafford. Mr. Smith stated that in 2002, MAG hosted the National Aging and Mobility Conference, where it was noted that one action that could make the most difference for seniors would be to change the traffic signs to comply with FHWA-sponsored research that showed the benefits of using Clearview font for road signs. He reported that the MAG Elderly Mobility Committee and the MAG Safety Committee, then recommended funds to MAG member agencies to replace signs. Mr. Smith added that MAG exchanged funds with the City of Phoenix, and the cities are now installing road signs with Clearview font.

Mr. Smith also showed a video about the Western High Speed Rail Alliance, an endeavor which MAG joined and that was launched that morning. He stated that the goal of the Alliance is to obtain a portion of the high speed rail funds coming out of Washington, D.C., for study money. Mr. Smith stated that the MAG region does not want to be the last to take advantage of an opportunity, as happened with the interstate system. He noted an article that said that California is interested in a California to Phoenix high speed rail line.

Chair Neely thanked Mr. Smith for his report. She commented that the videos were outstanding. Chair Neely said she was hearing a lot about high speed rail alternatives and she was glad to hear that California is interested in a high speed rail line to Arizona because she had heard California would like all of the money to go to finish their rail system. Chair Neely commented that she thought the video would make a difference.

5. Approval of Consent Agenda

Chair Neely noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, and #5M were on the Consent Agenda.

Chair Neely recognized public comment from Richard Tracy, a resident of the City of Mesa, who stated that he was late for the meeting because of the freeway, which is no longer free. Mr. Tracy stated that $40 million has been taken and 600 tickets have not been satisfied. He stated that speed traps have been set all around. Mr. Tracy stated that the State of California is a mess and is abandoning the freeway idea in favor of public transportation. He noted that he had brought some material which was submitted for the record. Mr. Tracy stated that this group has failures; when he sees a double bus with five riders at rush hour, this is not a proper utilization of public transportation. Mr. Tracy stated that transportation does not go where the people are. He suggested the Loop 202 extension should continue from US-60 parallel to Baseline Road to 51st Avenue, which is where the people are now and will be in the future. Mr. Tracy commented that due an accident recently, it took him two hours to travel 12 miles on I-10. He stated that the problem was compounded because no one stopped traffic from entering the freeway. Mr. Tracy noted that he sees a lot of jobs that should be in Maricopa County are on Indian reservations where they pay no taxes to support the system we are paying for. Chair Neely thanked Mr. Tracy for his comments.

Chair Neely asked members if they had questions or requests to hear an item individually. No requests were noted.

Mayor Dunn moved to approve the Consent Agenda. Mayor Schwan seconded, and the motion passed unanimously.

5A. Approval of the October 28, 2009, Meeting Minutes

The Regional Council, by consent, approved the October 28, 2009, meeting minutes.

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

The Regional Council, by consent, approved the list of FY 2010 Traffic Signal Optimization Program (TSOP) projects. 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; and 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 forty to one. 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. The MAG ITS Committee, the MAG Transportation Review Committee, and the MAG Management Committee recommended approval of the list of TSOP projects.

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

The Regional Council, by consent, approved the proposed changes to Section 350 of the Arterial Life Cycle Program (ALCP) Policies and Procedures. In 2004, MAG initiated the development of the 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 encountered during the annual update process. The Transportation Review Committee, the Management Committee and the Transportation Policy Committee recommended approval of the proposed changes.

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

The Regional Council, by consent, approved adding the SR-143 project to the American Recovery and Reinvestment Act Highway project list to be funded based on the ability to obligate. 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 about $2.36 million. 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. Fourteen projects, either programmed with ARRA or on the project change sheet (separate agenda item: Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program) 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. The Management Committee and the Transportation Policy Committee recommended approval of adding the SR-143 project to the ARRA Highway project list.

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

The Regional Council, by consent, approved the RPTA recommendation to add operating and ADA assistance projects to the MAG 2008-2012 Transportation Improvement Program. 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 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 was reflected on a separate agenda item, Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program. On December 2, 2009, the Transportation Policy Committee recommended approval of the RPTA recommendation.

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

The 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. 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, were provided for the first time at the Transportation Policy Committee (TPC) meeting on December 2, 2009. The TPC recommended approval of the changes noted on pages one, two, three and four of the attachment.

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 was 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. This item was on the agenda for information.

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

The Regional Council, by consent, approved deferral of the Federal Fiscal Year (FFY) 2009 projects listed in the attached table to FFY 2010. The 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. The Transportation Review Committee and the Management Committee recommended approval of this item.

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

The Regional Council, by consent, approved the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended. On July 25, 2007, the MAG Regional Council approved a Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that 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.

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 were requested by December 4, 2009. This item was on the agenda for 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. 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. This item was on the agenda for information and discussion.

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. 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. This item was on the agenda for information and discussion.

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

The Regional Council, by consent, approved 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. 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 final control total. The Management Committee concurred with the Population Technical Advisory Committee.

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

Eileen Yazzie, MAG Transportation Program Manager, provided a report on policy recommendations for unobligated Local/MPO American Recovery and Reinvestment Act (ARRA) funds that are anticipated due to project cost savings. She noted that the Highway and Transit ARRA agenda items had been approved by the Regional Council during action on the Consent Agenda. Ms. Yazzie noted the Regional Council approved changing the November 30, 2009, obligation deadline to a milestone date. Ms. Yazzie stated that agenda item #5G was the November Status Report for ARRA projects. She pointed out that all Local/MPO projects are projected to obligate prior to February 2010, before the federal deadline of March 2, 2010.

Ms. Yazzie stated that in the March to April 2010 timeframe, the majority of Local/MPO ARRA project bids and contracts will be awarded and the project savings will need to be programmed. She noted an example of this is a highway project had an engineer's estimate of approximately $44 million and the bid recently came in at about $22 million, a savings of approximately 50 percent. Ms. Yazzie advised that the objective is to obligate all of the ARRA project savings by the cost savings deadline of September 2010.

Ms. Yazzie noted that MAG staff has been working with the member agencies, FHWA, and ADOT on determining the main focus for programming. She said that with regard to reporting on ARRA funds, less is better, and it is easier to report on one large project than many smaller projects. Ms. Yazzie stated that project readiness to ensure all funds are obligated remains an important factor for programming the funds, as well as continuing the initial policy to program projects at the local level based on population.

Ms. Yazzie displayed the recommended action onscreen and reviewed what the action would accomplish: A local jurisdiction has first priority for reprogramming savings from its projects; a project may switch from ARRA funding to STP funding with ADOT; and a local agency could use ARRA to reduce its 30 percent local cost share.

Ms. Yazzie stated that the recommended action simplifies ARRA savings, allows the savings to be moved to a larger project, and releases much of the reporting requirements. She said that the SR-143 project, which is funded at $35 million and has about $2 million of ARRA funding, is a good example of a large project to which project savings could be applied.

Ms. Yazzie advised that a slight disadvantage to STP funds is the requirement of a local match of 5.7 percent, and gave as an example that a $500,000 project would need a local match of $28,500. Ms. Yazzie noted that local projects utilizing the ARRA funds would still need to go through the technical process.

Ms. Yazzie advised that there are three technical programming areas that need to be resolved: 1) Establishing a threshold related to programming ARRA/STP project savings on local projects; 2) Establishing a regional project prioritized list for cost savings that do not meet the threshold; 3) Having projects that are ready to go. Ms. Yazzie indicated that work will begin on these areas at the December Transportation Review Committee meeting.

Chair Neely thanked Ms. Yazzie for her presentation and asked members if they had questions.

Mayor Hallman said that it was his understanding that there were separate baskets for ARRA funds for transit and roads, and that ten percent of Transit ARRA funds could be used for transit operations. He stated that it is now his understanding that those baskets between roads and transit do not exist and that excess funds, road funds for example, are not required to go specifically to roads. Mayor Hallman indicated that he now hears that the road funds could be moved to transit for capital projects. He asked for clarification.

Ms. Yazzie replied that there are separate baskets of ARRA funds; the Transit funds are administered through the Federal Transit Administration and the State Highway and Local/MPO ARRA funds are administered by the Federal Highway Administration. She said that when it comes to eligible projects on the Highway side, the funds are administered under Surface Transportation Program (STP) guidance, which allows for the most flexible expenditure of funds and allows spending on capital projects. Ms. Yazzie noted that transfers between Federal Highway Administration and Federal Transit Administration for transit capital projects are allowed, but there is a separation of those funds initially. She added that eligible projects can make the transfer and transit capital projects are eligible under the Highway side of the ARRA funds.

Mayor Hallman asked if they could have been presented with the opportunity to select capital projects that were short of funds, whether road or transit. Ms. Yazzie replied that ARRA Transit capital projects are seeing huge cost savings, similar to the cost savings being experienced with highway projects. She advised that the allocation of ARRA Transit funds is $66.4 million and this represents 15 projects initially valued at about $53 million. Ms. Yazzie stated that only one of the 15 projects has gone to bid

and had the contract awarded, and 14 projects representing about $41 million are out to bid. She advised that staff expects there will be project savings that will need to be programmed.

Mayor Hallman expressed concern that not all the options for the use of the ARRA excess funds had been presented.

Mr. Smith noted that the ability to flex funds has always been a part of the STP category. He noted that it was the choice of the member agency receiving the STP funds if they wanted to flex them. Mr. Smith stated that MAG could loan the ARRA funds to ADOT with the purpose of gaining more time, and ADOT will return the funds as STP funds, at which time there will be an opportunity to flex the funds.

Mayor Hallman asked if STP funds were restricted to the basket for roads. Mr. Smith replied no, they were not restricted. Mayor Hallman commented that the priorities could be looked at when the money comes back from ADOT. Mr. Smith replied that was correct.

Ms. Yazzie noted that under ARRA guidelines for highway funds, since they are STP funds, there were a few agencies on the local side that chose to flex those funds to transit, Goodyear for example. She noted that ARRA savings exchanged for STP funds could be flexed to transit projects. Ms. Yazzie added that 5307 funds are federal funds distributed for transit. She said that staff has been in discussion with the City of Phoenix (the designated recipient for transit funds) and RPTA regarding the 2008, 2009, and 2010 projections that up to $20 million in 5307 funds are unprogrammed. She advised that the Transit Life Cycle Program is being worked on at RPTA and she added that in January, the MAG Transit Committee will be working on programming up to $20 million for transit capital projects.

Chair Neely asked Mayor Hallman if his questions had been answered and he indicated that they were.

With no further discussion, Supervisor Wilcox moved 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. Mayor Truitt seconded, and the motion passed unanimously.

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

Eric Anderson, MAG Transportation Director, addressed the Council on the request by MAG staff to streamline the process for making administrative modifications to the Transportation Improvement Program (TIP). He stated that there are two types of changes made to the TIP – one of which is administrative modifications. He noted examples of administrative modifications per Federal Highway Administration guidance were outlined in the agenda material. Mr. Anderson advised that

administrative modifications do not typically affect the nature of a project, but are more housekeeping in nature.

Mr. Anderson stated that the second type of change made to the TIP is an amendment, which deals with such things as changes to the scope of a project wherein the nature of a project changes. He noted that the practice at MAG is to bring forward all administrative modifications and amendments through the committee process, and they usually appear as Consent Agenda items. Mr. Anderson stated that the processing of ARRA transportation projects finds MAG in the position to change the type of funding being used in order to use its cash more efficiently, and with the tight ARRA deadlines, staff is requesting that the Regional Council allow staff to process the administrative modifications administratively. He noted that amendments would continue the usual practice to be processed through the MAG committees for approval.

Mr. Anderson stated that on November 23, 2009, the MAG Executive Committee discussed this item and recommended that the following four project changes are administrative modifications and would 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; and 4) Cost decreases. Mr. Anderson remarked that staff thinks changing the administrative modification process would streamline the processing of changes.

Chair Neely thanked Mr. Anderson for his report and asked members if they had questions. None were noted. She noted that no public comment cards had been turned in.

Mayor Dunn moved 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. Councilman Esser seconded, and the motion passed unanimously.

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

Mr. Smith stated that Mr. Eneas Kane, a charter member of the Transportation Policy Committee (TPC), has informed MAG that due to his greater responsibilities at work he would be resigning from the TPC effective December 31, 2009. He noted that Mr. Kane was an appointee of the Speaker of the House and his term on the TPC expires December 31, 2012. Mr. Smith explained that according to state law, MAG can provide input on the names to the Speaker of the House for consideration in making the appointment. He noted that four names were submitted to the TPC for input. There was consensus among the TPC to forward all four names to the Regional Council.

Chair Neely asked members if they had any questions or comments regarding forwarding the four names to the Speaker of the House. None were noted.

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

Mr. Smith stated that Councilman Gail Barney from the Town of Queen Creek announced his resignation from the Queen Creek Town Council to run for mayor, which created a vacancy on an At-Large seat on the Transportation Policy Committee (TPC). He stated that two names were submitted Queen Creek Councilman Jeff Brown and Councilman Dick Esser. Mr. Smith advised that since the packet was mailed, Mayor Sanders, who had nominated Councilman Brown, had submitted a letter withdrawing the name of the Queen Creek candidate and expressing support for the appointment of Councilman Dick Esser to the TPC. Mr. Smith stated that the Regional Council is requested to appoint a city/town elected official to fill the unexpired portion of the term to June 2010.

Mayor Schwan moved to appoint Councilmember Dick Esser of Cave Creek to fill the unexpired portion of the At-Large, two-year term (June 2010) on the Transportation Policy Committee. Vice Chair Schoaf seconded, and the motion passed unanimously.

Chair Neely extended her congratulations to Councilmember Esser and expressed that she was glad that he would be on the TPC.

Mayor Rogers, Chair of the TPC, expressed that she looked forward to working with Councilman Esser.

10. MAG Commuter Rail Studies Update

Marc Pearsall, MAG Transit Planner, provided an update on the three commuter rail studies being conducted in the MAG region to plan for and implement commuter rail service in the MAG region. Mr. Pearsall explained that at the request of the Regional Council in 2008, MAG staff began commuter rail planning studies: the Grand Avenue Corridor Study (commuter rail from downtown Phoenix to Wickenburg), the Yuma West Development Plan (focusing on the Southwest Valley), and a Systems Plan (the MAG region and northern Pinal County). Mr. Pearsall indicated that the study recommendations are anticipated to be presented to MAG committees in February or March 2010.

Mr. Pearsall stated that the Commuter Rail Systems Study was added to MAG work program in January 2009 and its goal is to evaluate the possibility of commuter rail on existing freight corridors in the 2050 timeframe. He noted that ridership potential, operating strategies, capital and operating costs, and the willingness of the rail operators will be evaluated to prioritize the implementation of commuter rail service. He displayed a flow chart of all of the regional planning efforts and noted the cooperation by Burlington Northern Santa Fe (BNSF) and Union Pacific railroads to provide documentation, maps and data. Mr. Pearsall pointed that land use and demographic trends and multimodal connectivity are a part of the study process, and that the studies also coordinate with BQAZ and ADOT. He stated that the studies will provide recommendations that could be implemented if the Regional Council approves funding for commuter rail.

Mr. Pearsall displayed a map of existing rail corridors, which he called the backbone of the System Study, and includes the Grand Avenue, the Yuma west, the Tempe, the Chandler, and the Phoenix Subdivision branches.

Mr. Pearsall displayed a graph of the preliminary ridership forecasts and noted that the national average for boardings per revenue mile is 1.5, which is an indicator of cost effectiveness. He provided examples of the boarding rates for local and peer cities. Mr. Pearsall noted that Seattle and Dallas ranked high, due somewhat to their short corridor lengths, while Los Angeles, with 50,000 riders per day, ranked lower due in part to its 500-mile long system.

Mr. Pearsall stated that the next steps in ridership forecasting extend to the 2050 timeframe, and he pointed out existing and abandoned rail lines, which could be utilized as future freeway and freight and passenger rail corridors. He explained how they interlined corridors into two, three and four groups to model their ridership. Mr. Pearsall noted that the Yuma/Southeast/Grand/Tempe model is the core of the Union Pacific line and the Union Pacific company has made it clear that they do not view this as a passenger rail possibility due to the high level of freight, switches, and confines of right of way. He advised that their comments are embedded in the plan, however, this is a long-term plan and corporate philosophies can change over time. Mr. Pearsall stated that only at a time when the Regional Council viewed this as a potential commuter rail corridor and funding was available would negotiations take place with the railroad companies to include passenger rail on their corridors.

Mr. Pearsall advised that an X-shaped system of Buckeye to Queen Creek, Surprise/Wittman to Tempe/Chandler gives a projected ridership of 18,000 riders per day. Mr. Pearsall displayed a chart that showed projections of the interlines, with virtually all exceeding the national average of 1.5 boardings per day.

Mr. Pearsall stated that the purpose of the corridor development plans is to determine the feasibility of implementing commuter rail service, and he displayed maps of the Grand Avenue Corridor and the Yuma West Corridor.

Mr. Pearsall provided an overview of the commuter rail studies schedule. He stated that the majority of the three studies would be completed by the end of 2009 and the final stakeholders meeting would be conducted in early 2010. Mr. Pearsall reported that MAG staff would continue coordination with ADOT and the railroads on a high speed rail study between Phoenix and Tucson. He stated that staff would like to present the three studies for review and acceptance through the MAG committee process in February or March 2010.

Chair Neely asked about the extent of railroad right of way. Mr. Pearsall responded by saying that the right of way varies; in some cases it is 50 feet to 100 feet, but in the constricted area from downtown Phoenix through Tempe to Mesa, the right of way could drop to 25 feet to 50 feet. He explained that the consultant has been working with the railroads to see if the possibility exists for two parallel tracks or a mainline track with sidings. Mr. Pearsall noted that both the BNSF and Union Pacific railroads have advised that their priority is to provide service to their freight customers, and they have made it clear that their customers will not be harmed, and if anything, their tracks, signals, etc., will be upgraded to benefit freight. He noted that there is enough right of way for passenger rail to work on the technical level, and beyond that it becomes a philosophical level.

Chair Neely asked about the right of way farther west. Mr. Pearsall replied that they inspected the entire corridor at-grade and rode a train most of the corridor, and found that there is at least 50 feet of right of

way along the entire corridor. He said that they worked out a scenario that there is room to build two parallel main tracks and room to build a third parallel track call a switching lead, where freight could conduct its business without interfering with passenger rail. Mr. Pearsall noted that the most congested area is downtown Phoenix to Tolleson.

Mayor Rogers expressed her appreciation for staff's efforts on the studies and their willingness to work with the Southwest Valley communities. She said that the City of Avondale is a strong advocate of the Union Pacific line. Mayor Rogers she believed this will be critical to them in the future. She advised that she needed to leave the Regional Council meeting for another meeting.

Mayor Lewis commented that a couple of citizens asked him questions about the 33 rail stations mentioned in last week's newspaper article. He asked if the locations had been identified. Mr. Pearsall replied that the 33 locations are potential station areas identified strictly for modeling purposes. He added that an alternatives analysis would be conducted to determine station locations in the event that the Regional Council decided to implement commuter rail, and added that those communities served by commuter rail would be at the forefront to determine the locations.

Mayor Lewis asked the vision for the connection to Tucson. Mr. Pearsall stated that MAG has been partnering with the ADOT Multimodal Division, who has studied high speed rail in the past and may do so again. He stated that if ADOT were to identify a preferred route through an alternatives analysis, it might be a candidate for MAG.

Mayor Lewis commented that funding would be a roadblock to implementation. He expressed that he was glad that MAG was working with the railroads, and he asked their viewpoint toward making commuter rail happen. Mr. Pearsall replied that the railroads have been frank: The Union Pacific told them that the Queen Creek to Phoenix to Buckeye corridor is a great concern to them and they prefer it not be a passenger line. Mr. Pearsall surmised that if money became available for infrastructure improvements the Union Pacific might view passenger rail differently, especially if it benefits their customers. Mr. Pearsall stated that the BNSF Vice President of Operations met with MAG staff and presented the company's position on commuter rail: They are open to commuter rail as long as there is investment. Mr. Pearsall stated that BNSF's philosophy differs from the Union Pacific's: They choose to operate passenger rail with their own conductors who wear the community's transit logo on their uniforms. He indicated that he thought that passenger rail in each area would be handled by the railroad as a special case.

Supervisor Wilcox asked about connections for high speed rail with Tucson. Mr. Smith replied that joining the High Speed Rail Alliance was discussed with the ADOT Director and he expressed a lot of interest. Supervisor Wilcox asked if Los Angeles would be included. Mr. Smith replied yes. Supervisor Wilcox recalled taking a train from downtown Phoenix to Los Angeles to visit her grandmother and expressed her hope that passenger rail becomes a reality again.

Mayor Smith stated that he has heard discussion whether railroads should be funneling large amounts of freight traffic through major metro areas and asked if there had been discussion of bypassing rail traffic and having staging areas outside the major metro areas. Mr. Pearsall replied yes and added that the long term extensions on the 2050 map are identified as potential passenger rail lines that are acting

as bypasses to get from mainlines to classification yards. He explained that the goal is to minimize their footprint in downtown Phoenix by building classification yards in outer areas. Mr. Pearsall stated that there are a lot of options for alternative rail routes, but it all comes down to money.

Mayor Dunn commented that in the past, canals were off limits for uses other than their designed purposes, but now alternative uses for canals are being utilized. He said that hopefully rail companies will understand that if they go through metro areas they might have to expand the uses for those alignments. Mayor Dunn asked how discussions were proceeding with the Native American Indian Communities.

Mr. Pearsall replied that discussions were proceeding well and MAG staff had been invited to update the Gila River Indian Community transportation staff. He added that the Gila River Indian Community would benefit from enhanced freight capabilities and passenger rail.

Mayor Dunn stated that we do not want to emphasize going through their community for the benefit of those outside their community. He commented that tying rail into their economic development and giving them a reason to provide additional access will be key.

Mayor Hallman commented that he felt this was an opportunity to improve the region's transportation modes. He expressed concern that modeling for commuter rail opportunities was not being considered fairly, and said that modeling is being done for Tempe south to Chandler that includes a 24-lane freeway, even though funding to build it is not available. Mayor Hallman stated that he thought alternative modes should be examined.

Mr. Pearsall thanked Mayor Hallman for his input and said that thanks to Tempe's recommendations, they have begun to model a scenario to see how a 24-lane freeway measures with commuter rail. He added that this is one option that will be presented in the final report.

Chair Neely thanked Mr. Pearsall for his presentation and said that she looked forward to the final report.

15. Lawsuit Filed by the Arizona Center for Law in the Public Interest for PM-10

This agenda item was taken out of order.

Lindy Bauer, MAG Environmental Programs Director, provided a presentation on the lawsuit filed by the Arizona Center for Law in the Public Interest for PM-10. Ms. Bauer stated MAG submitted the Five Percent Plan for PM-10 to the Environmental Protection Agency (EPA) two years ago. She noted that PM-10 is the most difficult air quality issue in the MAG region. Ms. Bauer indicated that the Five Percent Plan for PM-10 was required by the Clean Air Act, because this region is a Serious PM-10 nonattainment area and the region failed to attain the standard by the deadline of December 31, 2006. Ms. Bauer mentioned that MAG submitted the Plan to EPA by December 31, 2007. She stated that the Plan met the requirements showing a five percent reduction in PM-10 emissions by using 53 new committed measures in the Plan, including measures for sand and gravel, vacant lots, and the ban of leaf blowers. Ms. Bauer added that five percent emission reductions were for 2008, 2009 and 2010, and said

that the modeling demonstrates attainment by 2010. Ms. Bauer advised that in order for the region to be deemed in attainment by EPA, the region needs three years of clean data at all PM-10 monitors in 2008, 2009 and 2010.

Ms. Bauer stated that EPA has not acted to approve or disapprove the MAG Five Percent Plan for PM-10, and, according to the Clean Air Act, EPA was to take action by June 30, 2009. Ms. Bauer indicated that on August 4, 2009, the Arizona Center for Law in the Public Interest submitted a letter with a notice of intent to sue EPA for not acting on the Plan. She commented that the Arizona Center for Law in the Public Interest filed a lawsuit on December 2, 2009 asking the court to order EPA to propose approval or disapproval of the Plan within one month and finalize the action within three months.

Ms. Bauer stated that if the EPA proposes disapproval of the Plan, in whole or part, sanctions would be imposed if the problem is not corrected within 18 months from the proposed finding of disapproval. She noted that then the first sanction would fall – tighter controls on major industries (2:1 offsets in emissions). Ms. Bauer stated that within 24 months from proposed finding of disapproval would be the loss of federal highway funds ($1.1 billion would be at risk in MAG Transportation Improvement Program), and a federal implementation plan would be imposed. Ms. Bauer stated that the imposition of highway sanctions may trigger a conformity lapse and major projects in the Transportation Improvement Program could not proceed, regardless of funding source.

Ms. Bauer then addressed current issues with the Five Percent Plan. She said that the Plan is based on a 2005 PM-10 emissions inventory, and with the downturn in the economy since then, the mix of sources in the emissions inventory has changed. Ms. Bauer advised that another issue is the exceedances of the PM-10 standard in 2008 and 2009. She explained that the ADEQ has documented 11 of 12 exceedance days in 2008 as exceptional/natural events, which means they were not caused by violations or human activities but by high wind. Ms. Bauer stated that MAG staff has reviewed the documentation and agrees with the ADEQ documentation for 2008. She stated that some or all of the seven exceedance days in 2009 may be exceptional/natural events, but ADEQ is still evaluating the events and has not yet submitted documentation to EPA.

Ms. Bauer displayed onscreen a bar chart that illustrated the days that the 24-hour PM-10 standard was exceeded in Maricopa County. She noted that MAG monitors exceedances closely and pointed out that the exceptional events in this region are primarily caused by high winds.

Ms. Bauer advised that if EPA does not agree with the ADEQ exceptional/natural events documentation, MAG would not have a clean year at the monitors and may need to add more measures to reduce emissions by five percent per year until attainment, as measured at the monitors; will need to revise the air quality modeling in the Five Percent Plan; and will need three years of clean data at all PM-10 monitors for attainment.

Ms. Bauer stated that MAG, Maricopa County and ADEQ are updating the PM-10 emissions inventory for 2008. She added that MAG has prepared its piece on mobile source emissions and provided it to the County. Ms. Bauer stated that MAG is providing assistance to EPA in reviewing the Five Percent Plan and the ADEQ documentation of the exceptional events. She said that MAG also is collecting additional

field data during windy and stagnant days in order to help EPA understand the nature of the exceptional events.

Ms. Bauer stated that MAG staff thinks that the MAG region stands a chance if the EPA agrees with the ADEQ exceptional/natural events. She advised that if at all possible, MAG plans to address the issues before the EPA proposes action on the Plan, and she added that the EPA timeline is unknown. Ms. Bauer stated that it is imperative that violations at the monitors be prevented. She expressed that it is absolutely critical for this region to be in attainment. Ms. Bauer stated that she would keep the Regional Council updated as the situation unfolds. Chair Neely thanked Ms. Bauer for her update.

Mr. Smith stated that MAG staff, member agency staff and the County did an outstanding job in completing the Plan and submitting it on time, but it has now become stale due to inaction by the EPA. He said that enforcement is the key to this. Mr. Smith questioned how the Las Vegas region, which also has a dust problem, is able to be in attainment and the MAG region is not. Mr. Smith noted that there are challenges with enforcement officers, but if there is not enforcement, the monitors will go off and it will not matter how good a plan MAG has. He commented that there are serious consequences if we do not get a handle on this situation.

Chair Neely commented that the consequences are sobering. She expressed that attainment will not happen without all of the partners at the table.

11. The Arizona We Want

Dr. Lattie Coor, from the Center for the Future of Arizona, addressed the Regional Council on the results of the Gallup Arizona Poll on how citizens view life in their communities and what they desire for the future. He expressed his appreciation to those who participated, and noted that 63 MAG members have taken the poll. Dr. Coor noted that *The Arizona We Want* report and the results from the poll were at each place. He stated that the objective of the project is to create a citizens' agenda with clear, measurable goals. Dr. Coor stated that the Gallup organization was chosen to conduct the poll because it had previously conducted the World poll and the Knight poll, and has experience in polling aspirations.

Dr. Coor stated that Gallup conducted this poll from mid-November to January and 3,600 people responded statewide. He stated that 831 were invited to answer questions on specific policy issues on the web. Dr. Coor stated that, because Arizona is a state of newcomers who have attachments elsewhere, they were surprised that respondents' passion for community was one of the highest in the nation. He stated that there was agreement throughout the state on major policy issues; that open spaces are seen as one of Arizona's greatest assets; residents want good jobs; residents are not happy with their elected leaders; and Arizona is not a great place for young college graduates.

Dr. Coor stated that the quality Gallup calls "Attachment" (a sense of connection to place), was determined by responses to five questions. He said that 55 percent of the MAG respondents strongly agreed with the statement, "Their city or area is the perfect place for people like me." Dr. Coor stated that based on the combined responses to all five questions that measure attachment, 36 percent of Arizonans indicated they were loyal to where they live, while the average from the 26 cities studied in

the Knight poll was 25 percent. Dr. Coor stated that this loyalty was higher in the urban areas of Phoenix and Tucson (37 percent) than in the communities outside the urban core (33 percent). Dr. Coor stated that the respondents were divided demographically for the poll by gender, age, education, income, and ethnicity.

Dr. Coor stated that respondents were asked to rate 14 quality of life features. He said that the beauty or physical setting, the availability of outdoor parks, playgrounds and trails, and a good place to raise children were ranked as very good by a high percentage of respondents, while the availability of jobs the leadership of elected officials, and how much people in the community care about each other ranked low.

Dr. Coor explained that there are 11 drivers of attachment: social offerings, aesthetics and natural environment, openness of the community, basic services, K-12 education, leadership, higher education, economy, safety, social capital, and involvement. He pointed out the Arizona Opportunity map to use as a tool. Dr. Coor stated that the idea is to move the drivers to the upper right quadrant of the map.

Dr. Coor stated that they asked questions on five policy areas: education, health care, job creation, infrastructure, and energy. He pointed out the response in the MAG region on the education policy favored educating students to national and international standards, but offering extra resources for low performing schools was ranked low.

Dr. Coor stated that when asked which policy would be the best use of your tax dollars to make healthcare more available and affordable, respondents agreed with offering health care discounts for a healthy lifestyle and making available health insurance to all Arizonans.

Dr. Coor stated that when asked which policy would be the best use of your tax dollars to increase the number of good paying jobs, respondents favored creating a public transportation system that gets workers to where the jobs are and that encourages employers to create jobs closer to where workers live. He said that the respondents also supported creating a regulatory environment to encourage businesses to locate here.

Dr. Coor stated that when asked which policy would be the best use of your tax dollars to build the infrastructure that Arizona needs for the future, respondents favored adopting a water management plan that protects water supplies for the state and creating mass transit opportunities that connect communities throughout the urban regions of the state.

Dr. Coor said that when asked which policy would be the best use of your tax dollars to help Arizona become more energy independent, investing in the technology and facilities needed for solar energy, wind energy, and other renewable energy sources received the highest support from both the MAG and state respondents.

Dr. Coor said that when asked which goal would you support through an increase in your taxes, respondents indicated they favored building the infrastructure that Arizona needs for the future. He said that increasing the number of good-paying jobs was second and helping Arizona become more energy efficient was third.

Dr. Coor advised that the citizens' recommendations were included in the report. He said that eight goals and five issues were derived from the report. Dr. Coor stated that the top goal was to create quality jobs for all Arizonans and the second goal was to prepare Arizonans of all ages for the 21st century workforce.

Dr. Coor stated that people said that the five most important things in creating quality jobs are: Investing in technology and facilities to grow renewable energy; offering tax incentives for energy efficiency; lowering business taxes to attract and grow business; providing a business-friendly regulatory environment; and investing in research that creates new companies and jobs.

Dr. Coor stated that the respondents indicated the most important actions for preparing Arizonans for the 21st century include ensuring that students are "career-college" ready; creating more job training programs for people of all ages; and educating Arizona students to national/international standards.

Dr. Coor stated that the Center is creating scorecards that will measure annually Arizona's performance on a strategic set of indicators relevant to each citizen goal. He noted there are five underlying issues that require resolution: 1) Arizona needs fully prepared leadership and governance structures appropriate to the 21st century. 2) Arizona needs an investment strategy. 3) Arizona needs a clear and sustained commitment to global competitiveness. 4) A constructive solution to illegal immigration must be found and implemented. 5) Arizona needs a balanced and stable tax system.

Dr. Coor displayed a comparison where citizens rated the leadership and the qualities of elected officials.

Dr. Coor stated that they will be taking the report across the state and will work with organizations and coalitions to identify ways to accomplish the goals. He offered that each community could receive a participant code so that individual communities could participate in the poll and the Center would produce an individual report as it had done for MAG. Dr. Coor noted that 20 organizations so far have done this, including the Nature Conservancy who is providing it to their Board and 26,000 members. Dr. Coor stated that the Center is committed to the goals from the poll being built into the 2010 election and they will seek the counsel of the Regional Council on tracking the questionnaires that will be developed.

Chair Neely thanked Dr. Coor for his report. She expressed her interest because MAG works to address the issues the Center is researching. Chair Neely stated that it was not surprising that the public opinion of elected officials is so low, and she liked the report because she could look at it and see how the environment could be changed. She expressed her appreciation to Dr. Coor for the work the Center has undertaken and encouraged that it be utilized. Chair Neely commented that the optimistic feelings expressed by the MAG participants took her by surprise.

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.

Chair Neely requested that the findings from the Gallup Arizona Poll be incorporated into MAG committee work. She remarked that commuter rail and high speed rail have a huge amount of support and perhaps some of the findings could be incorporated back to the committees.

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.

Treasurer Pamela Mott invited everyone to attend the 39th Annual Fiesta Bowl Parade at 11:00 a.m. on January 2, 2010, sponsored by the Fort McDowell Yavapai Nation. Treasurer Mott stated that Fort McDowell receives no benefit for sponsoring the parade; it is something they want to do to give back to the community for the support they have received in the past year. She advised that additional details are posted on the Fort McDowell website.

Chair Neely expressed her appreciation to Fort McDowell for supporting the parade and commented that it was a great benefit that everyone looks forward to each year.

14. Adjournment

There being no further business, Mayor Schwan moved to adjourn, Mayor Smith seconded, and the meeting adjourned at 6:50 p.m.

Chair

Secretary

Agenda Item #5B

PERFORMANCE MEASUREMENT FRAMEWORK AND CONGESTION MANAGEMENT UPDATE STUDY

EXECUTIVE SUMMARY 2008-2009

TRANSPORTATION PERFORMANCE MEASURES FOR THE MAG REGION

The MAG Performance Measures Report has been developed in conjunction with a Regional Performance Measurement Framework and a Data Gap Analysis Document as part of Phase II of the Performance Measurement Framework and Congestion Management Update Study. The purpose of the Performance Measures Report is to provide an overview of how the transportation system in the MAG region is currently performing, as well as highlight significant facts regarding performance across selected corridors and facilities.

Data analyzed as part of the Performance Measures Report are primarily from 2006 and 2007, prior to both the dramatic increase in gasoline prices during 2008 and the economic recession which began to gain traction in the middle of that year. As a result, significant changes in transportation system use and performance are likely to have occurred since the data presented in this report were produced. Even so, this report illustrates how tracking transportation system performance data facilitates more informed public decision making, thereby resulting in better public policy, planning, and project selection.

This Executive Summary highlights findings within the reported data that are of significant interest or that have potential future policy implications. Following is a summary and discussion for the principal sections of the Study:

LIMITED ACCESS HIGHWAY AND HOV LANE PERFORMANCE

The freeway system in Maricopa County encompasses fifty-three (53) miles of Interstate highway, and one hundred sixty-three (163) miles of other freeways and expressways. Interstate highways include I-10 (the Maricopa/Papago Freeway) and the I-17 (the Black Canyon Freeway). Other important freeways and expressways include: US-60 (the Superstition Freeway), Loop 202 (the Red Mountain/Santan Freeway), Loop 101 (the Price/Pima/Agua Fria Freeway), SR-51 (the Piestewa Freeway), and SR-143 (the Hohokam Expressway). According to the Texas Transportation Institute's 2009 Annual Urban Mobility Report, the cost of congestion to the greater Phoenix metropolitan area (based on wasted time and fuel) was $1.89 billion in 2007. The average cost of congestion per traveler during 2007 was $1,034.

The most heavily traveled freeway segment is I-10 west of downtown Phoenix, which, on an average weekday serves almost 200,000 vehicles. Highest volumes detected on I-10 in 2007

register 265,000 vehicles per day at a sensor located near 7th Street in Phoenix. The I-10 is a heavily congested roadway, moving at an average of just over 35 miles per hour (mph) from SR-51 to 82nd Avenue during parts of both the AM and PM peak periods. Other regional freeways carrying fewer total vehicles are, at times, equally congested. As an example, the Loop 101 (southbound) between the Loop 202 and Guadalupe Road has an average speed of less than 30 mph during the peak of the evening rush hour. In addition, the westbound portion of the Loop 202 is somewhat unique in that it routinely experiences heavy congestion between SR-143 and I-10 during both the AM and PM peak periods.

An important contributor to the MAG area's traffic congestion pattern is the transportation-land use configuration and how it influences travel behavior, especially for commuter trips which tend to concentrate on morning and afternoon periods. One consequence of regional traffic congestion (primarily resulting from high levels of demand and consequent slower vehicular speeds) is that portions of all of the freeways in the MAG region typically and consistently operate at lower efficiencies only during certain hours of the AM and PM periods. That is, as a result of traffic congestion, each of these roads becomes incapable of serving the traffic volumes they were designed to support under more favorable conditions. For example, congestion is frequently so severe during the peak period, that several sections of I-10 actually serve less than 60 percent of the vehicles they were designed to serve, simply because traffic is moving so slowly. Likewise, PM peak period traffic demand along sections of I-17 is so high that these portions of the freeway are able to serve less than 40 percent of their design volumes.

High Occupancy Vehicle (HOV) lanes have been designed and built to encourage carpooling and transit ridership, thus helping in relieving congestion. Nevertheless, congestion is also common on sections of several of the region's HOV lanes, reducing incentives associated with their use. This may be due, in part, to how motorists interact with the HOV lane usage time of day restrictions currently being applied in the region. For example, in the afternoon prior to 3:00 PM, the HOV lanes are open to general purpose (non-HOV) traffic. Consequently, a significant number of single occupancy vehicles (SOV) make use of the HOV lanes right up to the 3:00 PM change-over; in some sections of the corridors, congestion begins to form in some HOV lanes as the usage period transitions. While traffic volumes in the HOV lanes do begin to decline after the HOV restrictions are imposed at 3:00 PM, the volumes remain high enough and the congestion in some sections of the HOV lanes is bad enough, that considerable congestion frequently remains in place until near the end of the peak period. While HOV lane congestion is not nearly as severe as general purpose lane congestion, some sections still perform fairly poorly, limiting the benefits the current HOV lane policy is intended to provide.

With regard to freeway safety, the total crash rates and injury crash rates per million vehicle miles traveled (VMT) appear to be consistent on a year-to-year basis. Total crash and injury crash rates are greatest on I-17 and US-60, followed by I-10 and SR-51. Results indicate that the Loop 101 and Loop 202 consistently have the lowest crash and injury rates as compared to all other freeways analyzed. Although I-10 experiences higher traffic volumes than any other roadway in the MAG region, crash and injury crash rates are lower for the I-10 corridor than for either I-17 or US-60.

Changes in freeway performance from 2006 to 2007 were mixed. Slightly more than half of the corridors showed slight increases in vehicle volume, while slightly less than half showed marginal decreases. Similarly, slightly more than half of the roadway sections examined had

minor declines in average vehicle speed during the peak period, but almost half showed minor improvements.

ARTERIAL PERFORMANCE

Arterials are also responsible for a very high percentage of Maricopa County's regional mobility. The major arterials selected for inclusion in this report were chosen due to the fact that they carry large volumes of traffic across the Valley and represent major traffic movements throughout the region. These arterials in some instances parallel the freeway corridors defined in Section 2 of the Performance Measurement Report, and in other instances carry traffic to and from areas not well-served by freeways.

The 2007 Study results indicate that average hourly vehicle throughput on arterials is consistently higher during the PM peak period than during either the AM peak period or Midday period. Shea Boulevard carries the highest traffic volumes of all the arterial study corridors, with average daily volumes registering more than 22,000 vehicles per day along each direction of travel. Highest two-directional volumes on Shea Boulevard have been documented as high as 54,000 vehicles per day near Scottsdale Road. Considering average traffic along the entire corridor, Bell Road/Sun Valley Parkway is the second highest, with more than 20,000 vehicles per day along each direction. Highest detected two-directional volumes on Bell Road register up to 62,000 vehicles per day near 115th Avenue. The lowest traffic volumes observed in the arterials selected for inclusion in this study occur on Dysart Road, with daily volumes of approximately 7,900 vehicles per day along each direction of the corridor.

With regard to arterial congestion, during the PM peak period, the westbound direction of Glendale Avenue/Lincoln Drive experiences the most significant delay, with well over half of the corridor experiencing average travel speeds less than 75 percent of the posted speed limit. During the AM peak period, the southbound direction of Dysart Road experiences the greatest congestion-related delay, with more than 60 percent of the corridor experiencing average travel speeds less than 75 percent of the posted speed limit. Power Road is also highly congested during the AM peak period and Midday period, with almost half of the arterial (in both directions of travel) experiencing congestion-related delays in the morning, and more than half experiencing significant delays during the middle of the day.

TRANSIT PERFORMANCE

The transit system in the MAG region consists of a combination of local bus service, express bus service, arterial bus rapid transit service, circulator/shuttle services, dial-a-ride services, and as of the end of 2008, light rail service. As per the MAG Regional Transportation Plan, service levels on particular routes are determined by balancing demand for transit along those routes against the availability of funding. The Regional Public Transportation Authority (RPTA), commonly known as Valley Metro, is a membership organization aimed at helping to streamline transit service across the region. RPTA board member agencies include: Avondale, Buckeye, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix, Queen Creek, Scottsdale, Surprise, and Tempe.

The transit-related performance measures contained in the Performance Measures Report reflect data collected by RPTA concerning the operation of the City of Phoenix, RPTA, and City of

Tempe's transit services. As the datasets being analyzed are for 2006 and 2007, only bus-related modes of travel (express, local, and paratransit/dial-a-ride) are included; light rail transit service was not in operation at that time and is consequently not included as part of this report. Although fixed route transit ridership increased from 2006 to 2007, the efficiency of those transit services (i.e., transit boardings per revenue mile driven) declined slightly. The most significant impact of a decrease in boardings per revenue mile is the potential for it to result in an increase in subsidy per boarding.

On-time performance for all transit services in the MAG region increased from 2006 to 2007, with the exception of City of Phoenix's fixed route service, which fell by one percent. Nevertheless, during 2007, all services, both fixed route and Dial-A-Ride, exceeded the 90 percent on-time performance goal laid out by RPTA and the City of Phoenix for their transit services.

BICYCLE AND PEDESTRIAN PERFORMANCE

A number of planning-related efforts have taken place over the past few years with the purpose of improving opportunities for bicycle and pedestrian travel in the region. Tracking performance measures associated with non-motorized (i.e., bicycle and pedestrian-based) modes of travel will provide MAG and its partners with key data concerning the extent to which those efforts have succeeded, as well as increase overall awareness of how travel via these alternative modes is being accommodated.

Based on an analysis of data collected regarding the modes of transportation utilized by commuters, no significant change was apparent in bicycle and pedestrian based travel between 2007 and 2008. Results also indicate that bicycle and pedestrian trips have the shortest commuting trip lengths (6.12 miles and 2.04 miles, respectively).

With regard to the safety of bicycle and pedestrian modes of travel, the annual number of crashes and injury crashes appear to be fairly stable from year to year, increasing or decreasing annually by no more than seven to ten percent.

QUALITY OF LIFE PERFORMANCE

Quality of life-related issues are of growing concern to communities around the nation. The focus being placed on greater environmental quality, sustainable development, and healthy communities are evidence of an emphasis on an improved quality of life. Tracking quality of life-related performance measures is an important first step in providing community leaders with the information needed to implement substantive quality of life enhancement initiatives.

As a first step in assessing quality of life as it relates to the MAG region, the Performance Measures Report contains an assessment of participation in Maricopa County's Trip Reduction Program (TRP), aimed at encouraging the use of alternative (non-SOV based) modes of travel. Results of the analysis indicate continuing high levels of participation in the program (more than 650,000 participants) which, according to the Maricopa County Air Quality Department's Trip Reduction Report, resulted in the elimination of 12,934 tons of air pollution due to the use of alternative modes of travel by program participants during 2008.

Agenda Item #5C

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

DATE:
January 21, 2010

SUBJECT:
FY 2011 MAG Human Services Coordination Transportation Plan

SUMMARY:
The federal Safe and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) programs for underserved populations: the Elderly Individuals and Individuals with Disabilities Program (Section 5310); the Job Access and Reverse Commute (JARC) Program (Section 5316); and the New Freedom Program (Section 5317). MAG has developed this coordination plan each year in compliance with this requirement since 2007. The fiscal year (FY) 2011 MAG Human Services Coordination Transportation Plan was recommended for approval by the MAG Human Services Technical Committee, the MAG Management Committee, and the MAG Human Services Coordinating Committee.

PUBLIC INPUT:
The plan was created by engaging human services transportation stakeholders. A public meeting was held on December 8, 2009. Feedback from stakeholders was incorporated into the plan. An opportunity for public input at the committee level was offered at the MAG Human Services Technical Committee meeting on December 10, 2009, at the MAG Management Committee on January 13, 2010, and at the MAG Human Services Coordinating Committee on January 19, 2010. No input was offered at these meetings.

PROS & CONS:
PROS: Coordinating human services transportation will make programs more efficient and will serve more people. Lack of coordination results in wasted resources, inefficient use of time and vulnerable people receiving poor quality service, or in the worst case, being left in dangerous circumstances.

CONS: There are no anticipated negative effects.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: According to SAFETEA-LU regulations, a coordinated human services transportation plan must be in place so that JARC, New Freedom and 5310 funds may be drawn down. This plan has been developed by a diverse group as mandated by federal regulations. Setting forth clear expectations will help to build a strong foundation for more intensive coordination in the future.

According to FTA guidance, the plans specifically include the following: an assessment of available services that identifies current providers (public, private, and nonprofit); an assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes; strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and relative priorities

for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

POLICY: Lack of coordination can result in lower productivity, wasted resources and lower quality services for a very vulnerable population. Elderly, people with disabilities and people with low incomes are significantly affected by human services transportation. Ultimately, this service is not about buses, vans or cars but the quality of life people experience when they have access to medical care, employment and a good support system. Improving human services transportation coordination will result in better access to these opportunities and better utilization of existing resources. The first plan in 2007 helped improve coordination through strategies focused on communication. The 2008 plan update focused on standardizing operations at the agency level to facilitate better coordination. The 2009 plan update maximized the capacity of the current system through coordination. The FY 2011 plan addresses the impact of the recession on human services transportation.

ACTION NEEDED:
Approval of the FY 2011 MAG Human Services Coordination Transportation Plan.

PRIOR COMMITTEE ACTIONS:
The MAG Human Services Coordinating Committee recommended the plan for approval on January 19, 2010.

MEMBERS ATTENDING

Councilmember Trinity Donovan, Chandler, Chair
* Councilmember Rob Antoniak, Goodyear
Councilmember John Sentz, Gilbert
+ Arleen Chin, Tempe Community Council
* Susan Hallett, Arizona Department of Economic Security
+ Kathleen Hemmingsen, Scottsdale Human Services Commission
+ Councilmember Dennis Kavanaugh, Mesa
* Mayor Marie Lopez Rogers, Avondale
+ Vice Mayor Manuel Martinez, Glendale
* Carol McCormack, Mesa United Way
* Councilmember Michael Nowakowski, Phoenix, Vice Chair
* Supervisor Mary Rose Wilcox, Maricopa County

+Those members present by audio/videoconferencing.
*Those members neither present nor represented by proxy.

The MAG Management Committee recommended the plan for approval on January 13, 2010.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Susan Daluddung for Carl Swenson, Peoria
George Hoffman, Apache Junction
Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dave Richert, Scottsdale

Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown

John Fink for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

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

The MAG Human Services Technical Committee recommended the plan update for approval on December 10, 2009.

COMMITTEE MEMBERS

Sylvia Sheffield, City of Avondale, Chair
Jayson Matthews, Tempe Community Council, Vice Chair
* Kathy Berzins, City of Tempe
+Kyle Bogdon, DES/ACYF
Laura Guild, DES/CPIP
Jeffery Jamison, City of Phoenix
Tim Cole for Deanna Jonovich, City of Phoenix
Jim Knaut, Area Agency on Aging
Margarita Leyvas, Maricopa County

Nanette Lubin for Joyce Lopez-Powell, Valley of the Sun United Way
Paul Ludwick, City of Scottsdale
Steven MacFarlane, City of Phoenix
Jose Mercado for Doris Marshall, City of Phoenix
+Joy McClain, City of Tolleson
* Carl Morgan, Town of Gilbert
+Carol Sherer, DES/DDD

+Those members present by audio/videoconferencing.
*Those members neither present nor represented by proxy.

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

Maricopa Association of Governments

Human Services Coordination Transportation Plan

FY 2011 Update

MARICOPA ASSOCIATION of GOVERNMENTS

National winner of the 2008 United We Ride Leadership Award for major urbanized areas

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Executive Summary

In June 2006, the Maricopa Association of Governments (MAG) Regional Council approved taking on the responsibility for developing plans to coordinate human services transportation. Since then, the region's plans have earned national recognition including the 2008 United We Ride National Leadership Award. Per federal requirement as outlined in SAFETEA-LU, each plan contains an inventory of services, a gaps analysis, and prioritized strategies to meet the needs of the region. The goal of every plan is to help people move more easily throughout the region.

The recession has had a dramatic effect on the region's human services transportation programs. Three programs have been eliminated in the past year. Forty percent of remaining programs report funding reductions while demand continues to increase. As agencies strive to remain sustainable, this plan seeks to maximize the services available through coordination. This is proposed through the following strategies:

Priority	Description of Short-Term Strategies for FY 2011	Lead
1	Implement more programs to serve people with low incomes, particularly in the Southwest Valley.	Section 5310, 5316 and 5317 Agencies
2	Target travel training to clients of non-profit agencies, including homeless and domestic violence shelters.	Valley Metro
3	Research and implement van pools to bring domestic violence and homeless shelter clients to work and work preparation activities.	MAG
4	Develop and offer training on data quality standards for reporting as well as a common set of definitions.	MAG
Priority	**Description of Long-Term Strategies**	**Lead**
1	Establish more taxi cab and mileage reimbursement programs, focusing on areas with less transportation infrastructure.	MAG
2	Develop a coordinated volunteer drivers program on a regional basis. This will include training for volunteer drivers and the agencies that work with them; and centralizing the information about programs and opportunities online.	MAG

To become involved in these efforts, please contact DeDe Gaisthea at dgaisthea@mag.maricopa.gov or by calling (602) 254-6300.
All materials may be accessed at www.mag.maricopa.gov.

Introduction

The Maricopa Association of Governments (MAG) Human Services Coordination Transportation Plans are developed to help people move more easily throughout the region. People have a broader array of employment and educational opportunities, more efficient access to medical care, and a better quality of life when they have reliable transportation. Through coordination, transportation can be accessed more effectively for those most vulnerable in the region, including older adults, people with disabilities, and people with low incomes.

Securing transportation can be a difficult experience if a person has to overcome limitations caused by age, mobility and/or limited financial resources. In addition, the downturn in the economy has forced the closure of some transportation services while making other programs less available. Now more than ever, people are finding it harder to get to the jobs that will sustain their families.

Regional coordination plans are developed in response to SAFETEA-LU federal legislation requiring applicants of three federal funding sources to comply with a locally derived plan. This region has achieved great success through the MAG coordination plans. In March 2009, the Maricopa Association of Governments (MAG) Human Services Transportation Planning Program won the 2008 United We Ride Leadership Award in the category of major urbanized areas. The award was bestowed for successfully implementing plans to coordinate human services transportation.

Partnerships with the Arizona Department of Transportation, the City of Phoenix, and the Virginia G. Piper Charitable Trust have contributed to the success of the plans. The coordination plans benefit greatly by the many stakeholders throughout the region who have been essential in the development and implementation of the goals in each plan.

This plan will report on the progress made on the strategies from the FY 2010 plan, offer an assessment of gaps within the region, provide a highlight of successful coordination efforts in the community, and propose new strategies to address the gaps. These strategies will focus on the maximization of available resources in the community. Offering short-term and long-term strategies will help to ensure the sustainability of coordination efforts for years to come.

Progress on the FY 2010 Plan Update

The strategies developed in the FY 2010 Plan Update focused on promoting the United We Ride goals of providing more rides for the targeted populations for the same or fewer resources by maximizing the capacity of the current system. The four strategies strived to promote the activities that would have the most positive impact on human services transportation in the region. Progress made on the goals is as follows:

Shared Vehicles

Outcome measure:

To continue the implementation of the United We Ride goals, this strategy focused on maximizing resources and reducing unused capacity by rewarding Section 5310 applicants who request shared vehicles. A coordinated effort among agencies is essential to meet the demands of an increasing population. Recognizing partnerships between agencies for shared vehicles provides an incentive to put into action further collaborative efforts. MAG, along with Arizona Department of Transportation and the City of Phoenix, monitored requests of agencies that partner their efforts through the application processes for Section 5310, 5316 and 5317.

Progress:

During the application process, all review panels took into consideration requests of agencies for shared vehicles during the scoring process by rewarding agencies who requested shared vehicles. No impact has been seen this year since no agencies have requested shared vehicles. Recognizing partnerships between agencies for shared vehicles will continue to be taken into consideration in the application process. Insurance has been identified as a critical barrier. Solutions are being researched.

Travel Training Inventory

Outcome measure:

The goal of this strategy was to complete an inventory of agency travel training programs in the region. The inventory will lead to a better understanding of the availability of programs, better coordination, and development of new programs to fill gaps in service. The inventory will provide information on agencies that can offer, or would be willing to offer travel training to others outside of their agency.

Progress:

MAG and Valley Metro developed a travel training inventory survey that has been forwarded and distributed to human services transportation providers. Survey results have been received and forwarded to Valley Metro. Valley Metro is in the process of identifying additional means to collect information, continue to collect results, and analyzing the data for gaps in travel training programs in the region.

Match Mechanism

Outcome measure:

Develop a mechanism for matching agencies with the capacity to offer more trips with agencies needing transportation for their clients as well as people in need from the community. This strategy helped to maximize available resources to meet the increasing demand for services. Determining capacity meets the United We Ride goal of providing more rides for the same or fewer resources.

Progress:

MAG surveyed human services transportation providers inquiring if they are currently, or would consider, transporting people who are not their clients. The information received indicated a number of the agencies would consider transporting people outside their clientele. The data was provided to Community Information and Referral, a twenty-four hour hotline that provides human services information to the public. The information is currently being used as an additional resource given to people calling for assistance.

United We Ride Goal Consistency

Outcome measure:

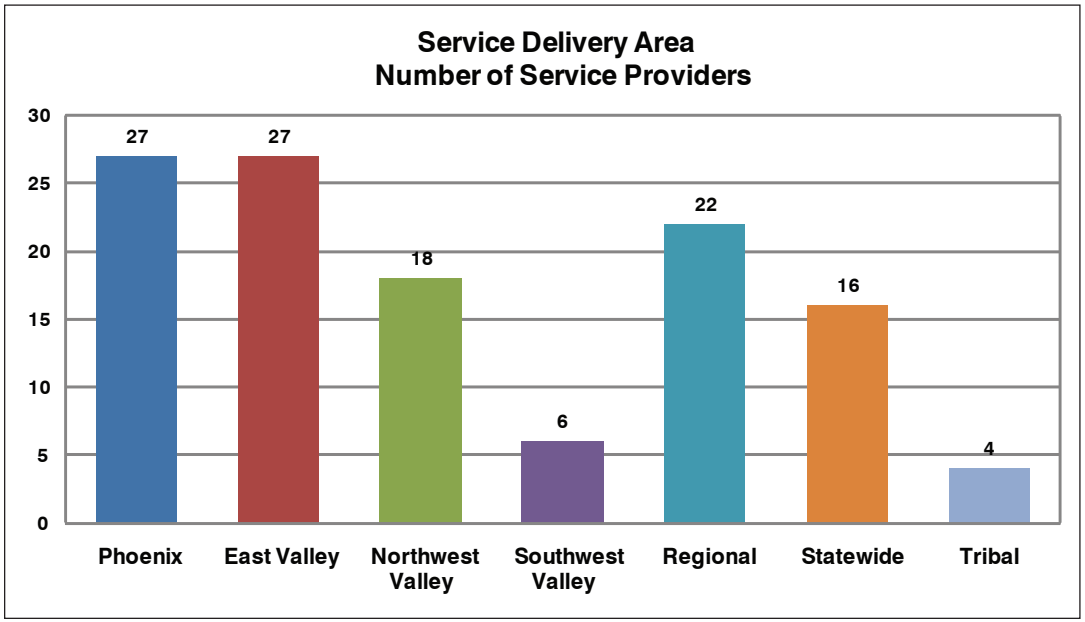
This strategy encouraged and awarded applicants that have supported the development and implementation of the coordination plans. This is evident by an agency's inclusion in the plan update Participant List. Agencies listed participated in projects that promote the United We Ride goals to improve efficiency, effectiveness and quality. By participating in the implementation of the plans, agencies strengthen human services transportation coordination efforts in the region. MAG, along with Arizona Department of Transportation and the City of Phoenix, monitors applicant's participation and implementation efforts through the application processes for Sections 5310, 5316 and 5317.

Progress:

MAG has tracked grantee participation of activities associated with the planning process such as meeting attendance and compliance with data requests. The information of agencies' participation has been forwarded to ADOT and the City of Phoenix for use with their application review process. Grantees and potential grantees have added to the success of implementation strategies in the region such as the MAG Transportation Ambassador Program while providing valuable feedback on the development of future coordination plan.

Gaps Analysis

Human services transportation services are under considerable stress due to budget reductions, increased demand, and cost shifting. As agencies close or services cease, people turn to existing resources and the strain on services multiplies. The impact of the recession in the region cannot be overstated. These times are unprecedented and the affect on human services transportation have been dramatic. Last year's gaps analysis indicated the area of largest need was people with low incomes in the Southwest Valley. While this remains true, the recession has put all programs for all populations at risk.

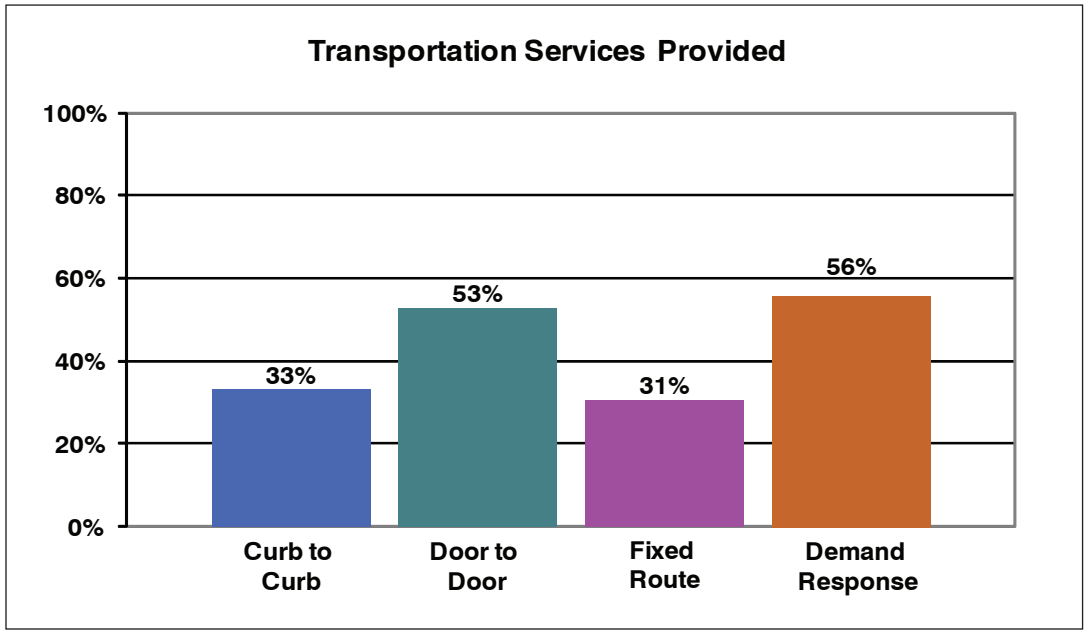


Population variances are seen throughout the region. It is estimated 9 percent of the population is living below the poverty level, 16 percent are persons with a disability and 15 percent are older adults. The City of Phoenix has the highest percentage of persons living below the poverty level at 10 percent. They also have the largest number of service providers as indicated in the chart. The Southwest Valley is estimated at 8 percent for persons living below the poverty level with the fewest services provided. Other areas of the region indicate a high percentage of the targeted population. In the Northwest Valley the population of persons with disabilities is higher than the regional average at 18 percent and older adults are reported higher in the Northeast Valley at 23 percent.

While a majority of the vulnerable population is reported in the outlying areas of the region, transportation options servicing those areas are often limited. Limitations such as few transit routes servicing outlying areas, service wait time of an hour or more and limited weekend services often make seeking alternate transportation options difficult at best. Dial-A-Ride services, while available, also have limited coverage in the East and West Valley. For example, the Southwest Valley Dial-A-Ride service area covers most of Litchfield Park and Tolleson but a little more than half of Avondale and a small portion of Goodyear. The East Valley Dial-A-Ride covers areas in Gilbert, Mesa and Tempe, with limited services in Chandler and Scottsdale.

The biggest change to human services transportation in the region is the closure of the only free regional system. In July 2009, the Maricopa County Special Transportation Services (STS) terminated services due to lack of funding. At its peak, the service provided 30,000 trips a year of the most vulnerable in the population, including older adults, people with disabilities, and low-income workers. Some of the people hardest hit by the closure of STS are in unincorporated areas such as the Sun Lakes retirement community south of Chandler, Fountain Hills and the West Valley.

The closure of STS has highlighted the impact each service provider has on the region. In August 2009, MAG conducted a Human Services Transportation Provider Inventory survey. The survey was forwarded to 120 human services transportation providers that included nonprofits, public agencies, municipalities and senior communities. Analysis of the results provided information on the types of the services agencies bring to the region, how services are affected by the economy, and what changes are being implemented to meet the demand.



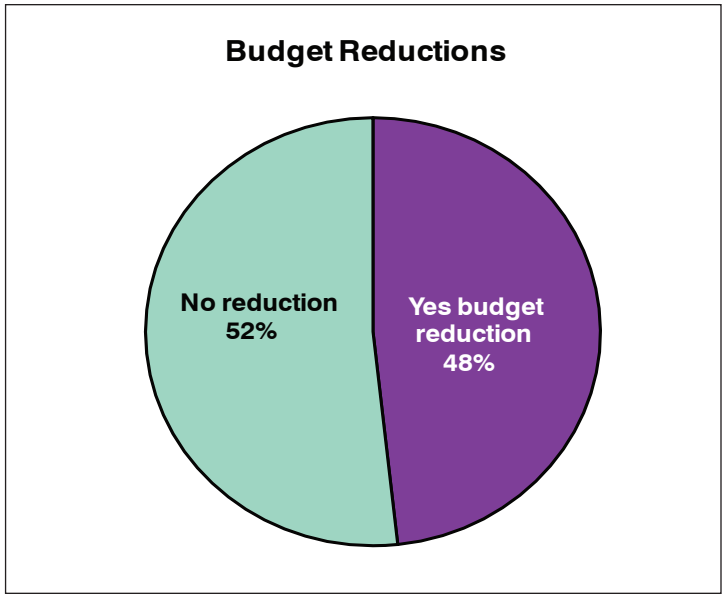
The types of services and modes of transportation vary from agency to agency with most offering a combination of services. Agencies reported the most frequent types of services offered were demand response and door-to-door at 56 and 53 percent respectively. Curb-to-curb was next at 33 percent, followed by fixed route services at 31 percent. Vans were most often cited as the mode of transportation provided by agencies at 64 percent. Eighty-eight percent of the vans reported were ADA accessible. Other types of transportation provided were a combination of transit vouchers, mileage reimbursements, personal vehicles and trolley services. Trolley services offer a free and accessible transportation option that often includes stops by senior and community centers making it a viable alternative for transportation disadvantaged populations such as older adults and low-income people.

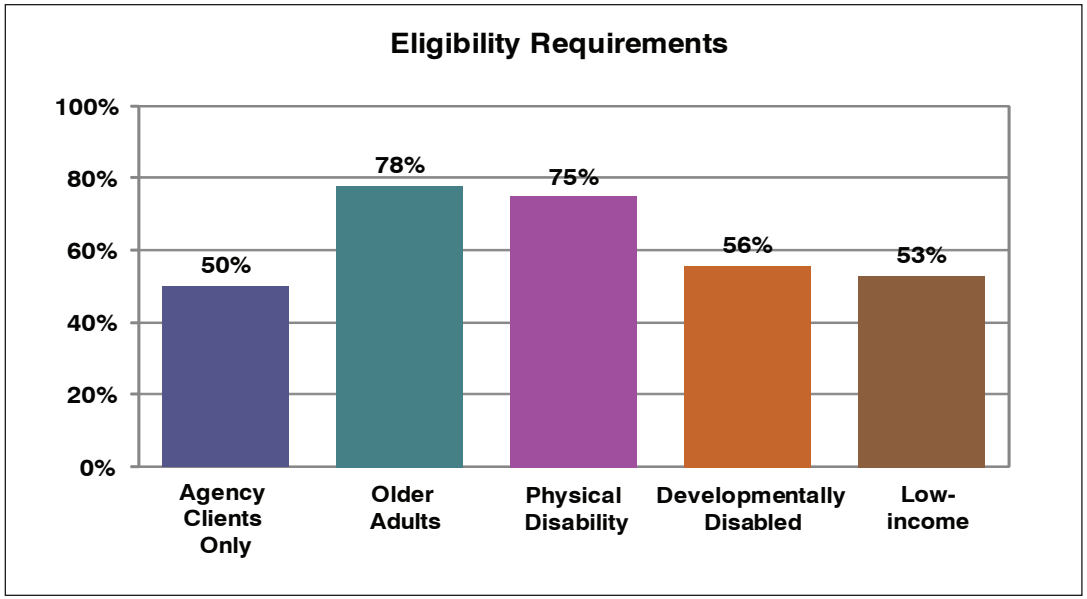
The inventory indicates older adults receive the most service at 78 percent. The age requirement for consumers

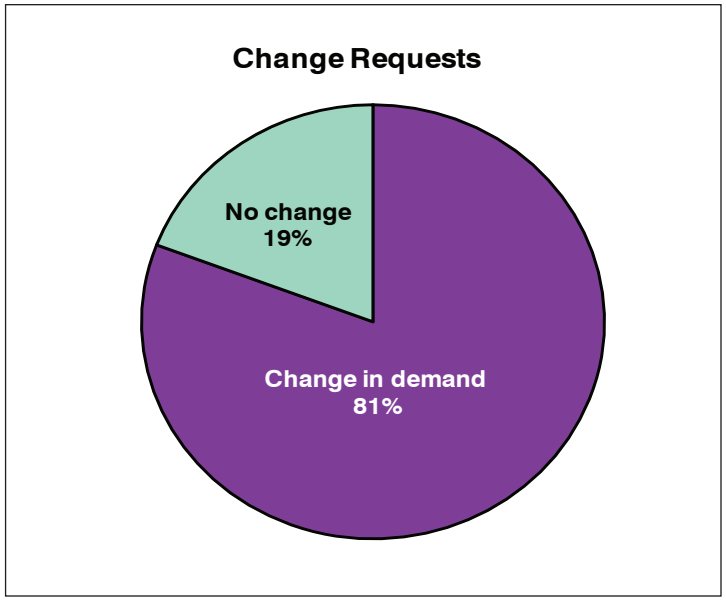
varied from agency to agency ranging between the ages of 55 to 65 years. Seventy-five percent of the agencies surveyed assist persons with disabilities. People with low incomes receive the least service at 53 percent.

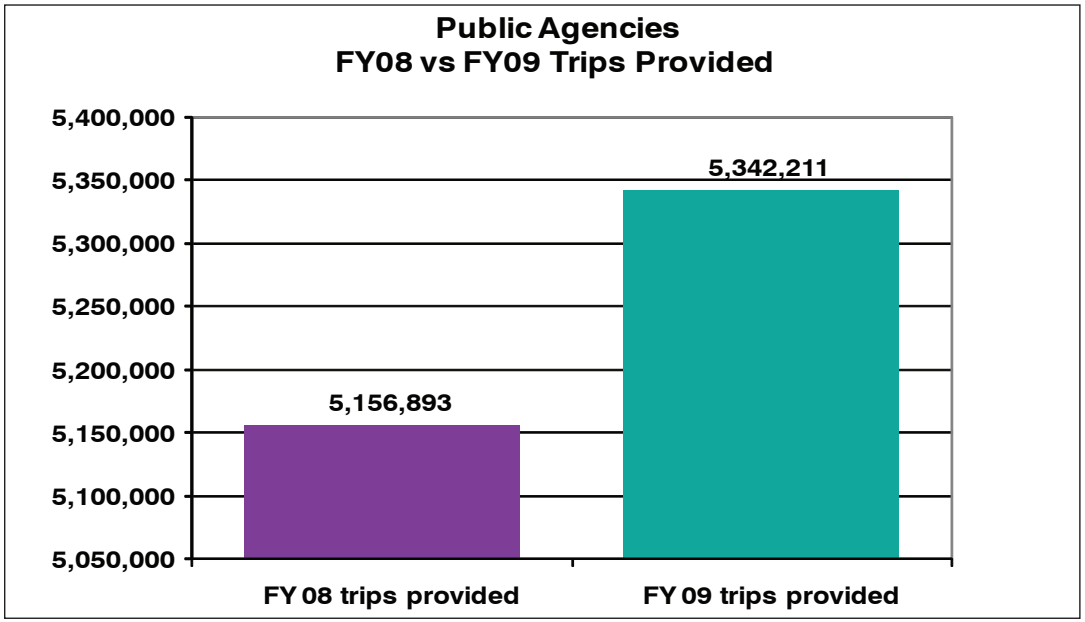
Inventory results indicated 48 percent of surveyed agencies experienced some reduction of funding for FY 09. With additional budget cuts projected at the state level, more agencies will likely experience funding reductions in the near future.

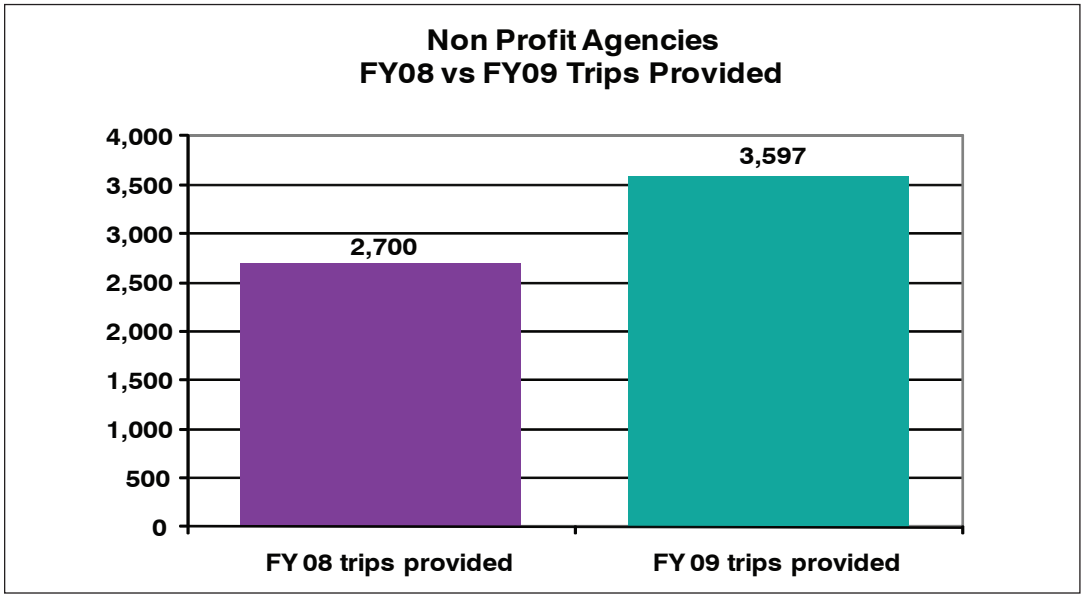
While agency funding is decreasing, the demand for services is not. Respondents indicated an 81 percent increase









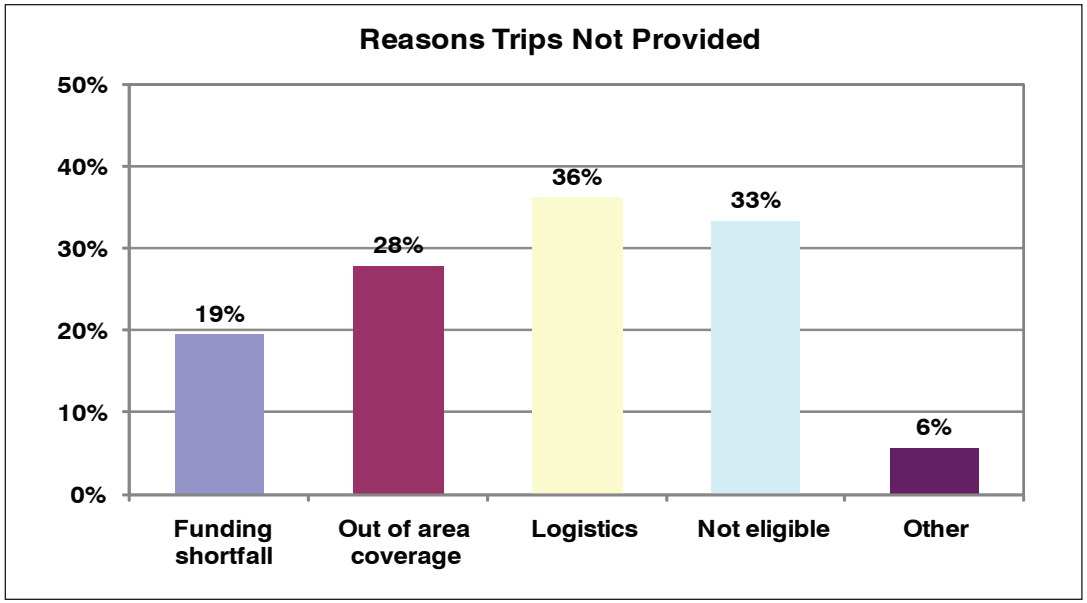


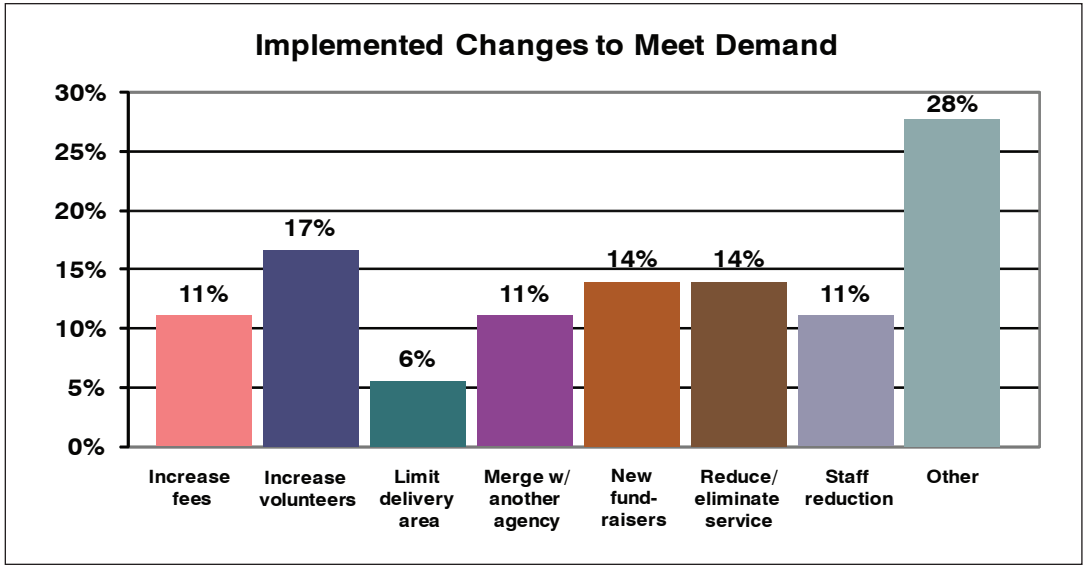
in demand for all services provided in FY 09. Increases for services ranged from five percent to a 50 percent increase.

Inventory results show the number of trips provided by public transit agencies increased by an additional 200,000 trips from FY 08 to FY 09. Nonprofit agencies indicated an increase of 14,346 more trips provided during the same time period.

Despite these increases, not all requests for service could be fulfilled. The number one response at 36 percent was logistics, such as not having enough drivers or vans available. The next two highest responses reported were consumers were not eligible for services or requests were out of the service delivery area.

Agencies are finding alternative ways to adjust to budget reductions in an effort to sustain their programs. Increasing volunteers was ranked second with developing new fundraisers and reducing or eliminating services tied at third highest response. The number one response indicated looking at other options. Items included in the "Other" category included increasing service fees, eliminating services, and staff reductions. Agencies indicated searching for grants for taxi service and exploring alternative options such as taxi voucher and mileage reimbursement programs. Others were furloughing staffing hours by ten percent, looking for ways to reduce overall expenses,





and adjusting staff salary scale. Agencies are also having their clients utilize more public transit services.

While many agencies rely on federal funding, others find the application terminology and data collection a challenge to understand and collect. Reporting can be an issue for agencies who are concentrating on multiple issues due to limited funding and immediate requests from their clients.

With funding becoming more limited, many agencies are now finding it more difficult to provide a match for grants. The number of Section 5310 grant applications has declined from 22 applicants in FY 2006 to 13 applicants in FY 2009. The number of human services transportation programs has declined from 120 in the FY 2010 Plan to 117 agencies in the current inventory. The closure of nonprofit programs can lead to a strain on municipalities as they attempt to provide the services needed by their residents.

Municipalities are also reporting on the effect of limited funding for human services transportation programs. Public transit services across the region are being reduced due to limited funding. The use of alternative transportation options is being discussed such as developing mileage reimbursement programs and cab voucher programs. These options are also being promoted nationally. The Easter Seals Project ACTION (Accessible Community

Transportation In Our Nation) Survey on the Use of Taxis in Paratransit Programs is one example.

Seeking new opportunities such as partnerships with homeless and domestic violence shelter would reach a population who are in need of transportation services. The need can be seen in the numbers of calls received in the 2009 Community Information and Referral CONTACS monthly report under the category "Transportation for Endangered People". Sixty-five single individuals and 21 families called CONTACS for transportation assistance in one month.

Highlight on Useful Coordination Practice

On June 7, 2009 the MAG Transportation Ambassador Program presented the 2009 Regional Excellence in Coordination awards. The awards recognized the organization and overall champion who displayed tireless commitment through their work in human services transportation coordination efforts. Judges for the awards were Dave Cyra, National Resource Center for Human Service Transportation Coordination; Ellen Solowey, Virginia G. Piper Charitable Trust; and Page Gonzales, Governor Brewer's Office. The awardees have increased access to transportation for older adults, persons with disabilities, and people with low incomes in their community.

***Regional Excellence in Coordination Nonprofit Organization:* Neighbors Who Care, Inc.**

Neighbors Who Care, Inc (NWC) serves the needs of the homebound elderly in Sun Lakes and south Chandler by providing a menu of nine support services to 700 seniors in a 32 square mile service area. The most popular services provided are transportation services. Ninety percent of people served use transportation services for rides to medical appointments, necessary shopping/errands, and trips for groceries. Services are provided by a core group of 600 community volunteers who have provided more than 2,950 rides to medical appointments and 460 rides for shopping/errands in their personal vehicles during FY 2008-2009. Volunteers also drive the Neighborhoods Who Care grocery van which provides another 730 rides during this same timeframe.

NWC has implemented changes to improve services for clients such as adding an access ramp for the van. They sought investments from local foundations and service clubs to launch a mileage reimbursement program for volunteers providing transportation using their private vehicles. NWC adjusted the duties of staffing and office volunteers to aid families and clients in verifying and managing appointments for those with dementia and/or hearing and vision loss. NWC has an impressive record of volunteer coordination to provide transportation services to the community.

***Regional Excellence in Coordination Overall Champion:* Gary Bretz, Valley Metro**

Gary Bretz, Valley Metro, has effectively managed the East Valley Dial-a-Ride services for the past 11 years. In this role, Mr. Bretz identifies ways to improve transportation alternatives for seniors and persons with disabilities. Mr. Bretz played a significant role in combining the two East Valley dial-a-rides, Tempe/Scottsdale and the Mesa/Chandler Dial-a-Rides. He is also one of the key leaders in expanding the East Valley Ride Choice program into the West Valley.

Mr. Bretz has been instrumental in providing direct service from the East Valley to the Center for the Blind. Mr. Bretz's vast knowledge regarding ADA services makes him an invaluable resource.

Strategies to Address Gaps

Human service transportation is a critical service that includes a broad range of transportation service options. The services are designed to meet the needs of transportation disadvantaged populations. Individuals have different needs and may require different sets of services depending on their abilities, their environment, and options available in their community. Examples may include paratransit or dial-a-ride (responding to individual door-to-door transportation requests), transit passes for fixed route scheduled services, accessing taxi vouchers; and mileage reimbursement to volunteers or program participants. Challenges facing the region are how to continue providing transportation services with less funding available while demand is steadily increasing.

Crisis provides opportunities to explore. Throughout the region, people are developing innovative solutions to resolve these gaps and make transportation accessible to all. Champions in the community have taken up the cause of providing transportation options to the most vulnerable. Agencies are discussing innovative opportunities for the collaboration of services. To overcome the challenges of a growing population increasing demands on programs already at their limit, it is crucial to identify and coordinate the resources that are already in place.

The following strategies strive to promote the activities that will have the most positive impact on human services transportation in this region. The new strategies identified for the plan update this year focuses on the coordination of available resources in our community. Offering short-term and long-term strategies will help to ensure the sustainability of coordination efforts in the region. The new strategies proposed for the FY 2011 Plan include the following:

Priority	Description of Short-Term Strategies for FY 2011	Lead
1	Implement more programs to serve people with low incomes, particularly in the Southwest Valley.	Section 5310, 5316 and 5317 Agencies
2	Target travel training to clients of non-profit agencies, including homeless and domestic violence shelters.	Valley Metro
3	Research and implement van pools to bring domestic violence and homeless shelter clients to work and work preparation activities.	MAG
4	Develop and offer training on data quality standards for reporting as well as a common set of definitions.	MAG
Priority	**Description of Long-Term Strategies**	**Lead**
1	Establish more taxi cab and mileage reimbursement programs, focusing on areas with less transportation infrastructure.	MAG
2	Develop a coordinated volunteer drivers program on a regional basis. This will include training for volunteer drivers and the agencies that work with them; and centralizing the information about programs and opportunities online.	MAG

Conclusion

This region is among those most affected by the recession, yet this region has also been recognized nationally for the most success in coordinating human services transportation. While funding may be uncertain, the commitment to help people move more easily throughout the region is steadfast. By implementing the new strategies and cultivating new partnerships, the region can see significant benefits from coordination.

To become involved in these efforts, please contact DeDe Gaisthea at dgaisthea@mag.maricopa.gov or by calling (602) 254-6300.
All materials may be accessed at www.mag.maricopa.gov.

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Participant List

See the following page for the Human Services Coordination Transporation Plan Participant List

Resource Inventory

Beginning on page 15 is a list of agencies that provide human services transportation.

Please contact DeDe Gaisthea, MAG Human Services Transportation Planner, at dgaisthea@mag.maricopa.gov with any questions or changes.

Participant List

Human Services Coordination Transporation Plan

Participant List

AAA Cab
About Care
Alliance of Arizona Nonprofits
Arizona Bridge to Independent Living
Arizona Council of the Blind, Inc.
Arizona Department of Economic Security
Arizona Kidney Foundation
Arizona Recreation Center for the Handicapped (ARCH)
Arizona Spinal Cord Injury Association
Arizona State Hospital
Arizona Statewide Independent Living Council
Beatitudes Campus
Blessings! For Seniors
Chandler Gilbert ARC
Chicanos Por La Causa
City of Avondale
City of Chandler
City of Glendale
City of Goodyear
City of Mesa
City of Peoria
City of Phoenix
City of Phoenix Reserve-A-Ride
City of Scottsdale
City of Surprise
City of Tempe
Clean Air Cabs
Coalition of Arizona Bicyclists
Comtrans
Creative Communications
D Team Education Fund
Desert Dialysis
Duet
Empowerment Systems, Inc
Foothills Branch Library
Foothills Caring Corps
Foundation for Senior Living
Fresenius Dialysis
Fresenius Medical Care
Friendship Village of Tempe
Gila River Indian Community
Hacienda Healthcare
Horizon Human Services
House of Refuge East
Lodestar Day Resource Center
Marc Center
Maricopa County
Maricopa Family Health Center Advisory Council
Maricopa Integrated Health System-Avondale FHC
Mercy Housing Mercy Services
MTBA - Medical Transportation
MV Transportation, Inc.
National Federation of the Blind of Arizona
Native Health
Neighbors Who Care
Nobody's Perfect, Inc.
NSB International Lions
Parsons Brinckerhoff
Phoenix Mayor's Commission On Disability Issues
Pima Association of Governments
PPEP Encompass, Inc
Salvation Army
San Lucy District
Scat Dial-A-Ride
Scottsdale Training and Rehabilitation Services
Southwest Behavioral Health Services, Inc.
St. Joseph the Worker
STAR-Stand Together And Recover
Sun City West Foundation
Sunnyslope Village Alliance
Tanner Terrace
Tempe Pyle
TERROS, Inc.
The Arc of Tempe
The Centers for Habilitation (TCH)
The Salvation Army
Tohono O'odham Nation Planning Department
Town of Buckeye
Town of Gilbert
Triple R Behavioral Health
UMOM, Inc.
United Cerebral Palsy of Central Arizona
US Vets - Phoenix Site
Valley Life
Valley Metro/RPTA
Veolia Transportation Services Inc
Village Mesa
Virginia G. Piper Charitable Trust
Wheel Help

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
PHOENIX SERVICE AREA									
American Cancer Society 4550 E Bell Road Ste 126 Phoenix, AZ 85032	Marianne Blanchard Ph: 602-778-7681 www.cancer.org	8:30 a.m. - 5:00 p.m. Mon through Fri.	Transportation for patient education, summer camp for children with cancer and their siblings. Must be ambulatory and getting treatment for cancer.		•	•		•	Non-profit, no fee.
Arizona Bridge to Independent Living 5025 E Washington St. Ste.200 Phoenix, AZ 85034	Ann Pasco Ph: 602-256-2245 annp@abil.org www.abil.org	8:00 a.m. - 5:00 p.m. Mon through Fri.	Agency operated vehicles only.			•	•	•	Non-Profit
Arizona Foundation for the Handicapped 3146 E Windsor Ave. Phoenix, AZ 85008	Ph: 602-956-0400 www.azafh.com	Contact agency.	Agency operated vehicles only.			•	•		Non-profit. Contact agency.
Arizona Recreation Center for the Handicapped (ARCH) 1550 West Colter Street Phoenix, AZ 85015	Vera Martinez Ph: 602-230-2226 Vera_Martinez@archaz.org www.archaz.org	7:00 a.m. - 10:00 p.m. Mon through Fri.	Agency operated vehicles only.	•		•			Non-Profit. Minimal charge for drop in and special interest programs. Up to $5.00 per trip for non-agency users (round-trip).
Beatitudes Campus 1610 W Glendale Ave Phoenix, AZ 85021	Christie Munson, Comm./Grant Manager Ph: 602-995-6139 cmunson@beatitudescampus.org www.beatitudescampus.org	7:00 a.m. - 5:00 p.m. Mon through Fri.	Agency operated vehicles only.	•	•	•	•	•	Non-Profit / Faith-based organization. Varies, depending on distance, first two miles free.
Carl T. Hayden Veterans Affairs Medical Center 650 E Indian School Road Phoenix, AZ 85012	Ph: 602-277-5551 800-554-7174	Call for schedule.	Agency vehicles and service provided by contract providers.	•					Contact agency.
City of Phoenix Reserve-a-Ride 200 W Washington St. Phoenix, AZ 85003	Jack E. Lujan Ph: 602-262-4400, 602-262-4501 Reservations jack.lujan@phoenix.gov http://phoenix.gov/PUBTRANS/reserve.html	8:00 a.m. - 5:00 p.m. Mon through Fri.	Agency operated vehicles. All vehicles are wheelchair accessible.		•				Public Agency. None. Contribution $1.25 per one way trip.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmen-tally Disabled	Low-income	Agency Description and Fees
Clean Air Cab 1600 W Main St. Mesa, AZ 85201	Jorn P. Bates Ph: 480-268-6721 jorn.bates@cleanaircab.com www.cleanaircab.com	7 days per week.	Taxi cab service.		•	•	•	•	For-Profit. 2.50 initial fee, 1.90 per mile.
Foothills Caring Corps PO Box 5892 Carefree, AZ 85377	Debbra Determan Ph: 480-488-1105 Services@FoothillsCaring-Corps.com www.FoothillsCaringCorps.com	8:30 a.m. - 4:30 p.m. Tues through Fri.	Medical Transportation, Grocery Shopping, Friendly visiting and phoning, Caregiver Relief, Business Help.		•	•			Non-Profit. Donations Accepted.
Foundation for Senior Living 1201 E. Thomas Rd. Phoenix, AZ 85014	Dan Ball Ph: 602-285-1800 www.fsl.org	8:00 a.m. - 5:00 p.m. Mon through Fri.	Agency operated vehicles only.		•				Non-Profit. Varies by program, contact agency.
Gompers Habilitation Center, Inc 6601 N 27th Ave Phoenix, AZ 85017	Elaine Starks Ph: 602-336-0061 estarks@gomperscenter.org		Agency operated vehicles only. Agency clients only.						Contact agency.
Horizon Human Services 210 E. Cottonwood Lane Casa Grande, AZ 85222	Marsha Ashcroft Ph: 520-836-1688 mashcroft@horizonhumanservices.org www.horizonhumanservices.org	Group Homes: 24 hrs per day, 7 days per week, Office: 8 a.m.- 5 p.m. Mon through Fri.	Agency operated vehicles only.	•					Non-profit, no fee.
MV Transportation 1001 S 4th Street Phoenix, AZ 85004	Ph: 602-801-1163 betsy.buxer@mvtransit.com	9:00 a.m. - 5:00 p.m. Mon through Fri	Taxi Subsidy.		•				Contact agency for more information.
NATIVE HEALTH - Native American Community Health Care Center Inc 4520 N Central Ave, Ste 620 Phoenix, AZ 85012	Susan Levy Ph: 602-279-5262 x3302 slevy@nachci.com www.nativehealthphoenix.org	8:00 a.m. - 5:00 p.m. Mon through Fri.	Non emergency medical and dental transportation for patients. To Phoenix Indian Medical Center by physician referral. Wheelchair accessible.	•	•	•	•	•	Non-profit, no fee.
Perry Rehabilitation Center 3146 E Windsor Ave Phoenix, AZ 85008	Ph: 602-956-0400 www.azafh.com	Contact agency.	Agency operated vehicles only.			•	•		Contact agency for more information.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
Phoenix (City of) Human Services Department (HSD) Reserve-A-Ride 3045 S 22nd Ave Phoenix, AZ 85009-6981	Ph: 602-262-4501 maxine.anderson@phoenix.gov	Contact agency for more information.	To senior/adult centers, medical appointments, social service agencies and shopping. Reserve 2 working days in advance. Wheelchair accessible.		•	•			Contact agency.
Phoenix (City of) Human Services Department (HSD) Travis L Williams Family Services Center 4732 S Central Ave Phoenix, AZ 85040-2150	Ph: 602-534-4732 jennifer.turk@phoenix.gov	Contact agency.	Limited bus tickets for local transit system, for medical or work for low income individuals.		•	•		•	Contact agency.
Phoenix (City of) Human Services Department Sunnyslope Family Services Center 914 W Hatcher Rd Phoenix, AZ 85021-2453	Ph: 602-495-5229	Contact agency.	Bus tickets for local transit system, for medical or work for low income individuals.		•			•	Contact agency.
Phoenix Dial-a-Ride 302 N 1st Ave, Suite 900 Phoenix, AZ 85003	Gabriel Peiz Ph: 602-253-4000 1-800-775-7295 www.cityofphoenix.gov/PUBTRANS/dialride.html	5:00 a.m. - 12:00 a.m. Mon-Fri, 5:00 a.m. - 10:00 p.m. Sat and Sun.	Agency operated vehicles operated by contractors. Seniors and ADA certified individuals.		•	•	•		Paratransit service. Contact agency.
Phoenix Indian Medical Center 4212 North 16th Street Phoenix, AZ 85016	Anne Silversmith Ph: 602-263-1500 anne.silversmith@ihs.gov	8:00 a.m. - 4:30 p.m. business office / Hospital hours 24/7, Mon through Fri.	Agency operated vehicles supplemented by contract services. Agency clients only - AHCCCS IHS eligibility required.		•	•	•	•	Non-Profit Hospital - Federal. None.
Phoenix Van Services PO Box 7756 Chandler, AZ 85246-7756	Myriam Ph: 480-857-8260 1-866-PHX-VANS reservations@phxvans.com www.phxvans.com	5:00 a.m. - 12:00 a.m. 7 days per week.	Private for-hire carrier.		•	•			For-Profit. Flat Rates, callfor rates.
South Mountain Community Center 212 E Alta Vista Rd. Phoenix, AZ 85040-4219	Ph: 602-262-4093 culshoef@phoenix.gov	Contact agency for more information.	Members discount transportation tickets for shopping and other errands. Seniors age 60 and over and persons with Title XX or physician certified disabilities.	•	•	•			Contact agency.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmen-tally Disabled	Low-income	Agency Description and Fees
The Salvation Army Project HOPE 2702 E Washington Street Phoenix, AZ 85034 MAILING: PO Box 52177 Phoenix, AZ 85072	John Landrum Ph: 602-267-4196 John.Landrum@usw.Salvationarmy.org	8:00 a.m. - 3:30 p.m. Mon through Fri.	Agency operated vehicles only.					•	Contact agency.
U.S. Vets - Phoenix Site 804 E. Jones Avenue Phoenix, AZ 85040	Teresa Livingston Ph: 602-305-8585 tlivingston@usvetsinc.org www.usvetsinc.org	7 days per week / 24 hrs per day.	Reconnect Vets with VA hospital-medical, VA Regional-benefits; Workforce residential program.					•	Non-profit, no fee.
UMOM New Day Centers 3320 E Van Buren Phoenix, AZ 85008	Gary Zeck Ph: 602-889-0671 gzeck@umom.org www.umom@umom.org	5:00 a.m. - 8:00 p.m. Mon through Sun.	Bus passes for work, appoint-ments for family homeless and domestic violence shelter clients.	•				•	Non-Profit, faith-based organization. None.
United Cerebral Palsy (UCP) of Central Arizona, Inc. 1802 W Parkside Ln Phoenix, AZ 85027-1322	Marilyn Zepeda Ph: 602-943-5492 mzededa@upcofaz.org www.upcofcentralaz.org	8:00 a.m. - 6:00 p.m. Mon through Fri.	Transportation to and from UCP services for physically and/or developmentally disabled adults and children.	•		•	•		Non-Profit. Contact agency.
Valley Life 1142 West Hatcher Road Phoenix, AZ 85021	Mary E. Brannoch Ph: 602-331-2415 mbrannoch@vsshc.org www.valleyofthesunschool.org	8:00 a.m. - 3:00 p.m. Mon through Fri.	Agency vehicles. Physically and developmentally disabled, visually impaired, older adults.		•	•	•		Non-profit, no fee.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
EAST VALLEY SERVICE AREA									
About Care, Inc. 600 W Ray Rd Ste B5, Chandler, AZ 85225-7264	Ann Marie McArthur Ph: 480-802-2331 information@aboutcare.org www.aboutcare.org	9:00 a.m. - 3:00 p.m. Mon through Fri.	Client transportation to and from medical or social service appointments and pharmacy if needed.			•			Non-profit, no fee.
Apache Junction Senior Center (East Valley Senior Services, Inc.) 1035 N Idaho Apache Junction, AZ 85219	Ph: 480-474-5260 webmaster@evseniorservices.org	Contact agency.	Agency operated vehicles only.		•			•	Contact agency.
Chandler/Gilbert ARC 3250 N San Marcos Place Chandler, AZ 85225	William Parker Ph: 480-892-9422 wparker@cgarc.org www.cgarc.org	7 days per week / 14 hrs per day.	Housing, Life Skill Training and Employment. Agency operated vehicles only.	•			•		Non-profit, no fee.
City of Mesa PO Box 1466 (300 E 6th St), Mesa, AZ 85211	Julie Howard Ph: 480-644-4131 Julie.Howard@mesaaz.gov	Varies / Transportation: 7:00 a.m. - 6:00 p.m.	Contact agency for more information.		•	•	•	•	Public Agency. Varies contact agency.
City of Scottsdale - Trolley 7447 East Indian School Road, Suite 205 Scottsdale, AZ 85251	John Kelley Ph: 480- 312-7626 Jkelley@scottsdaleAZ.gov www.ScottsdaleAZ.gov	7 days per week. Downtown Trolley 11:00 a.m. - 9:00 p.m. / Neighborhood Trolley 7:00 a.m. - 9:00 p.m.	Agency operated vehicles only.		•	•	•	•	Public Agency. Free.
City of Tempe - Pyle Adult Recreation Center 655 E. Southern Ave. Tempe, AZ 85282	Lyn Cahill-Ramirez, Senior Rec. Coord. Ph: 480-350-5211	8:00 a.m. - 5:00 p.m. Mon through Fri.	Contact agency for more information.	•		•			Public Agency - Recreation Center. Contact agency.
Coolidge Cotton Express 131 W. Pinkley Avenue Coolidge, AZ 85228	Marcus Hoffman Ph: 520-723-6085 mhoffman@coolidgeaz.com www.coolidgeaz.com	7:00 a.m. - 5:00 p.m. Mon through Fri.	Agency operated vehicles only.		•	•	•	•	Public Agency. Route: $1.25 / Children: $.75 / Dial-a-Ride $1.50.
Disability Development Resources LLC 607 N Edison Circle Mesa, AZ 85203	Deborah Lamoree, Owner/ Director Ph: 480-529-6844 dlamoree@ddresources.com www.ddresources.com	9:00 a.m. - 5:00 p.m. Mon through Fri.	Home and Community Based Services and independent Living.		•	•	•		Private, For-Profit. Contact agency.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
East Valley Adult Resources Inc./Assistance for Independent Living 45 W University Dr., Suite B Mesa, AZ 85201	Ellen Granillo, Director Ph:480-996-9704 egranillo@evadultresources.org www.evadultresources.org	8:00 a.m. - 4:30 p.m. Mon through Fri.	Transports clients to shopping or medical trips within East Valley. (Mesa, Apache Junction, Chandler, Gilbert and Tempe)	•	•			•	Non-Profit. Suggested Donation to East Valley Adult Resources Inc.
East Valley Adult Resources, Inc./Red Mountain Active Adult Center 45 W University Dr. Mesa, AZ 85201-5831	Dan Taylor Ph:480-964-9014 dantaylor@evadultresources.org www.evadultresources.org	8:00 am. - 3:00 p.m. Mon through Fri.	Van transportation provided to and from the senior centers for persons who are age 60 and over.		•				Non-Profit. Donation requested.
East Valley Family Care Center 2204 S Dobson Rd Ste 101 Mesa, AZ 85202-6457	Ph: 480-491-6235 admin@evseniorservices.org	Contact agency.	Limited medical transportation		•				Contact agency.
East Valley Ride Choice 3320 N Greenfield Rd. Mesa, AZ 85215	Gary Bretz Ph: 480-962-RIDE (7433) gbretz@valleymetro.org www.ValleyMetro.org	Contact agency.	Programs vary, contact agency for more information.		•	•	•		Public/Private. Fees varies on services used.
East Valley Senior Services Inc./Mesa Active Adult Center 247 N MacDonald St. Mesa, AZ 85201	Lorelei Geiser Ph: 480-962-5612 dejongmsc@evseniorservices.org www.evseniorservices.org	Contact agency.	Purchase of subsidized Dial-a-Ride tickets.	•	•				Contact agency.
East Valley Senior Services, Inc./Apache Junction Active Adult Center 1035 N Idaho Apache Junction, AZ 85219	Ph: 480-474-5260 www.evseniorservices.org tcrawford@evseniorservices.org	8:00 a.m. - 4:30 p.m. Mon through Fri.	Van transportation provided to and from the senior centers for persons who are age 60 and over.	•	•				Non-Profit. Donations requested.
Friendship Village 2645 E Southern Ave. Tempe, AZ 85282	Brian Scott Ph: 480-831-3155 scottbrian@friendshipvillageaz.com www.friendshipvillageaz.com	7 days per week, depending on service.	For residents: bus, van or limo. Ride-share van for commuting employees.	•	•	•			Non-Profit / retirement community. From $1.50-$3.50 depending on service and vehicle.
Good Samaritan Society - Mesa Good Shepherd 5848 E University Dr. Mesa, AZ 85205	Jason L. Wright Ph: 480-981-0098 jwright@good-sam.com www.good-sam.com	8:00 a.m. - 4:00 p.m. everyday except Saturday.	Senior housing, assisted living, skilled nursing/rehab.	•	•	•			Faith-based. Fees included in client's monthly rent.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
Good Shepherd Villa 5848 E University Drive Mesa, AZ 85205-7443	Ph: 480-981-0098	Contact agency	Agency operated vehicles only. Agency clients only.	•	•				Contact agency.
Guadalupe Special Services 9401 S Avenida Del Yaqui Guadalupe, AZ 85283	Sandra Jere Ph: 480-505-5393 sjerez@guadalupeaz.org www.guadalupeaz.org	8:00 a.m. - 4:00 p.m. Mon through Fri.	Agency operated vehicles only.		•	•			Local government - public agency. Contribution requested.
Neighbors Who Care 10450 E Riggs Rd Ste 113 Sun Lakes, AZ 85248-7760	Chris Stage, Executive Director Ph: 480-895-7133 nwcsunlakes@aol.com www.neighborswhocare.com	9:00 a.m. - 4:00 p.m. Mon through Fri.	Volunteers provide medical transportation, shopping, respite, friendly visiting, reassurance calls, business assistance, dinner delivery.	•	•				Non-profit, no fee.
Outreach Programs for Ahwatukee Seniors (Y OPAS) 1030 E Liberty Ln Phoenix, AZ 85048-8461	Judy Lewisohn, Program Manager Ph: 602-212-6088 opas@vosymca.org	9:00 a.m. - 4:00 p.m. 7 days per week.	No agency operated vehicles or contract services available. Any person 62 years of age or older who resides in Ahwatukee.		•				Contact agency.
Paradise Valley Senior Center 17402 N 40th St Phoenix, AZ 85032-2200	Ph: 602-495-3785 paradise.valley.cc.hsd@phoenix.gov www.phoenix.gov/SRCNTRS/cntrpara.html	Contact agency for more information.	Contract service providers. ADA certified individuals only.		•	•			Contact agency.
Scottsdale (City of) Transportation Department Cab Connection Program 7447 E Indian School Rd Ste 205 Scottsdale, AZ 85251-3915	Pat Venisnik Ph: 480-312-8747 pvenisnik@scottsdaleaz.gov	24 hrs, 7 days per week.	Subsidized taxi voucher program for residents who are disabled or are age 65 and over. Up to 20 subsidized taxi vouchers per month.	•	•	•			Public Agency. City pays 80% of cab fare up to a $10.00 maximum.
Scottsdale Training and Rehabilitation Services (STARS) 7507 E. Osborn Rd. Scottsdale, AZ 85251	Sue Smith Ph: 480-994-5704 ssmith@starsaz.org www.starsaz.org www.scottsdaleaz.gov/traffic/alttransmethod/specialservices.asp	8:00 a.m. - 4:30 p.m. Mon through Fri.	Agency operated vehicles only. Agency clients only.	•			•		Non-Profit. Contact agency.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmen-tally Disabled	Low-income	Agency Description and Fees
The Arc of Tempe 501 E. Broadway Rd. Tempe, AZ 85282	Brenda Fox, Community Liaison Ph: 480-966-8536 community@tempearc.org www.tempearc.org	4:00 p.m. - 8:00 p.m. Mon through Fri. 9:00 a.m. - 4:00 p.m. Sat.	Life Skills & Recreation program for adults with developmental disabilities. Transportation to community activities.	•			•		Non-Profit. There are no fees for this transportation, however, participants pay a monthly fee for the program.
The Centers for Habilitation 215 W Lodge Drive Tempe, AZ 85283	Eduardo Galindo Ph: 480-838-8111 EduardoGalindo@TCH-AZ.com www.tch-az.com		Agency operated vehicles only. Agency clients only.	•					Non-Profit. Contact agency.
The Salvation Army-Apache Junction 605 E Broadway Ave Apache Junction, AZ 85219-5214	Richard Ph: 480-982-4110 lindaraymond@uswsalvationarmy.org	7:00 a.m. - 4:00 p.m. Tues through Thurs.	Transportation for seniors and individuals with disabilities.		•	•		•	Non-profit. Contact agency.
Valley Metro East Valley Dial-A-Ride 302 N. 1st Ave. Ste 700 Phoenix, AZ 85003	Susan Tierney Ph: 480-633-0101 Reservation: Valley Metro Customer Service stierney@valleymetro.org www.valleymetro.org	3:00 a.m. - 2:00 a.m. Mon through Sun, Scottsdale/Tempe, 4:00 a.m. - 12:00 a.m. Mon through Sun, Chandler/Gilbert/Mesa.	Agency operated vehicles and contract services. East Valley Dial-a-Ride.		•	•	•	•	Public transit agency.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
WEST VALLEY SERVICE AREA									
Arizona Center for the Blind & Visually Impaired 3100 E. Roosevelt St. Phoenix, AZ 85008-5036	Sharon Gibbs Ph: 602-273-7411 Sgibbs@ACBVI.org www.acbvi.org	8:00 a.m. - 4:30 p.m. Mon through Fri.	Agency operated vehicles only.			•			Non-Profit. Membership fee based on ability to pay; charges for some special events.
Buckeye Family Care Center 306 E Monroe Buckeye, AZ 85326	Pam Kurczynski Ph: 623-386-4814 pkurczynski@caichc.com	Mon, Tues, Thur, Fri: 8:00 a.m. - 5 p.m. Wed: 11:00 a.m. - 8:00 p.m.	Limited medical transportation.		•			•	Non-Profit. Contact agency.
City of El Mirage PO Box 26 El Mirage, AZ 85335-0026	Lorenzo Aguirre Ph: 623-937-0500 laguirre@cityofelmirage.org	Contact agency.	Contact agency for more information.						Municipality. Contact agency.
City of Glendale, Glendale Adult Center 5970 W Brown St. Glendale, AZ 85302	Anthony Garcia Ph: 623-930-4335 agarcia@glendaleaz.com www.glendaleaz.com	8:00 a.m. - 8:00 p.m. Mon through Fri.	Contact agency for more information.		•				Public Agency. $2.00 regular $1.00 seniors each way.
City of Peoria 8401 W Monroe Street Peoria, AZ 85345	Randy Roberts Ph: 623-773-7461 randy.roberts@peoriaaz.gov	6:00 a.m. - 6:00 p.m. Mon through Fri.	Contact agency for more information.		•	•			Public Agency. Contact agency.
City of Surprise, Senior Center 15832 N. Hollyhock St. Surprise, AZ 85374	Leslie Rudders Ph: 623-222-1500 leslie.rudders@surpriseaz.com www.surpriseaz.com	8:00 a.m. - 4:00 p.m. Mon through Fri.	Agency operated vehicles only	•	•	•			Public Agency. $1.
Beatitudes Center DOAR VICAP Faith in Action 555 W Glendale Ave Phoenix, AZ 85021-8799	Ricardo Samano Ph: 602-274-5022 Samano@centerdoar.org www.centerdoar.org	8:00 a.m. - 4:30 p.m. Mon through Fri.	To medical and social service appointments, scheduled 3-5 working days in advance, limited to 1 ride/week and within 10-12 miles of home. No electric wheelchairs or carts.	•	•	•			Non-profit, no fee.
El Mirage Dial-a-Ride/ Senior Center 14010 N El Mirage Rd. El Mirage, AZ 85335-3101	Ph: 623-937-0500 x108 www.cityofelmirage.org	8:30 a.m. - 3:30 p.m. Mon through Fri.	Transportation for residents to senior center and for minimal prescriptions, limited medical and social services.	•	•	•			Municipality. For one way trips, contact agency.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
Gila Bend Primary Care Center 100 N Gila Blvd. Gila Bend, AZ 85337	Ph: 928-683-2269	Contact agency.	Limited medical transportation.						Contact agency.
Glencroft Retirement Community 8611 N 67th Ave. Glendale, AZ 85302	Ph: 623-939-9475 info@glencroft.com www.glencroft.com	8:00 a.m. - 4:30 p.m.	Agency operated vehicles only.	•	•				Contact agency.
Glendale Dial-a-Ride 6210 W Myrtle Ave #S Glendale, AZ 85301	Kevin Link Ph: 623-930-3501 klink@glendaleaz.com www.glendaleaz.com/transportation/busandtransit.cfm	Mon through Fri: 4:36 a.m. - 11:13 p.m. Sat: 4:40 a.m. - 10:01 p.m. Sun: 5:37 a.m. - 9:31 p.m.	ADA service for general public, seniors, and disabled passengers in accordance with established policies and guidelines. Wheelchair accessible.		•	•	•	•	Municipal Government. Regular $2.00, Seniors, riders with disabilities, juniors $1.00. Children 5 and younger free.
Glendale Taxi Subsidy Program 6210 W Myrtle Ave Bldg S Glendale, AZ 85301-1700	John Bullen Ph: 623-930-3501 jbullen@glendaleaz.com www.livinginmotionaz.net	7 days per week.	Subsidized taxi rides for Glendale residents to and from on-going medical treatment facilities within the City of Glendale.	•					Non-Profit. Vouchers issued for 75% of one way fare plus tip. Maximum value $15.00 + tip. Passengers are responsible for remaining amount.
Glendale Transit 6210 W Myrtle Ave Bldg S Glendale, AZ 85301-1700	Kevin Link Ph: 623-930-3501 klink@glendaleaz.com www.glendaleaz.com/transit	7:00 a.m. - 5:30 p.m., Mon through Sat.	Agency operated vehicles supplemented by contract services.		•	•	•	•	Municipality. $.25 / $.10 reduced fare for seniors and persons with disabilities.ADA Service $2.00. Dial-A-Ride $2.00, seniors, persons with disabilities, juniors $1.00.
Glendale Transit-GUS, Glendale Urban Shuttle 6210 W Myrtle Ave Bldg S Glendale, AZ 85301-1700	Kevin Link Ph: 623-930-3501 klink@glendaleaz.com www.glendaleaz.com/transportation/busandtransit.cfm	7:00 a.m. - 6:30 p.m., Mon through Sat. 8:00 a.m. - 6:00 p.m. Sun.	Service to Maricopa County Primary Care Center, Justice Court, Probation Office, and other city offices including CAP. Wheelchair accessible bus service.		•	•	•	•	Municipal Government. $.25 / Reduced fare ($.25) for seniors and persons with disabilities.

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Interfaith Community Care 17749 N El Mirage Rd Surprise, AZ 85374	Pam Grigsby Jones Ph: 623-815-1100 pjones@InterfairthCommunity Care.com www.interfaithcommunitycare.org	8:00 a.m.-4:30 p.m. Mon-Fri office; 7:30 a.m. - 5:30 p.m. Mon through Fri day centers.	Agency vehicles supplemented by volunteers and purchased transportation.		•				Non-Profit. Contact agency.
John C. Lincoln Health Network 303 Eva Street Phoenix, AZ 85020	Ph: 602-320-9656	7:00 a.m. - 5:00 p.m. Mon through Fri.	Agency operated vehicles only. Clients participating in adult day care, Head Start, living in senior apartments or transport to/from hospital.	•	•	•		•	Health organization. None.
Peoria (City of) Transit 8850 N 79th Ave Peoria AZ 85345-7965 Mailing: 8401 W Monroe St. Peoria, AZ 85345	Randy Roberts Ph: 623-773-7435 randy.roberts@peoriaaz.gov www.peoriaaz.com	6:00 a.m. - 6:00 p.m. Mon through Fri.	Transportation for any individual anywhere within the City of Peoria. Must reserve transportation 1 day in advance.		•	•		•	Public Agency.$1.00 youth, senior, and disabled, $2.00 ADA, $3.00 General Public.
PPEP, Inc. 901 E. 46th Street Tucson, AZ 85713	Jaclyn Johnson Ph: 520-594-6499 jjohnson@ppep.org www.ppep.org	8:00 a.m. - 3:00 p.m. Mon through Fri.	Agency vans.	•	•	•	•		Non-profit, no fee.
Property Owners & Residents Association (PORA) 18229 N 130th Ave Sun City West, AZ 85375	Pat Leopard Ph: 623-584-7802 1019@cox.net www.porascw.org	9:00 a.m. - 3:00 p.m. Mon through Fri.	Local and state governmental representation to our residents.	•					Non-Profit, Neighborhood Association. Contact agency.
R & R Respite Care 246 N Washington St Wickenburg, AZ 85390-4414	Rachel Minton Ph: 928-684-3480 minton@aaaphx.org www.wickenburgrespite.com	7:30 a.m. - 5:30 p.m. Mon through Fri.	Personal care services for individuals with Alzheimer's Disease, Parkinson's Disease, related dementia or stroke.		•	•			Non-Profit. $7.00 round trip for non-clients living within Wickenburg. Sliding scale fees, scholarships available based upon financial need.
SCAT Dial-A-Ride 9945 N 99th Ave Peoria, AZ 85345 MAILING: PO Box 1972 Sun City, AZ 85372-1972	Michael King Ph: 623-298-4575 MikeKATSCAT@yahoo.com www.scatdialaride.net	7:00 a.m. - 6:00 p.m. Mon through Sat.	Door-to-door paratransit service.		•	•		•	Not-for-Profit. $2.00 ADA ride; $4.00 non ADA ride within Sun City and Youngtown; $10.00 between the two Sun Cities.

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Sun City West Foundation 14465 RH Johnson Sun City West, AZ 85375	Patti Rowan Ph: 623-544-3020 www.scwfoundation.org	7:30 a.m. - 4:00 p.m. Mon through Fri.	Transportation for Sun City West.	•	•	•	•	•	Non-Profit. $3.00 each way or 10 tickets for $25.00.
Surprise (City of) Community Initiatives 15832 N Hollyhock St. Surprise, AZ 85374-4175	Ph: 623-222-1500	Contact agency for more information.	Taxi Coupon Program. Subsidized taxi coupons from MED LINK. Non-emergency transportation for those undergoing chronic dialysis treatment.	•		•		•	Free to residents. Contact agency.
Surprise Dial-a-Ride 15832 N Hollyhock St. Surprise, AZ 85374-4175	Ph: 623-222-1622 www.surprizeaz.com/index.asp?NID=1853	7:00 a.m. - 5:00 p.m. Mon through Fri.	Transportation Services. Curbside service for residents 16 years of age or older.		•	•	•	•	Municipal Government. $1.00 within Surprise / $1.25 outside Surprise.
The Salvation Army Glendale Corps 6010 W. Northern Ave Glendale, AZ 85312	Ph: 623-934-0469 christina.arnold@usw.salvationarmy.org	Contact agency for more information.	Provide bus tokens for medical appointments for people in need.					•	Contact agency.
Town of Buckeye Community Services 201 E. Central Avenue Buckeye, AZ 85326	Sam Jeppsen Ph: 623-349-6600 623-349-6616 www.buckeyeaz.gov	8:00 a.m. - 5:00 p.m. Mon through Fri.	Door to door transportation to medical, dialysis, shopping, social services.		•	•	•	•	Municipality. No Fee - Contribution Encouraged: $2.00
Wickenburg Family Care Center 811 N Tegner St., #113 Wickenburg, AZ 85390	Ph: 928-684-9555	Mon-Wed & Fri: 8:00 a.m. - 5:00 p.m. / Thurs: 11:00 a.m. - 3:00 p.m. & 4:00 p.m. - 8:00 p.m.	Limited medical transportation.					•	Contact agency.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
REGIONAL SERVICES									
AIRES 2140 W Greenway Rd, Ste 140 Phoenix, AZ 85023	Ph: 602-995-3591 aires@aires.org www.aires.org	Contact agency for more information.	Agency operated vehicles only.	•			•		Non-profit. Contact agency.
Arizona Kidney Foundation-Affiliate of National Kidney Foundation, Inc. 4203 E Indian School Rd Ste 140 Phoenix, AZ 85018-5341	Lisa Romero Ph: 602-840-1644 lisar@azkidney.org www.azkidney.org	8:30 a.m. - 4:30 p.m. Mon through Thurs.	Provide transportation to and from dialysis treatments.			•			Non-Profit. No fee; patients use Phoenix and East Valley DAR. Approved vouchers for 25%; must meet mileage requirements.
Arizona State Hospital 2500 E. Van Buren Street, Phoenix, AZ 85008	Anthony Johnson Ph: 602-220-6175 johnsona@azdhs.gov www.AZDHS.gov	7 days per week / 24 hrs per day.	Transportation.	•			•		State Public Agency. No fees.
Central Arizona Shelter Services (CASS) 230 S 12th Ave Phoenix, AZ 85007	Ph: 602-256-6945 www.cass-az.org	12:00 a.m. - 12:00 p.m. 7 days per week.	Agency operated vehicles only.					•	Non-profit, no fee.
Civitan Foundation, Inc. 3509 E Shea Blvd. #117 Phoenix, AZ 85028	Dawn Trapp Ph: 602-953-2944 dtrapp@campcivitan.org www.campcivitan.org	7 days per week.	Provide respite, habilitation, attendant care and transportation to clients. To and from Civitan programs and events.	•		•	•		Non-profit, no fee.
Express Transportation, Inc. (d/b/a Affiliated Transportation) 44991 W Jack Rabbit Trail Maricopa, AZ 85239	Ph: 480-994-1616	Contact agency.	Private for-hire carrier.		•	•	•	•	Contact agency.
Foundation for Blind Children 1235 E Harmont Drive Phoenix, AZ 85020	Ann Greig Ph: 602-331-1470 x114 800-322-4870 Agreig@seeitourway.org www.seeitourway.org	8:00 a.m. - 5:00 p.m. Mon through Fri.	Agency operated vehicles only.			•			Non-profit, no fee.

Resource Inventory

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Hacienda Healthcare, Inc. 1402 E South Mountain Ave Phoenix, AZ 85042	Susanna Hesser Transport@haciendainc.org	8:00 a.m. - 5:00 p.m. Mon through Fri.	Agency operated vehicles only.	•		•			Contact agency.
Interfaith Cooperative Ministries 501 S 9th Ave Phoenix, AZ 85007 PO Box 2225 Phoenix, AZ 85002	Renae Gentry Ph: 602-254-7450 renea@icmaz.org www.icmaz.org	9:00 a.m. - 11:00 a.m. Mon through Sat.	Bus tickets for local transit system for job interviews for low income individuals.		•	•	•	•	Non-profit, no fee.
Just for You Transportation Service 917 E Buckeye Road Phoenix, AZ 85034	Willie E. Gray Ph: 602-477-8256 willie.gray@ justforyoutransportation.com www.justforyoutransportation.com	8:00 a.m. - 6:00 p.m. Mon through Sat.	Private for-hire carrier.		•	•	•	•	Contact agency.
Kora's Radio Taxi Corp. 1205 S 25th Avenue Phoenix, AZ 85009	Ph: 602-233-1544	Contact agency for more information.	Private for-hire carrier.		•	•	•	•	Contact agency.
MARC Center of Mesa 924 N Country Club Dr. Mesa, AZ 85201	Mark Tompert Ph: 480-797-8466 mark.tompert@marccenter.com www.marccenter.com	Seven days per week.	Agency operated vehicles only. Agency clients only	•			•		Non-Profit.
Medi-Trans 4600 W Camelback Glendale, AZ 85301	Ph: 602-200-2010	Contact agency for more information.	Nonemergency medical transpor-tation.						Contact agency.
Mehari Transportation PO Box 97628 Phoenix, AZ 85060	Ph: 602-577-4419	Contact agency for more information.	Taxi service		•	•	•	•	Contact agency.
Phoenix EI Transportation 2730 W Agua Fria Fwy # 286 Phoenix, AZ 85027	Jeff S Say Ph: 602-230-1414 info@phoenixeitransportation.com www.phoenixeitransportation.com	7:00 a.m. - 7 p.m. Mon-Fri; 7:00 a.m. - 3:00 p.m. Sat.	Private for-hire carrier		•	•	•	•	Private. Varies contact agency.
Phoenix Fire Department Night Rescue 150 S 12th St. Phoenix, AZ 85034-2301	Ray Temple Ph: 602-495-5555 ray.c.temple@phoenix.gov	7 days a week, 24 hours per day.	Contract services. Persons with disabilities who use wheelchairs who are stranded.		•	•	•		Municipality. $14.73

Resource Inventory

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Southwest Behavioral Health 3450 N 3rd St. Phoenix, AZ 85012	Geoff Davis Ph: 602-265-8338 geoffd@sbhservices.org www.sbhservices.org	8:00 a.m. - 5:00 p.m. Mon through Fri.	Agency operated vehicles only. Agency clients only.	•			•		Non-profit, no fee.
TERROS Inc. 3003 N Central Ave Ste 200 Phoenix, AZ 85012	Barbara Garden / Ben Baxter Ph: 602-685-6105 602-512-2960 barbg@terros.org www.terros.org	Mon through Thurs 8:00 a.m. - 6:00 p.m. / Fri to 5:00 p.m.	Behavioral Health Services.	•		•	•		Non-Profit. Contact agency.
Total Transit, Inc. d/b/a Discount Cab & Meditrans 4600 W Camelback Road Glendale, AZ 85301-7609	Craig Hughes, CEO Ph: 602-200-2000 Chughes@ttiaz.com www.totaltransitinc.com	12:00 a.m. to 11:59 p.m. 7 days per week.	Private for-hire carrier.		•	•	•	•	Private, For-Profit. Depends on servic-es and distance.
Triple R Behavioral Health Inc. 40 E. Mitchell Dr, Ste 100 Phoenix, AZ 85012-2330	Dan Pontius Ph: 602-995-7474 dpontius@trbh.org www.trbh.org	Contact agency for more information.	Agency operated vehicles only, clients only. Indigent adults with serious mental illness.	•			•	•	Non-Profit. Contact agency.
UMOM New Day Centers, Watkins Overflow Shelter 3335 E Van Buren Phoenix, AZ 85008	LaShawn Thompson Ph: 602-527-5895 lthompson@umom.org www.umom.org	Contact agency for more information.	Transport Overflow Shelter clients to/from shelter. Bus passes for work, appointments for family homeless and domestic violence shelter clients.	•				•	Non-Profit, faith-based organization. Contact agency.
Valley Metro Bus 302 N. 1st Ave. Ste 700 Phoenix, AZ 85003	Susan Tierney Ph: 602-523-5000 Valley Metro Customer Service stierney@valleymetro.org www.valleymetro.org	Varies depending on city–please call for information.	Agency operated vehicles and contract services. East Valley Dial-a-Ride.		•	•	•	•	Public transit agency.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
STATE-WIDE SERVICES									
AAA Cab (includes: TLC Taxi, Fiesta Taxi, Neils, Courier, Checker, AAA Sedans), 4525 E University Phoenix, AZ 85034	Joe Dibazar Ph: 602-252-525 joe@aaayellowaz.com www.aaayellowaz.com	24 hrs, 365 days per year.	Full Transportation services, including taxicab, wheelchair and stretcher.		•	•	•	•	Depends on type and distance of servcie. Contact agency.
Aguila's Taxi 3145 N 33rd Avenue Phoenix, AZ 85017	Ph: 602-455-4500	24 hrs, 365 days per year.	Private for-hire carrier		•	•	•	•	Contact agency.
All Valley Transportation PO Box 68023 Phoenix, AZ 85052	Anthony Ph: 602-302-6868 1-888-399-1300 info@allvalleytransportation.com www.allvalleytransportation.com	24 hrs a day seven days a week.	Private for-hire carrier		•	•	•	•	Private, For-Profit. $55 per hour, two hour minimum.
American's HTS 1401 E Washington Street Phoenix, AZ 85034	Ph: 602-253-0911	Contact agency for more information.	Nonemergency medical transportation		•	•		•	Contact agency.
Angel Flight West 3161 Donald Douglas Loop South Santa Monica, CA 90405-3210	Erin Olson Ph: 310-390-2958 888-426-2643 info@angelflightwest.org www.angelflightwest.org	8:30 a.m. - 4:30 p.m. Mon through Fri.	Air transportation to and from medical treatment or other compelling human need.		•	•		•	Non-Profit. No fees, all cost provided by volunteer pilots. Must have financial need.
Arizona Chapter Paralyzed Veterans of America, Inc. 8126 N 23rd Ave, Suite J Phoenix, AZ 85021	Peter Quinn Ph: 602-244-9168 azpva@azpva.org www.azpva.org	By appointment: Mon - Thurs: 7:30 a.m. to 3:30 p.m. / Fri: 7:30 a.m. - 1:30 p.m.	Contact agency for more information.			•			Non-Profit Veteran Service Organization. $125/day Volunteer Drivers.
Arizona Spinal Cord Injury Association 5025 E Washington St, Suite 110 Phoenix, AZ 85034-2005	Ashleigh Turner Ph: 602-507-4209 888-889-2185 ashleigh@azspinal.org www.azspinal.org	9:00 a.m. - 5:00 p.m. Mon through Fri.	Transportation Service. Local day and overnight trips for individuals in wheelchairs. See web site for additional information.			•			Non-Profit. TBA (rates will be increased / rates to be determined).
CD Transport, LLC 4933 E Halifax, Mesa, AZ 85205, mail: PO Box 321 Mesa, AZ 85211	Ph: 602-989-5115	Call for schedule.	Private for-hire carrier.		•	•	•		Contact agency.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
ComTrans 2336 E Magnolia Phoenix, AZ 85034	Neal Thomas Ph: 602-231-0102 neal@gocomtrans.com	6:00 a.m. - 9:00 p.m., 7 days per week. 5:00 a.m. - 10:00 p.m. / Sun 7:00 a.m. - 9:00 p.m. / Sat.	Private for-hire carrier. Depends on requirements of contracting agencies		•	•			Contact agency.
Dependable Medical Transport Services (DMTS) 2237 N 36th St. Phoenix, AZ 85008	Scott Trenter, VP Business Development Ph: 602-235-2255 info@dmtstransport.com	24 hrs, 7 days per week.	Nonemergency medical transportation (Specialize in Wheelchair, stretcher, and Oxygen transports)		•	•		•	Custom; call for rate info.
Flights for Life, Inc. Confidential location Mailing: PO Box 26485, Phoenix, AZ 85068-6485	McIlvoy Ph: 602-992-4327 president@flightsforlife.org www.FlightsForLife.org	24 hours, 7 days per week.	Non-emergency round-trip air transportation for ambulatory individuals in financial need who must travel for medical treatment.		•			•	Private/Non-Profit. None.
Fountain Hills Taxi & Shuttle 7222 E Northridge St. Mesa, AZ 85207	Ph: 480-837-7500	Contact agency.	Private for-hire carrier.		•	•	•	•	Contact agency.
Lifestar Ambulette 1501 W. Fountainhead Parkway Tempe, AZ 85282	Ph: 602-957-2800	Contact agency for more information.	Nonemergency medical transportation.		•	•	•	•	Contact agency.
Medical Transportation Broker of Arizona (MTBA) 3401 E Elwood St. Phoenix, AZ 85040-1610	Van Means, Director Ph: 888-700-6822 van@mtbofarizona.com	24 hrs, 7 days per week.	Transportation adminstrator.		•	•	•	•	Transportation brokerage. Contact agency for administrative services provided.
Safe Ride Services, Inc. 2001 W Camelback Rd., Phoenix, AZ 85015	Scott Rogers, Area General Mgr Ph: 800-797-7433 voice: 602-627-6700 talktous@saferideservices.com www.saferideservices.com	24 hrs, 7 days per week.	Ambulatory, Wheelchair and Stretcher, non-emergency medical and specialized transportation.		•	•	•	•	Contract with various Medicaid health insurance plans at no cost to the member
Yellow Cab 4525 E University Drive Phoenix, AZ 85034	Ph: 480-888-8888	24 hrs, 7 days per week.	Private for-hire carrier.		•	•	•	•	Contact agency.

Resource Inventory

Agency and Address	Contact Information	Hours of Operation	Service	Agency Only Clients	Older Adults	Physical Disability	Developmentally Disabled	Low-income	Agency Description and Fees
TRIBAL SERVICES									
Salt River Pima-Maricopa Indian Community 10005 E Osborn Rd Scottsdale, AZ 85256	Melvina Ray Ph: 480-362-7312 melvina.ray@srpmic-nsn.gov	Contact agency for more information.	Agency operated vehicles only.		•				Tribal. Contact agency.
San Lucy District of the Tohono O'odham Nation PO Box GG Phoenix, AZ 85337	Albert Manuel Jr. Ph: 928-683-2913 amanuel@toua.net	Contact agency for more information.	Agency operated vehicles only. Tribal members only.	•	•				Sub-Tribal Government. Contact agency.
San Lucy District of the Tohono O'odham Nation, Elderly Program PO Box GG Phoenix, AZ 85337	Eva Celaya Ph: 928-683-6315 egcelaya@yahoo.com	Contact agency for more information.	Contact agency.	•	•				Non-Profit. Contact agency.
Tohono O'odham Nation PO Box 837 Sells, AZ 85634	Fred Stevens Jr. Ph:520-383-5546 fredwhatgis@yahoo.com	8:00 a.m. - 5:00 p.m. Mon through Fri.	Contact agency.	•					Tribal. Contact agency.

Background

United We Ride – A National Initiative

United We Ride implements the Executive Order on Human Service Transportation Coordination (#13330) issued by President Bush in February 2004. United We Ride is a national initiative to enhance human service transportation for older adults, individuals with disabilities, children, and individuals with lower income. United We Ride offers state and local agencies support with technical assistance and other resources to aid with transportation coordination. The Executive Order requires eleven Federal departments to work together to enhance transportation access, minimize duplication of Federal services, and facilitate the most appropriate, cost-effective transportation for older adults, people with disabilities, and low-income populations. More information on United We Ride can be found at the following link, http://www.unitedweride.gov/.

Explanation of Affected Funding Sources

SAFETEA-LU

On August 10, 2005 President Bush signed into law the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The federal transit law requires projects selected for funding under the Section 5310 Elderly Persons and Persons with Disabilities program, as well as the Section 5316, Job Access and Reverse Commute program and Section 5317, New Freedom program be derived from a locally developed coordinated public transit-human services transportation plan. The coordination plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

SAFETEA-LU federal legislation expired on September 30, 2009. President Obama on October 1, 2009, signed legislation that provided a one month extension for the continuation of SAFETEA-LU. Before the one month extension expired, Congress passed a continuing resolution for continuation until December 18, 2009. The next step is for lawmakers to reach an agreement on a comprehensive reauthorization or to have further continuing resolutions for SAFETEA-LU. For more information please go to this link, http://www.fhwa.dot.gov/safetealu/.

Section 5310

The Transportation for Elderly Persons and Persons with Disabilities or Section 5310 program was established in 1975 as a discretionary capital assistance program. This program provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is un-

available, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state.

The Federal Transit Administration provides ADOT in excess of $3.9 million in formula FTA and Surface Transportation Program (STP) funds annually through the capital assistance program. While the standard matching rate historically has been 80 percent federal and 20 percent local, ADOT may use higher federal rates at its discretion. Program funds are used annually primarily for capital assistance, for the purchase of over 120 van type vehicles and related equipment statewide. In addition, a new federal class of grant called "mobility management" is available to assist agencies and communities with their coordination efforts.

Eligible recipients include private non-profit and public agencies that provide transportation to the elderly and disabled. The utilization of special transportation includes medical appointments, adult day care facilities Education and Employment Training Nutrition and Service Appointments such as social services shopping trips. For more information please go to this link, http://www.fta.dot.gov/funding/grants/grants_financing_3556.html.

Section 5316

The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services.

The JARC program funds transportation projects designed to help low-income individuals access to employment and related activities where existing transit is unavailable, inappropriate, or insufficient. The JARC program also funds reverse commute transit services available to the general

public. As designated by the Governor of the State of Arizona, ADOT administers JARC funds for rural and small urbanized areas of the state (population under 200,000) including rural Pima and Maricopa Counties, and the City of Avondale. Available funding is contingent upon Congressional resolutions regarding all programs' budgets. For more information on Section 5316 please go to, http://www.fta.dot.gov/funding/grants/grants_financing_3550.html.

Section 5317

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities were employed.

The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. For more information please go to, http://www.fta.dot.gov/funding/grants/grants_financing_3549.html.

Roles

Maricopa Association of Governments

In June 2006, the MAG Regional Council approved MAG to develop the coordination plans in response to the SAFETEA-LU regulations. Since this initial work, MAG has developed and supported the implementation of three plans prior to the current update. The first plan in 2007 focused on establishing a good communication foundation to augment more intensive strategies to come in the future. The second plan, released in 2008, promoted strategies to help standardize operations, thus putting agencies in a better position to coordinate with each other. The third plan integrated the goals of the United We Ride goals of providing more rides for the targeted populations for the same or fewer resources (efficiency) by maximizing the capacity of the current system. The plans may be accessed at the following link, http://www.mag.maricopa.gov/detail.cms?item=8111.

In addition to developing the coordination plans, MAG facilitates the Section 5310 application process for the region. The MAG Elderly and Persons with Disabilities Transportation Program Committee evaluate the applicants and develop a priority listing of projects. Once the MAG Regional Council has taken action, the list is forwarded to ADOT.

Background

Arizona Department of Transportation

Successful applications for the grant program are initially forwarded through a regional application evaluation and screening process, which includes ADOT and non-ADOT transportation and human service professionals. The 5310 Program utilizes the assistance of Council of Government (COG) and Metropolitan Planning Organization (MPO) planning offices to screen applicants within the state's nine planning regions. ADOT then makes the final decision regarding awards based on this input and available budget.

ADOT has worked to promote coordination of human service and public transportation statewide through the Governor's Arizona Rides initiative and Executive Order – itself an outgrowth of the Federal United We Ride Executive Order and Program. The Governor's Executive Order formally ended in December 2008. However, through Section 5310 and its companion programs, the ADOT Multimodal Planning Division continues its support of coordination as a key program cross-cutting element to reflect the Federal emphasis. For further information please go to this link, http://www.azdot.gov/.

City of Phoenix

The City of Phoenix is a critical partner in the coordination planning process. Historically, it has been the designated recipient for JARC funding for the urban areas in the region. When New Freedom funding became available, Governor Napolitano appointed the City to become the designated recipient for this new funding source as well. The City has combined their evaluation process for urban Section 5316 and 5317 with the rural applications on behalf of ADOT. A Phoenix representative also serves on the MAG committee that evaluates the Section 5310 applications. This helps to ensure a seamless working relationship and good collaboration among all three funding sources and partners.

The City of Phoenix also provides funding to support staffing for the coordination planning process. In addition, Phoenix staff is an active partner to develop and implement the coordination plans. Their participation provides a staunch base of support that ensures the plans may be implemented quickly and effectively. For further information on the City of Phoenix grant application process please go to this link,
http://phoenix.gov/publictransit/grants.html.

S0102: Population 60 Years and Over in the United States

Data Set:
2008 American Community Survey 1-Year Estimates

Survey:
American Community Survey

Geographic Area:
Maricopa County, Arizona

"NOTE. Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

For more information on confidentiality protection, sampling error, nonsampling error, and definitions, see Survey Methodology.

Subject	Total	Margin of Error (+/-)	60 years and over	Margin of Error (+/-)
Total population	3,954,598	*****	629,986	5,157
SEX AND AGE				
Male	50.4%	0.1	44.7%	0.4
Female	49.6%	0.1	55.3%	0.4
Median age (years)	34.1	0.1	70.2	0.3
RACE AND HISPANIC OR LATINO ORIGIN				
One race	97.6%	0.2	99.3%	0.1
White	82.2%	0.5	91.6%	0.4
Black or African American	4.3%	0.1	2.6%	0.2
American Indian and Alaska Native	1.9%	0.1	0.8%	0.2
Asian	2.9%	0.1	2.1%	0.1
Native Hawaiian and Other Pacific Islander	0.2%	0.1	0.1%	0.1
Some other race	6.1%	0.5	2.1%	0.4
Two or more races	2.4%	0.2	0.7%	0.1
Hispanic or Latino origin (of any race)	31.0%	*****	9.9%	0.3
White alone, not Hispanic or Latino	58.7%	0.1	84.0%	0.4
RELATIONSHIP				
Population in households	3,915,990	6,304	624,539	5,599
Householder or spouse	51.1%	0.4	85.0%	0.9
Parent	1.8%	0.1	6.5%	0.6
Other relatives	39.7%	0.4	4.8%	0.6
Nonrelatives	7.5%	0.3	3.7%	0.5
Unmarried partner	2.2%	0.1	1.1%	0.2

Subject	Total	Margin of Error (+/-)	60 years and over	Margin of Error (+/-)
HOUSEHOLDS BY TYPE				
Households	1,344,597	8,226	364,451	5,102
Family households	65.4%	0.6	57.5%	1
Married-couple family	48.8%	0.7	49.9%	0.9
Female householder, no husband present, family	11.1%	0.4	6.0%	0.6
Nonfamily households	34.6%	0.6	42.5%	1
Householder living alone	27.5%	0.5	39.5%	1
MARITAL STATUS				
Population 15 years and over	3,038,155	210	629,986	5,157
Now married, except separated	48.2%	0.6	59.7%	1
Widowed	5.3%	0.2	21.4%	0.9
Divorced	12.3%	0.4	14.6%	0.8
Separated	1.8%	0.2	0.9%	0.2
Never married	32.5%	0.5	3.4%	0.4
EDUCATIONAL ATTAINMENT				
Population 25 years and over	2,524,283	446	629,986	5,157
Less than high school graduate	16.3%	0.4	14.8%	0.7
High school graduate, GED, or alternative	23.8%	0.5	28.0%	0.9
Some college or associate's degree	32.7%	0.5	31.0%	0.9
Bachelor's degree or higher	27.2%	0.4	26.2%	0.8

Subject	Total	Margin of Error (+/-)	60 years and over	Margin of Error (+/-)
RESPONSIBILITY FOR GRANDCHILDREN UNDER 18 YEARS				
Population 30 years and over	2,221,641	289	629,986	5,157
Living with grandchild(ren)	4.0%	0.3	5.4%	0.6
Responsible for grandchild(ren)	1.4%	0.2	1.4%	0.3
VETERAN STATUS				
Civilian population 18 years and over	2,864,852	2,071	629,986	5,157
Civilian veteran	10.2%	0.3	25.6%	0.7
DISABILITY STATUS				
Civilian noninstitu-tionalized population	3,929,175	3,625	626,483	5,148
With any disability	10.6%	0.3	30.1%	1
No disability	89.4%	0.3	69.9%	1
RESIDENCE 1 YEAR AGO				
Population 1 year and over	3,888,140	4,779	629,986	5,157
Same house	81.5%	0.6	90.5%	0.6
Different house in the United States	17.9%	0.6	8.9%	0.6
Same county	13.5%	0.6	5.6%	0.6
Different county	4.4%	0.3	3.3%	0.4
Same state	1.1%	0.2	0.5%	0.2
Different state	3.3%	0.3	2.8%	0.4
Abroad	0.6%	0.1	0.6%	0.2
PLACE OF BIRTH, CITIZENSHIP STATUS AND YEAR OF ENTRY				
Total population	3,954,598	*****	629,986	5,157
Native	3,303,527	15,972	553,604	5,891

Subject	Total	Margin of Error (+/-)	60 years and over	Margin of Error (+/-)
Foreign born	651,071	15,972	76,382	4,488
Entered 2000 or later	35.3%	1.9	14.9%	3.3
Entered 1990 to 1999	32.0%	1.7	16.8%	3.4
Entered before 1990	32.7%	1.4	68.3%	4.1
Naturalized U.S. citizen	27.4%	1.3	58.8%	3.9
Not a U.S. citizen	72.6%	1.3	41.2%	3.9
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH				
Population 5 years and over	3,622,282	*****	629,986	5,157
English only	72.5%	0.4	85.4%	0.6
Language other than English	27.5%	0.4	14.6%	0.6
Speak English less than “very well”	13.1%	0.4	7.7%	0.5
EMPLOYMENT STATUS				
Population 16 years and over	2,978,977	3,298	629,986	5,157
In labor force	67.1%	0.4	26.1%	0.9
Civilian labor force	66.9%	0.4	26.1%	0.9
Employed	63.3%	0.4	25.0%	0.9
Unemployed	3.6%	0.2	1.1%	0.2
Percent of civilian labor force	5.3%	0.3	4.3%	0.8
Armed forces	0.2%	0.1	0.0%	0.1
Not in labor force	32.9%	0.4	73.9%	0.9

Subject	Total	Margin of Error (+/-)	60 years and over	Margin of Error (+/-)
INCOME IN THE PAST 12 MONTHS (IN 2008 INFLATION-ADJUSTED DOLLARS)				
Households	1,344,597	8,226	364,451	5,102
With earnings	81.6%	0.4	45.1%	1.2
Mean earnings (dollars)	75,474	1,173	56,421	2,657
With Social Security income	24.8%	0.4	76.6%	1
Mean Social Security income (dollars)	15,936	203	16,899	220
With Supplemental Security Income	2.2%	0.2	3.4%	0.5
Mean Supplemental Security Income (dollars)	8,587	427	8,860	722
With cash public assistance income	1.9%	0.2	1.0%	0.2
Mean cash public assistance income (dollars)	3,036	404	4,881	1,461
With retirement income	16.3%	0.4	46.0%	1.2
Mean retirement income (dollars)	22,055	667	23,138	849
With Food Stamp benefits	6.6%	0.3	3.4%	0.5
POVERTY STATUS IN THE PAST 12 MONTHS				
Population for whom poverty status is determined	3,915,041	4,668	626,483	5,148
Below 100 percent of the poverty level	13.4%	0.6	7.8%	0.7
100 to 149 percent of the poverty level	8.5%	0.5	8.2%	0.7
At or above 150 percent of the poverty level	78.1%	0.7	84.0%	0.9
HOUSING				
Occupied housing units	1,344,597	8,226	364,451	5,102
HOUSING TENURE				
Owner-occupied housing units	68.0%	0.7	82.9%	1.1
Renter-occupied housing units	32.0%	0.7	17.1%	1.1
Average household size of owner-occupied unit	2.89	0.03	2.03	0.03
Average household size of renter-occupied unit	2.95	0.06	1.63	0.07
SELECTED CHARACTERISTICS				
No telephone service available	3.1%	0.3	1.0%	0.3
1.01 or more occupants per room	3.9%	0.3	0.8%	0.3
Owner-occupied housing units	914,774	9,913	301,979	5,899
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS				
Less than 30 percent	65.2%	0.7	71.5%	1.1
30 percent or more	34.8%	0.7	28.5%	1.1

Subject	Total	Margin of Error (+/-)	60 years and over	Margin of Error (+/-)
OWNER CHARACTERISTICS				
Median value (dollars)	250,800	2,569	234,400	3,288
Median selected monthly owner costs with a mortgage (dollars)	1,640	14	1,326	32
Median selected monthly owner costs without a mortgage (dollars)	394	6	382	7
Renter-occupied housing units	429,823	9,443	62,472	3,956
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS				
Less than 30 percent	53.1%	1.4	41.3%	2.7
30 percent or more	46.9%	1.4	58.7%	2.7
GROSS RENT				
Median gross rent (dollars)	940	13	892	35

Source: U.S. Census Bureau, 2008 American Community Survey

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Notes:

·The 60 years and over column of data refers to the age of the householder for the estimates of households, occupied housing units, owner-occupied housing units, and renter-occupied housing units lines.

·The age specified on the population 15 years and over, population 25 years and over, population 30 years and over, civilian population 18 years and over, civilian population 5 years and over, population 1 years and over, population 5 years and over, and population 16 years and over lines refer to the data shown in the ""Total"" column while the second column is limited to the population 60 years and over.

·The Census Bureau introduced a new set of disability questions in the 2008 ACS questionnaire. Accordingly, comparisons of disability data from 2008 or later with data from prior years are not recommended. For more information on these questions and their evaluation in the 2006 ACS Content Test, see the Evaluation Report Covering Disability.

·The Census Bureau introduced an improved sequence of labor force questions in the 2008 ACS questionnaire. Accordingly, we recommend using caution when making labor force data comparisons from 2008 or later with data from prior years. For more information on these questions and their evaluation in the 2006 ACS Content Test, see the ""Evaluation Report Covering Employment Status"" at http://www.census.gov/acs/www/AdvMeth/content_test/P6a_Employment_Status.pdf, and the ""Evaluation Report Covering Weeks Worked"" at http://www.census.gov/acs/www/AdvMeth/content_test/P6b_Weeks_Worked_Final_Report.pdf. Additional information can also be found at http://www.census.gov/hhes/www/laborfor/laborforce.html.

·Caution should be used when comparing data for Occupants per Room between 2007 and 2008. Changes made to the Rooms question involving the wording as well as the response option resulted in an inconsistency in the data. It is most noticeable as an increase in ""1 room"" category and as a decrease in the ""2 rooms"" to ""6 rooms"" categories. For more detailed information about these changes, see the Rooms section of the Subject

Definitions at: http://www.census.gov/acs/www/Downloads/2008/usedata/Subject_Definitions.pdf#page=21.

·Caution should be used when comparing data for Telephone Service Availability between 2007 and 2008. Changes made to the Telephone Service Availability question involving the structure of the question as well as including an instruction to include cell phones resulted in an inconsistency in the data. It is most noticeable as an increase in respondents answering “”yes”” to the question. For more detailed information about these changes, see the Telephone Service Available section of the Subject Definitions at: http://www.census.gov/acs/www/Downloads/2008/usedata/Subject_Definitions.pdf#page=24.

·While the 2008 American Community Survey (ACS) data generally reflect the November 2007 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities. The 2008 Puerto Rico Community Survey (PRCS) data generally reflect the November 2007 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in PRCS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

·Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

1. An ‘**’ entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

2. An ‘-’ entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

3. An ‘-’ following a median estimate means the median falls in the lowest interval of an open-ended distribution.

4. An ‘+’ following a median estimate means the median falls in the upper interval of an open-ended distribution.

5. An ‘***’ entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

6. An ‘*****’ entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

7. An ‘N’ entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

8. An ‘(X)’ means that the estimate is not applicable or not available.

S1810:
Disability Characteristics

Data Set:
2008 American Community Survey 1-Year Estimates

Survey:
American Community Survey

Geographic Area:
Maricopa County, Arizona

Subject	Total	Margin of Error (+/-)	With a disability	Margin of Error (+/-)	Percent with a disability	Margin of Error (+/-)
Total civilian noninstitutionalized population	3,929,175	3,625	415,951	11,911	10.6%	0.3
Population under 5 years	332,316	6	2,707	1,153	0.8%	0.3
With a hearing difficulty	(X)	(X)	1,769	878	0.5%	0.3
With a vision difficulty	(X)	(X)	1,463	906	0.4%	0.3
Population 5 to 17 years	749,850	681	36,047	3,506	4.8%	0.5
With a hearing difficulty	(X)	(X)	6,062	1,501	0.8%	0.2
With a vision difficulty	(X)	(X)	8,777	2,524	1.2%	0.3
With a cognitive difficulty	(X)	(X)	22,215	2,484	3.0%	0.3
With an ambulatory difficulty	(X)	(X)	5,015	1,311	0.7%	0.2
With a self-care difficulty	(X)	(X)	7,564	1,536	1.0%	0.2
Population 18 to 64 years	2,399,398	3,043	223,250	8,909	9.3%	0.4
With a hearing difficulty	(X)	(X)	44,645	4,190	1.9%	0.2
With a vision difficulty	(X)	(X)	52,433	4,850	2.2%	0.2
With a cognitive difficulty	(X)	(X)	80,834	5,867	3.4%	0.2
With an ambulatory difficulty	(X)	(X)	103,438	4,877	4.3%	0.2
With a self-care difficulty	(X)	(X)	39,055	3,879	1.6%	0.2
With an independent living difficulty	(X)	(X)	71,006	5,253	3.0%	0.2
Population 65 years and over	447,611	1,155	153,947	5,710	34.4%	1.3
With a hearing difficulty	(X)	(X)	69,582	4,005	15.5%	0.9
With a vision difficulty	(X)	(X)	34,363	3,134	7.7%	0.7
With a cognitive difficulty	(X)	(X)	38,277	3,777	8.6%	0.8
With an ambulatory difficulty	(X)	(X)	97,752	4,687	21.8%	1
With a self-care difficulty	(X)	(X)	34,070	3,358	7.6%	0.7
With an independent living difficulty	(X)	(X)	64,908	4,382	14.5%	1

Subject	Total	Margin of Error (+/-)	With a disability	Margin of Error (+/-)	Percent with a disability	Margin of Error (+/-)
SEX						
Male	1,974,905	3,079	205,525	8,023	10.4%	0.4
Female	1,954,270	1,635	210,426	7,739	10.8%	0.4
RACE AND HISPANIC OR LATINO ORIGIN						
One Race	3,835,029	8,911	406,861	11,831	10.6%	0.3
White alone	3,232,103	19,377	351,097	11,387	10.9%	0.4
Black or African American alone	167,790	4,772	19,968	2,342	11.9%	1.4
American Indian and Alaska Native alone	71,951	3,815	8,312	1,790	11.6%	2.4
Asian alone	114,225	3,685	7,858	1,376	6.9%	1.2
Native Hawaiian and Other Pacific Islander alone	7,114	1,003	650	368	9.1%	5.3
Some other race alone	241,846	18,395	18,976	3,181	7.8%	1.2
Two or more races	94,146	8,271	9,090	1,770	9.7%	1.7
White alone, not Hispanic or Latino	2,306,899	2,968	295,682	9,572	12.8%	0.4
Hispanic or Latino (of any race)	1,216,289	1,509	79,774	5,741	6.6%	0.5
PERCENT IMPUTED						
Disability status	6.3%	(X)	(X)	(X)	(X)	(X)
Heaving difficulty	4.7%	(X)	(X)	(X)	(X)	(X)
Vision difficulty	4.9%	(X)	(X)	(X)	(X)	(X)
Cognitive difficulty	5.3%	(X)	(X)	(X)	(X)	(X)
Ambulatory difficulty	5.4%	(X)	(X)	(X)	(X)	(X)
Self-care difficulty	5.3%	(X)	(X)	(X)	(X)	(X)
Independent living difficulty	5.3%	(X)	(X)	(X)	(X)	(X)

Source: U.S. Census Bureau, 2008 American Community Survey

S1811:
Selected Economic Characteristics for the Civilian Noninstitutionalized Population By Disability Status

Data Set:
2008 American Community Survey 1-Year Estimates

Survey:
American Community Survey

Geographic Area:
Maricopa County, Arizona

Subject	Total Civilian Noninstitutionalized Population	Margin of Error (+/-)	With a Disability	Margin of Error (+/-)	No Disability	Margin of Error (+/-)
Population Age 16 and Over	2,954,279	5,024	382,775	10,888	2,571,504	11,210
EMPLOYMENT STATUS						
Employed	63.9%	0.4	28.8%	1.4	69.1%	0.4
Not in Labor Force	32.6%	0.4	67.9%	1.4	27.3%	0.4
Employed Population Age 16 and Over	1,886,532	12,888	110,410	6,221	1,776,122	13,951
CLASS OF WORKER						
Private for-profit wage and salary workers	77.0%	0.7	72.9%	2.3	77.2%	0.7
Employee of private company workers	73.0%	0.7	68.6%	2.2	73.3%	0.7
Self-employed in own incorporated business workers	4.0%	0.3	4.3%	1.2	4.0%	0.3
Private not-for-profit wage and salary workers	5.2%	0.3	6.6%	1.5	5.2%	0.3
Local government workers	6.6%	0.4	5.7%	1.2	6.7%	0.4
State government workers	3.7%	0.3	4.9%	1.3	3.6%	0.3
Federal government workers	1.5%	0.2	1.9%	0.9	1.5%	0.2
Self-employed in own not incorporated business workers	5.8%	0.4	7.8%	1.7	5.7%	0.4
Unpaid family workers	0.2%	0.1	0.2%	0.2	0.2%	0.1
OCCUPATION						
Management, professional, and related occupations	34.0%	0.7	29.3%	2.8	34.3%	0.7
Service occupations	17.8%	0.6	19.1%	2	17.7%	0.6
Sales and office occupations	27.7%	0.6	28.7%	2.4	27.6%	0.6
Farming, fishing, and forestry occupations	0.2%	0.1	0.1%	0.2	0.2%	0.1
Construction, extraction, maintenance, and repair occupations	11.3%	0.5	11.0%	1.9	11.4%	0.5
Production, transportation, and material moving occupations	9.1%	0.5	11.8%	2.1	8.9%	0.5
INDUSTRY						
Agriculture, forestry, fishing and hunting, and mining	0.6%	0.1	0.4%	0.3	0.6%	0.1
Construction	9.8%	0.5	8.0%	1.3	10.0%	0.5
Manufacturing	8.0%	0.4	7.0%	1.3	8.0%	0.4

Subject	Total Civilian Noninstitutionalized Population	Margin of Error (+/-)	With a Disability	Margin of Error (+/-)	No Disability	Margin of Error (+/-)
Wholesale trade	2.9%	0.2	2.8%	1	2.9%	0.2
Retail trade	12.7%	0.4	14.5%	2.1	12.6%	0.4
Transportation and warehousing, and utilities	5.3%	0.4	5.4%	1.3	5.3%	0.4
Information	2.1%	0.2	2.0%	0.8	2.1%	0.2
Finance and insurance, and real estate and rental and leasing	9.7%	0.5	8.6%	1.5	9.7%	0.5
Professional, scientific, and management, and administrative and waste management services	12.1%	0.5	13.2%	2.2	12.0%	0.5
Educational services, and health care and social assistance	18.0%	0.5	20.3%	2.2	17.9%	0.5
Arts, entertainment, and recreation, and accommodation and food services	9.6%	0.5	8.2%	1.6	9.7%	0.5
Other services (except public administration)	5.2%	0.3	5.6%	1.4	5.1%	0.3
Public administration	4.1%	0.2	4.0%	1	4.1%	0.2
COMMUTING TO WORK						
Workers Age 16 and Over	1,843,623	13,744	105,072	6,480	1,738,551	14,667
Car, truck, or van - drove alone	75.4%	0.7	66.8%	2.5	76.0%	0.8
Car, truck, or van - carpooled	13.1%	0.6	12.3%	1.8	13.1%	0.6
Public transportation (excluding taxicab)	2.7%	0.3	6.2%	1.9	2.5%	0.3
Walked	1.5%	0.2	2.7%	0.9	1.4%	0.2
Taxicab, motorcycle, bicycle, or other means	2.4%	0.3	5.0%	1.4	2.2%	0.3
Worked at home	4.9%	0.3	7.0%	1.7	4.8%	0.3
EDUCATIONAL ATTAINMENT						
Population Age 25 and Over	2,504,414	3,212	357,536	10,387	2,146,878	10,747
Less than high school graduate	16.2%	0.5	21.6%	1.4	15.4%	0.5
High school graduate, GED, or alternative	23.7%	0.5	30.6%	1.6	22.6%	0.6
Some college or associate's degree	32.7%	0.5	31.1%	1.4	32.9%	0.6
Bachelor's degree or higher	27.4%	0.4	16.7%	1	29.1%	0.5

Subject	Total Civilian Noninstitutionalized Population	Margin of Error (+/-)	With a Disability	Margin of Error (+/-)	No Disability	Margin of Error (+/-)
EARNINGS IN PAST 12 MONTHS (IN 2008 INFLATION ADJUSTED DOLLARS)						
Population Age 16 and over with earnings	2,060,301	12,878	131,546	7,134	1,928,755	14,388
$1 to $4,999 or loss	15.5%	0.5	25.7%	2.4	14.8%	0.5
$5,000 to $14,999	8.3%	0.4	9.2%	1.6	8.2%	0.4
$15,000 to $24,999	16.2%	0.5	16.4%	1.8	16.2%	0.6
$25,000 to $34,999	15.0%	0.6	13.4%	2.2	15.1%	0.6
$35,000 to $49,999	17.4%	0.5	15.6%	1.9	17.6%	0.6
$50,000 to $74,999	14.4%	0.4	11.3%	1.4	14.7%	0.5
$75,000 or more	13.1%	0.4	8.5%	1.5	13.4%	0.4
Median Earnings	31,423	304	24,064	2,005	31,721	308
POVERTY STATUS IN THE PAST 12 MONTHS						
Population Age 16 and over for whom poverty status is determined	2,949,622	5,466	382,267	10,899	2,567,355	11,340
Below 100 percent of the poverty level	11.5%	0.5	16.9%	1.4	10.7%	0.5
100 to 149 percent of the poverty level	7.5%	0.4	10.8%	1.2	7.0%	0.4
At or above 150 percent of the poverty level	81.0%	0.6	72.2%	1.5	82.3%	0.5

Source: U.S. Census Bureau, 2008 American Community Survey

S1701:
Poverty Status in the Past 12 Months

Data Set:
2008 American Community Survey 1-Year Estimates

Survey:
American Community Survey

Geographic Area: Maricopa County, Arizona

Subject	Total	Margin of Error (+/-)	Below poverty level	Margin of Error (+/-)	Percent below poverty level	Margin of Error (+/-)
Population for whom poverty status is determined	3,915,041	4,668	524,460	21,886	13.4%	0.6
AGE						
Under 18 years	1,066,591	3,317	204,553	11,998	19.2%	1.1
Related children under 18 years	1,061,073	3,737	199,744	11,726	18.8%	1.1
18 to 64 years	2,400,839	3,102	286,550	12,339	11.9%	0.5
65 years and over	447,611	1,155	33,357	3,655	7.5%	0.8
SEX						
Male	1,968,993	3,382	244,932	12,224	12.4%	0.6
Female	1,946,048	2,451	279,528	12,450	14.4%	0.6
RACE AND HISPANIC OR LATINO ORIGIN						
One race	3,821,953	9,521	511,427	21,569	13.4%	0.6
White	3,222,396	19,157	405,499	21,413	12.6%	0.7
Black or African American	166,395	4,920	33,195	6,285	19.9%	3.6
American Indian and Alaska Native	70,395	3,918	16,538	3,731	23.5%	5.1
Asian	113,533	3,652	12,290	3,442	10.8%	2.9
Native Hawaiian and Other Pacific Islander	7,073	1,001	1,426	1,079	20.2%	15
Some other race	242,161	18,323	42,479	7,827	17.5%	2.9
Two or more races	93,088	8,079	13,033	3,679	14.0%	3.5
Hispanic or Latino origin (of any race)	1,210,123	2,812	288,677	19,088	23.9%	1.6
White alone, not Hispanic or Latino	2,302,765	3,081	168,413	12,437	7.3%	0.5
EDUCATIONAL ATTAINMENT						
Population 25 years and over	2,509,096	2,565	254,572	11,663	10.1%	0.5
Less than high school graduate	406,851	11,301	97,734	6,491	24.0%	1.6
High school graduate (includes equivalency)	595,266	13,689	70,806	6,490	11.9%	1
Some college, associate's degree	820,951	13,205	59,341	4,597	7.2%	0.6
Bachelor's degree or higher	686,028	11,126	26,691	2,848	3.9%	0.4
EMPLOYMENT STATUS						
Civilian labor force 16 years and over	1,990,225	12,813	147,840	7,969	7.4%	0.4
Employed	1,884,984	12,901	118,981	7,534	6.3%	0.4

Subject	Total	Margin of Error (+/-)	Below poverty level	Margin of Error (+/-)	Percent below poverty level	Margin of Error (+/-)
Male	1,048,391	8,773	62,927	5,800	6.0%	0.5
Female	836,593	10,445	56,054	4,953	6.7%	0.6
Unemployed	105,241	5,877	28,859	3,940	27.4%	3.1
Male	60,940	4,417	16,044	2,790	26.3%	3.7
Female	44,301	3,642	12,815	2,286	28.9%	4.3
WORK EXPERIENCE						
Population 16 years and over	2,955,658	4,956	339,483	14,129	11.5%	0.5
Worked full-time, year-round in the past 12 months	1,388,243	14,481	49,711	4,919	3.6%	0.4
Worked part-time or part-year in the past 12 months	674,536	14,797	100,730	6,662	14.9%	0.9
Did not work	892,879	12,600	189,042	10,317	21.2%	1
All Individuals below:						
50 percent of poverty level	244,510	16,340	(X)	(X)	(X)	(X)
125 percent of poverty level	690,682	23,194	(X)	(X)	(X)	(X)
150 percent of poverty level	858,827	26,267	(X)	(X)	(X)	(X)
185 percent of poverty level	1,107,437	24,521	(X)	(X)	(X)	(X)
200 percent of poverty level	1,211,214	28,224	(X)	(X)	(X)	(X)
Unrelated individuals for whom poverty status is determined	756,796	18,398	160,075	9,344	21.2%	1.1
Male	394,731	11,839	75,598	6,487	19.2%	1.5
Female	362,065	11,700	84,477	6,473	23.3%	1.5
Mean income deficit for unrelated individuals (dollars)	6,659	255	(X)	(X)	(X)	(X)
Worked full-time, year-round in the past 12 months	386,723	14,226	15,485	3,168	4.0%	0.8
Worked less than full-time, year-round in the past 12 months	170,390	8,809	56,429	5,528	33.1%	2.4
Did not work	199,683	8,265	88,161	7,052	44.2%	2.3
PERCENT IMPUTED						
Poverty status for individuals	30.1%	(X)	(X)	(X)	(X)	(X)

Source: U.S. Census Bureau, 2008 American Community Survey

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Notes:

·While the 2008 American Community Survey (ACS) data generally reflect the November 2007 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities. The 2008 Puerto Rico Community Survey (PRCS) data generally reflect the November 2007 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in PRCS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

·Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

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4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.

5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

8. An '(X)' means that the estimate is not applicable or not available.

"

Agenda Item #5D

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

DATE:
January 21, 2010

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 (RTP) 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.

To move forward with project implementation for FY 2010, the Arizona Department of Transportation (ADOT) has requested a new pavement preservation project, and project cost modifications to three projects. There are also two new STP-TEA, Enhancement, projects to be added to the TIP led by Valley Metro. The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in the attached Table.

In addition, there are three Congestion Mitigation and Air Quality (CMAQ) funded projects: a Fountain Hills pedestrian project (FTH11-701) in 2011, a Chandler ITS project (CHN11-704) in 2011, and a Surprise ITS project (SUR11-715) in 2011 requesting changes to the locations of their projects. Each of the projects were heard and voted on for approval at their technical advisory committee.

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

PUBLIC INPUT:
None.

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

CONS: None.

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

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

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

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee: On January 20, 2010, the Transportation Policy Committee unanimously 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

* Mayor Marie Lopez Rogers, Avondale, Chair
* Mayor Scott Smith, Mesa, Vice Chair
Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa Indian Community
* Stephen Beard, HDR Engineering Inc.
* Dave Berry, Swift Transportation
* Jed Billings, FNF Construction
Mayor James Cavanaugh, Goodyear
Mayor Boyd Dunn, Chandler
* Mayor Hugh Hallman (Vice Mayor Shana Ellis, in attendance, appointment pending), Tempe
* Mark Killian, The Killian Company/Sunny Mesa, Inc.
# Mayor Jim Lane, Scottsdale
Mayor John Lewis, Gilbert
Mayor Jackie Meck, Buckeye
Councilwoman Peggy Neely, Phoenix
* David Scholl
* Mayor Elaine Scruggs, Glendale
Mayor Lyn Truitt, Surprise
Supervisor Max W. Wilson, Maricopa County
Victor Flores, State Transportation Board
F. Rockne Arnett, Citizens Transportation Oversight Committee

* Not present
# Participated by telephone conference call
+ Participated by videoconference call

Management Committee: This Management Committee met on January 13, 2010 and unanimously 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
Susan Daluddung for Carl Swenson, Peoria
George Hoffman, Apache Junction
Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dave Richert, Scottsdale
Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John Fink for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

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

MAG Transportation Review Committee: On December 14, 2009, the 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: Kwi-Sung Kang for Floyd Roehrich
Avondale: Shirley Gunther for 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: Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
#Guadalupe: Gino Turrubiartes
Litchfield Park: Woody Scoutten
Maricopa County: Clem Ligocki for John Hauskins
Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
* Queen Creek: Wendy Kaserman
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Buckley for Vacant
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: Debbie Albert
#Bicycle/Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

MAG Intelligent Transportation Systems Committee: On December 2, 2009, the MAG Intelligent Transportation Systems Committee recommended approval of the location modifications for Chandler project CHN11-704, and Surprise project SUR11-715.

MEMBERS ATTENDING

Lydia Warnick for Scott Nodes, ADOT
#Soyoung Ahn, ASU
Margaret Boone-Pixley for 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
Avery Rhodes for Debbie Albert, Glendale
Luke Albert, City of Goodyear
Faisal Saleem for Nicolaas Swart, Maricopa County
Derrick Bailey, City of Mesa
Steve Blair for 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
Brian Moberly for John Abraham, Surprise
* Jim Decker, City of Tempe
Arkady Bernshteyn, Valley Metro Rail

* Members neither present nor represented by proxy.
# Participated via teleconference

MAG Bicycle and Pedestrian Committee: On November 17, 2009, the MAG Bicycle and Pedestrian Committee recommended approval of the location and local funding modifications to Fountain Hills project: FTH11-701.

MEMBERS ATTENDING

Brandon Forrey, Peoria, Chair
Reed Kempton, Scottsdale, Vice Chair
Michael Sanders, ADOT
* Michael Eagan, ASLA, Arizona Chapter
Margaret Boone-Pixley, Avondale
Robert Wisener, Buckeye
D.J. Stapley, Carefree
Bob Beane for Rich Rumer, Coalition of Arizona Bicyclists
Doug Strong, El Mirage
Tami Ryall, Gilbert
Steve Hancock, Glendale
Joe Schmitz, Goodyear
Michael Cartsonis, Litchfield Park
Denise Lacey, Maricopa County
Jim Hash, Mesa
Katherine Coles, Phoenix
Lisa Padilla, Queen Creek
Peggy Rubach, RPTA
Eric Iwersen, Tempe

* Members neither present nor represented by proxy.
# Attended via audio-conference

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

Request for Project Change - 2008-2012 MAG Transportation Improvement Program
MAG Regional Council January 2010

Highway Projects

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT09-905	ADOT	101 (Agua Fria Fwy) / 99th Ave: I-10 to Van Buren St	Utilities and R/W	2010	1	RARF				$ 2,625,000	$ 2,625,000	Admin Mod: Change project costs from $2,300,000 to $2,625,000.
DOT10-817	ADOT	Old US 60: Sossaman Rd - Meridian Rd, WB	Pavement preservation	2010	5	STP	$ 5,985		$ 99,015		$ 105,000	Amend: Create a new pavement preservation project in FY 2010.
DOT10-828	ADOT	87: New Four Peaks - Dos S Ranch Rd	Construct roadway improvements	2010	5.4	ARRA/ STP-TEA	$ 9,804	$ 21,000,000	$ 162,196		$ 21,172,000	Amdin Mod: Change project costs from $21,000,000 to $21,172,000, and add new funding source of STP-TEA.
DOT10-840	ADOT	10: Avondale Blvd	TI improvements	2010	0.5	RARF				$ 2,660,000	$ 2,660,000	Amend:Change project costs from $2,000,000 to $2,660,000. Change funding source from IM to RARF.
CHN11-704	Chandler	Arizona Ave: TMC to Riggs Road	Install fiber-optic cable for interconnecting traffic signals (5 out of 6 miles)	2011	6	CMAQ	$ 455,950		$ 344,050		$ 800,000	Amend: Change Location from Pecos to Riggs to TMC to Riggs Road; and Length from 4 to to 6 Miles
FTH11-701	Fountain Hills	Fountain Hills Blvd: Cholla Drive to Crystal Point Dr.	Construct new sidewalk	2011	0.6	CMAQ	$ 130,000		$ 300,000		$ 430,000	Amend: Change project limits from Shea to Crystal Point to Shea to Cholla Dr.
MMA10-819RWZ	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Dr	Acquisition of Right-of-Way for roadway widening	2010	3	Local	$ 3,348,860	$ -	$ -		$ 3,348,860	Amend: Add new project to TIP
SUR 11 – 715	Surprise	Peoria Ave: Cotton Lane to Litchfield and Litchfield Road from Peoria to Greenway	Design and Construct fiber optic cable interconnection of existing and future ITS facilities	2011	7	CMAQ	$ 1,000,000		$ 700,000		$ 1,700,000	Amend: Change project limits from Peoria: Litchfield Road to Jackrabbit to Peoria Ave: Cotton Lane to Litchfield and Litchfield Road from Peoria to Greenway

Transit Projects

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMT10-804T	Valley Metro	Regionwide	Regional Bicycle & Pedestrian Safety Education Program - Round 17- 2009	2010	n/a	STP-TEA	$ 16,532		$ 223,000		$ 239,532	Amend: Add new STP-TEA project to TIP
VMT10-805T	Valley Metro	Regionwide	Regional Bicycle & Pedestrian Safety Education Program - Round 17- 2009	2011	n/a	STP-TEA	$ 15,300		$ 254,000		$ 269,300	Amend: Add new STP-TEA project to TIP

Agenda Item #5E

Project Status Report
Transportation Projects – MAG Region January 19 2010
American Recovery & Reinvestment Act (ARRA) Funding

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

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

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

REPORT COMPONENTS – TABLE OF CONTENTS

Project Status Report **p. 3 – 11**

Project Status Report

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

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

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

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

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete or have estimated completion dates. Or other notes may be provided regarding status with FHWA or FTA. Check mark indicates that work is completed.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project. This date is the projected obligation date based on submittal of final PS&E. Actual date will depend on FHWA processing time.
- Advertise Date – The date the project scheduled to be advertised.
- Award Date – The date the project is awarded to contractor.
- Estimated Completion – The contractor has estimated that construction will be completed by this date.

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date	Award Date	Estimated Complete	Comments
State Sponsored Projects - Roadways															
DOT08-828	087-A(206)A	SR 87: MP 211.8 to 213.0	Repair cut slopes for erosion control	ARRA	$2,000.0	$2,000.0		12/09/09							To be done in conjunction with project SR 87: Four Peaks - Dos S Ranch Road
DOT08-839	143-A( )	143 Hohokam: SR 143/Sky Harbor Blvd TI	TI Improvements, Adding Ramps	ARRA	$35,100.0	$35,100.0		12/09/09							Scheduled to advertise April 8, 2010. May be ready to obligate by the end of February 2010.
					$168,711.5	$187,801.2	$88,774.4								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
APJ09-801	APJ-0(201)	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	$1,348.3	$1,348.3		4/22/09	1/8/10	✓	1/11/10				Final PS&E submitted 1/8.
AVN09-801	AVN-0(206)	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	ARRA	$2,035.2	$2,035.2		4/22/09	✓	✓	✓				
AVN09-802	AVN-0(207)	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	ARRA & Local	$179.7	$401.8		4/22/09	✓	✓	12/4/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
BKY09-801	BKY-0(202)	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabiliation and Preservation	ARRA	$1,621.9	$1,621.9		4/22/09	✓	✓	✓				
CFR09-801	CFE-0(200)	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	ARRA	$35.0	$35.0		4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	Combined Project: ARRA-CFE-0(200),Town of Carefree has been combined with Cave Creek Road ARRA-CFE-0(201)A.
CFR09-802	CFE-0(201)	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	ARRA	$553.3	$553.3		4/22/09	11/12/09	✓	12/16/09				Went to Mary Hewitt on 12/16/06 - January Obligation
CVK09-807	CVK-0(201)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$614.8	$614.8		5/27/09	✓	✓	12/21/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
CHN120-07C	CHN-0(025)	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	ARRA, Local & RARF	$2,288.7	$7,629.0		4/22/09	✓	✓	12/15/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
CHN09-801	CHN-0(211)	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	ARRA	$3,678.9	$3,678.9		4/22/09	✓	✓	12/23/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
ELM09-801	ELM-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	ARRA	$952.8	$952.8		4/22/09	✓	✓	12/7/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
FTH07-301	FTH-0(203)	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	ARRA, STP, & Local	$1,081.6	$3,376.6		6/24/09	✓	✓	✓	12/11/09			Advertised 12/11/09
GBD09-801	GBD-0(201)	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	ARRA	$33.0	$33.0		4/22/09	12/1/09	✓	1/21/00				
GBD09-802	GBD-0(200)	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	ARRA	$339.5	$339.5		4/22/09	✓	✓	12/22/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GBD09-803	GBD-0(203)	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	$170.0	$170.0		5/27/09	✓	✓	12/22/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GRC09-801	GRI-0(200)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$561.3	$561.3		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLB09-801	GIL-0(203)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	$5,306.3	$5,306.3		4/22/09	✓	✓	12/23/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
GLN09-801	GLN-0(219)	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	ARRA	$1,100.0	$1,100.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-802	GLN-0(218)	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	$550.0	$550.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-803	GLN-0(217)	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	$90.0	$90.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-804	GLN-0(215)	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	ARRA	$230.0	$230.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-805	GLN-0(216)	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	ARRA	$200.0	$200.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-806	GLN-0(211)	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	ARRA	$1,170.0	$1,170.0		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-807	GLN-0(212)	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	ARRA	$510.0	$510.0		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-808	GLN-0(214)	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	$358.4	$358.4		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN08-604	GLN-0(033)	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	ARRA, CMAQ, & Local	$1,850.0	$5,407.4		4/22/09	✓	✓	✓				Submitted to FHWA Pending Utility Clearance? December Obligation
GDY09-801	GDY-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	ARRA & Local	$782.4	$798.4		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GDL09-801	GUA-0(200)	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	ARRA	$634.0	$634.0		4/22/09	11/20/09	✓	12/30/09				Obligate in January 2010.
LPK09-801	LPK-0(201)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	ARRA	$614.0	$614.0		4/22/09	✓	✓	1/4/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MMA09-801	MMA-0(210)	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA & Local	$6,469.2	$6,478.1		4/22/09	✓	✓	1/13/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MES09-801R	MES-0(209)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	$1,610.9	$1,610.9		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MES09-802R	MES-0(210)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	$970.7	$970.7		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MES09-803	MES-0(211)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	$2,559.3	$2,559.3		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
MES09-804	MES-0(212)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	$2,333.3	$2,333.3		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MES09-805	MES-0(213)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	$3,310.6	$3,310.6		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
PVY09-801	PVY-0(202)	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	$823.2	$823.8		4/22/09	11/30/09	✓	1/6/10				JPA - Change amendment befor tentity signs. Going to council on 12/17/09. Need an additional $34, 271
PEO100-07AC1	PE0-0(206)	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	ARRA, STP-MAG & Local	$2,850.4	$11,489.7	$5,914.2	4/22/09	✓	✓	✓	10/22/09	12/18/09		Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
PEO09-801	PE0-0(205)	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	$1,130.1	$1,396.3		6/24/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
PHX07-316	PHX-0(209)	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	$1,000.0	$2,256.0	$661.2	4/22/09	✓	✓	✓	✓	✓		Awarded
PHX09-801	PHX-0(237)	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,136.2	$7,136.2		4/22/09	✓	✓	✓	1/26/10			
PHX09-802	PHX-0(238)	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$7,150.0		4/22/09	✓	✓	✓	1/26/10			
PHX09-803	PHX-0(239)	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$7,150.0		4/22/09	✓	✓	✓	1/26/10			
PHX09-804	PHX-0(229)	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$1,750.0		4/22/09	✓	✓	✓	2/7/10			
PHX09-805	PHX-0(230)	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$1,750.0		4/22/09	✓	✓	✓	2/7/10			
PHX09-806	PHX-0(231)	11 Locations Citywide	Design & Costruct Bridge Deck Rehabilitations	ARRA	$2,250.0	$2,250.0		4/22/09	✓	✓	✓	2/16/10			
PHX09-807	PHX-0(232)	6 Locations Citywide	Design & Costruct Bridge Joint Rehabilitations	ARRA	$1,250.0	$1,250.0		4/22/09	✓	✓	✓	2/2/10			
PHX09-808	PHX-0(236)	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	$3,000.0	$3,000.0		4/22/09	12/15/09	✓	1/4/10				Went to Mary Hewitt on 12/16/09 for Obligation. Kicked back by Mary Hewitt. Pending Changes.
PHX09-809	PHX-0(234)	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	$1,500.0	$1,500.0		4/22/09	✓	✓	1/5/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
PHX09-810	PHX-0(233)	Citywide Corridors	Design &Procure/Install CCTV	ARRA	$1,000.0	$1,000.0		4/22/09	✓	✓	12/15/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information					Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
PHX09-811	PHX-0(235)	Citywide Corridors	Design &Procure/Install Wireless Communications	ARRA	$500.0	$500.0		4/22/09	✓	✓	1/5/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
QNC09-801	QCR-0(204)	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	ARRA	$227.3	$227.3		4/22/09	✓	✓					Combined Project: ARRA-CFE-0(200),Town of Carefree has been combined with Cave Creek Road ARRA-CFE-0(201)A.
QNC09-802	QCR-0(205)	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	ARRA	$805.8	$805.8		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
SRP09-801	SRI-0(200)	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	$653.9	$653.9		5/27/09	11/19/09						January Obligation. Waiting for environmental clearance.
SCT09-802	SCT-0(209)	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	$4,600.0	$4,600.0		7/22/09	12/17/09	✓	1/7/10				January Obligation. Final Package. Submitted.
SCT12-813	SCT-0(206)	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	$439.6	$500.0		4/22/09	11/16/09	✓					Final package submitted to ADOT.
SUR09-801	SUR-0(208)	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	ARRA	$2,933.4	$2,933.4		4/22/09	10/30/09	✓	✓				Authorized 12/15/2009 for Construction $2,893,860
TMP09-801	TMP-0(211)	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	ARRA, & Local	$4,362.6	$6,000.0		4/22/09	✓	✓					January Obligation. Cost estimate will increase to approx. $4.0M - prior right utilities.
WKN09-801	WBG-0(200)	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	ARRA	$644.1	$644.1		4/22/09	✓	✓	1/6/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
YTN09-801	YTN-0(200)	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	ARRA	$645.9	$645.9		4/22/09	✓	✓	1/6/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
					$101,695.7	$124,995.3									

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information			Project Funding			Project Development Status†							
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transit Projects													
AVN09-804T	Citywide	Purchase 2 replacement dial-a-ride vehicles	$126.0	$126.0		6/24/09	NA	✓					
GDY05-202T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	$352.2	$1,847.1		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about $5M.
GDY06-204T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 - Litchfield)	$2,036.2	$4,193.8		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about $5M.
GDY08-800T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land- regional park and ride	$186.5	$977.6		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about $5M.
MES08-801T	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	$517.8	$1,800.0		9/30/09		✓					Admin Mod: Modify project costs to lower amount and change funding type to ARRA-Transit and 5309.
MES10-801T	US60/Country Club	Park-and-Ride design	$367.5	$367.5		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-802T	US60/Country Club	Park-and-Ride land acquisition	$3,238.3	$3,238.3		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-803T	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	$765.0	$765.0		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-804T	Gilbert/McDowell	Design regional park-and-ride	$765.0	$765.0		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-805T	Gilbert/McDowell	Construct regional park-and-ride	$517.8	$2,289.0		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-809T	Country Club/US 60	Park-and-Ride construction	$3,228.8	$3,228.8		3/25/09		✓					Admin Mod: Modify project costs to lower amount.
PHX08-704T	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	$1,100.0	$1,100.0		5/27/09		✓	✓	✓		Jun-12	Four design teams were interviewed at the City on January 5. An approval request for a recommended team has been submitted to the Deputy Director.
PHX08-705T	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	$5,500.0	$5,500.0		3/25/09	✓	✓	✓			Dec-10	Bus-only slip ramp portion is completed. Park-and-ride construction bids are due on January 20, 2010. . Construction is scheduled to begin March 2010.
PHX09-611T	Regionwide	Preventive Maintenance	$5,400.0	$11,964.0		3/25/09	NA	NA	✓	✓		Jun-10	Ongoing
PHX09-837T	Bell Rd/SR-51	Bus access crossover	$640.1	$640.1		3/25/09		✓	✓	✓		Jul-10	Three design teams were interviewed January 7. An approval request for a recommended team has been submitted to the Deputy Director.
PHX09-838T	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	$3,000.0	$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	The construction team has been selected, the contract will be presented to City Council for approval in January 2010. Construction kick-off meeting was held on January 7.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information			Project Funding			Project Development Status†							
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transit Projects													
PHX09-839T	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	$300.0	$300.0		3/25/09	NA	✓	✓	✓		Sep-10	Operational review has been completed and we have accepted it. Servers have arrived and are setup, Trapeze has postponed loading the software on the server because there new version of the Bus Stop Manager will be available January 2010
PHX09-840T	Citywide	Bus Stop Improvements	$4,321.2	$4,321.2		3/25/09		✓	✓	✓		Dec-11	Contract with Southwest Fabricators has been reviewed with requested changes. Contract has been signed by Southwest Fabricators and we are awaiting their list of sub-contractors and pertinent information. Goal is to have a pre-conference the middle Jan.
PHX10-818T	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	$5,000.0	$5,000.0		3/25/09		✓	✓			Jan-11	The programming, schematic and design development phases of the project are complete. A refined cost estimate, draft project schedule and 90% plans have been submitted by the consultant team and are under review by staff.
SCT09-803T	Loop 101/Scottsdale Rd	Park-and-Ride construction	$5,000.0	$5,000.0		3/25/09		✓					Receiving FTA guidance on Scottsdale's request to secure a lease for potential site. Environmental documentation underway. Part of second 50%.
TMP09-806T	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	$6,500.0	$6,500.0		3/25/09		✓	✓			Mar-11	Negotiating contract for final design and construction drawings.
VMR09-801T	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	$1,400.0	$1,400.0		5/27/09		✓	✓	✓		Jun-01	A design-build team has been selected and approved by VMR Board.
VMR09-802T	Regionwide	LRT Park and Ride Shade Canopes	$2,500.0	$2,500.0		5/27/09		✓	✓			Dec-09	A design-build team has been selected and approved by VMR Board.
VMT10-807T	Arizona Avenue/Country Club (Service betweeen Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	$2,500.0	$2,500.0	$0.0	3/25/09	✓	✓	✓			Dec-09	Several parcels in Chandler are expected to be acquired in mid-January. Mesa has "Order of Immediate Possession" hearings schedueld for January and February afor all of their parcels.
VMT10-807T	Arizona Avenue/Country Club (Service betweeen Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	$12,500.0	$12,500.0	$4,154.3	3/25/09	✓	✓	✓			Jul-10	A notice to proceed is expected to be issued to D.L. Withers Construction in January. The Board is scheduled to award the contract for purchase and installation of 26 fare vending machines at the January 22 meeting. An IGA between RPTA and Metro Rail is being finalized and expected to be executed in January for Metro Rail staff to perform Construction Management Oversight on the project.
			$67,762.2	$81,823.3									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information				Project Funding			Project Development Status†							
TIP #	Federal ID	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Advertise Date	Award Date	Estimated Complete	Comments
Local Projects - Transportation Enhancements														
CHN09-805	CHN-0(014)	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	$750,000	$1,161,610		5/27/09	✓	✓	✓				Authorized 08/11/2009 but hold back NTP pending resolution of sole-source issue.
GLB04-303R	GIL-0(015)	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	$270,000	$680,000	$297,600	5/27/09	✓	✓	✓	9/9/09	9/18/09		
GLB08-801	GIL-0(202)	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	$578,670	$578,670		5/27/09	✓	✓	✓	9/9/09			
GLN08-611	GLN-0(201)	Old Roma Alley	Design and construct pedestrian enhancements and landscape	$732,562	$732,562		5/27/09	✓	✓	✓	12/3/09			
MMA09-725	MMA-0(201)	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	$750,000	$1,117,817	$561,095	5/27/09	✓	✓	✓	6/25/09	7/21/09	Dec-09	Construction scheduled to begin Oct 5, 09.
MES09-806	MES-0(021)	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	$750,000	$1,509,375		6/24/09	✓	✓	✓				PH IIA auth; Adding PHIIV after 12-3 MAG TIP action
SCT09-703	SCT-0(200)	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	$1,632.3	$3,117.3		5/27/09	✓	✓	✓	6/23/09			Project is using $750,000 TE ARRA funds plus $882,333 MAG ARRA funds.
SCT09-801	SCT-0(203)	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	$600,000	$625,402		5/27/09	✓	✓	✓	11/2/09			
TMP09-704	TMP-0(202)	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	$750,000	$1,400,000		5/27/09	✓	✓	✓				Bid package being prepared.
				$5,181,232	$7,805,436									

Agenda Item #5F

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

DATE:
January 21, 2010

SUBJECT:
Unobligated American Recovery and Reinvestment Act Local Funds - Technical Programming Modifications

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.

An approval of policy and programming recommendations by the MAG Regional Council on December 9, 2009 addressed how unobligated American Recovery and Reinvestment Act (ARRA) Local funds (due to either projects not obligating or project cost savings) are to be programmed. The Regional Council approved that any unobligated American Recovery and Reinvestment Act (ARRA) Local funds 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 original ARRA allocation to lower the 30 percent local cost share on projects programmed under the 70/30 cost share policy.

Since the approval, the Transportation Review Committee (TRC) met and recommended further technical clarifications on programming to be addressed for the policy recommendation to move forward. The TRC recommended approval that the guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds that were approved by the MAG Regional Council on December 9, 2009, be modified in order that the local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project that is above $200,000 and can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the $200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation.

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 and any funds available due to project bid cost savings are to be obligated by September 30, 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 the guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds that were approved by the MAG Regional Council on December 9, 2009, be modified in order that the local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project that is above $200,000 and can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the $200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee (TPC): On January 20, 2010, the TPC recommended approval that the guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds that were approved by the MAG Regional Council on December 9, 2009, be modified in order that the local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project that is above $200,000 and can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the $200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation.

MEMBERS ATTENDING
* Mayor Marie Lopez Rogers, Avondale, Chair
* Mayor Scott Smith, Mesa, Vice Chair
Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa Indian Community
* Stephen Beard, HDR Engineering Inc.
* Dave Berry, Swift Transportation
* Jed Billings, FNF Construction
Mayor James Cavanaugh, Goodyear
Mayor Boyd Dunn, Chandler
* Mayor Hugh Hallman (Vice Mayor Shana Ellis, in attendance, appointment pending), Tempe
* Mark Killian, The Killian Company/Sunny Mesa, Inc.
# Mayor Jim Lane, Scottsdale
Mayor John Lewis, Gilbert
Mayor Jackie Meck, Buckeye
Councilwoman Peggy Neely, Phoenix
* David Scholl
* Mayor Elaine Scruggs, Glendale
Mayor Lyn Truitt, Surprise
Supervisor Max W. Wilson, Maricopa County
Victor Flores, State Transportation Board
F. Rockne Arnett, Citizens Transportation Oversight Committee

* Not present
# Participated by telephone conference call
+ Participated by videoconference call

Management Committee: This Management Committee met on January 13, 2010 and unanimously recommended that the guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds that were approved by the MAG Regional Council on December 9, 2009, be modified in order that the local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that jurisdiction and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project, that is above $200,000 and can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the $200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Susan Daluddung for Carl Swenson, Peoria
George Hoffman, Apache Junction
Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dave Richert, Scottsdale
Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John Fink for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa 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 December 14, 2009 and recommended with a vote of thirteen yes and eight no, that the guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds that were approved by the MAG Regional Council on December 9, 2009, be modified in order that the local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that jurisdiction and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project, that is above $200,000 and can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the $200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Kwi-Sung Kang for Floyd Roehrich
Avondale: Shirley Gunther for 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: Doug Torres
Gilbert: Michelle Gramley for Tami Ryall

Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
Litchfield Park: Woody Scoutten
Maricopa County: Clem Ligocki for John Hauskins
Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
* Queen Creek: Wendy Kaserman
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Buckley for Vacant
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: Debbie Albert
Bicycle/Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

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

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

Agenda Item #5G

Hugh Hallman
Mayor

Via Hand Delivery

Hon. Marie Lopez Rogers
Chairperson
Transportation Policy Committee
Maricopa Association of Governments

Chairperson Lopez Rogers:

Because of the current policy preventing the participation of alternates on the Transportation Policy Committee, and because on occasion my schedule prevents me from attending the TPC's meetings, among other reasons, I hereby resign my position as Tempe's representative on the TPC. Further, in my capacity as the Mayor of the City of Tempe, I hereby appoint Shana Ellis to serve in the capacity as Tempe's representative on the TPC until further notice.

Cordially,

Hugh Hallman
Mayor

P.O. Box 5002 Tempe, AZ 85280 480-350-8834

Agenda Item #5H

MARICOPA ASSOCIATION of GOVERNMENTS

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

January 21, 2010

TO: Members of the MAG Regional Council

FROM: Dean Giles, Air Quality Planning Program Specialist

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

On September 30, 2009, a status report was provided to the MAG Regional Council on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter. A new status report is provided in the attached table.

Previously, at the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example.

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

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

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

Attachment

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

January 21, 2010

	Remaining Projects	CMAQ Allocated	Status
FY 2008 CMAQ			
Approved October 2007			
	Gilbert (3)	$540,738	On October 20, 2009, the Town Council approved the purchase of two Elgin Broom Bear PM-10 Certified Street Sweepers from Norwood Equipment. The third sweeper is expected in Spring 2010.
Approved June 2008			
	Phoenix (2)	$396,000	On December 2, 2009, the City Council approved the purchase of four sweepers.
Total Remaining Project Costs		$936,738	

FY 2009 CMAQ			
Approved January 2009			
	Glendale	$190,910	The sweeper has an estimated due date of February 2010.
	Gilbert (2)	$398,662	These sweepers are expected in Spring 2010.
	Phoenix (2)	$280,900	On December 2, 2009, the City Council approved the purchase of four sweepers.
Approved July 2009			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by September 11, 2010.	Phoenix	$62,696	
	Paradise Valley	$174,319	
	Tempe	$182,750	
	SRP-MIC	$137,533	
	Youngtown	$164,659	
	Buckeye	$209,871	
Total Remaining Project Costs		$1,802,300	

Grand Total Remaining Project Costs FY 2008 - FY 2009	$2,739,038	

MAG staff contact: Lindy Bauer or Dean Giles, (602) 254-6300

Agenda Item #5I

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

DATE:
January 21, 2010

SUBJECT:
Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ Funding

SUMMARY:
The MAG Five Percent Plan for PM-10 contains the committed control measure "Sweep Streets with PM-10 Certified Street Sweepers" to reduce particulate matter that becomes airborne from vehicle travel on paved roads. To address particulate matter on paved roads, the fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget and the FY 2008-2012 MAG Transportation Improvement Program contain $1,310,000 in FY 2010 Congestion Mitigation and Air Quality (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional $354,018 in CMAQ is available from sweeper projects that have been requested to be deleted and from savings on sweepers that have cost less than anticipated, for a total amount of $1,664,018. All of the nine sweeper projects for FY 2010 may be funded with the $1,664,018 in available CMAQ. On December 10, 2009, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding. On January 13, 2010, the MAG Management Committee recommended approval of the prioritized list.

Consistent with federal CMAQ guidance, MAG staff evaluated the sweeper projects using the April 16, 2009 Methodologies for Evaluating CMAQ Projects for estimated emission reductions and cost-effectiveness based on federal funds requested. In addition, the Committee considered other data such as emission reductions, proximity to PM-10 monitors, frequency of sweeping, geographical area to be swept, expansion of areas to be swept, and number of certified street sweepers already purchased. The prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding and evaluation summary are included in Attachment One.

According to the Draft FY 2009 MAG Federal Fund Programming Principles, project applications are to be reviewed by the MAG Street Committee. On October 13 and November 10, 2009 the Street Committee conducted a review of the PM-10 Certified Street Sweeper project applications. A final review of the sweeper applications, including any clarified information from the applicant, was provided at the Street Committee meeting on November 10, 2009.

PUBLIC INPUT:
An opportunity for public comment was provided at the December 10, 2009 MAG Air Quality Technical Advisory Committee meeting and January 13, 2010 MAG Management Committee meeting. No public comments were received.

PROS & CONS:
PROS: The purchase of PM-10 Certified Street Sweepers is supported by Measure #24 in the MAG Five Percent Plan for PM-10. This measure encourages the purchase and utilization of PM-10 certified street sweepers for reducing particulate emissions from paved roads in the Maricopa County PM-10 Nonattainment Area.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The MAG Five Percent Plan for PM-10 contains the committed measure "Sweep Streets with PM-10 Certified Street Sweepers".

POLICY: Using CMAQ funding for the member agency purchase of PM-10 Certified Street Sweepers will assist in the reduction of PM-10 emissions in the Maricopa County PM-10 Nonattainment Area.

ACTION NEEDED:
Approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding.

PRIOR COMMITTEE ACTIONS:
Management Committee: On January 13, 2010, the MAG Management Committee recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding.

MEMBERS ATTENDING

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

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

Air Quality Technical Advisory Committee: On December 10, 2009, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding to the MAG Management Committee.

MEMBERS PRESENT

Doug Kukino, Glendale, Chairman
Gaye Knight, Phoenix, Vice Chair
Sue McDermott, Avondale
Elizabeth Biggins-Ramer, Buckeye
Jim Weiss, Chandler
Jamie McCullough, El Mirage
Kurt Sharp for Tami Ryall, Gilbert
Cato Esquivel, Goodyear
Greg Edwards for Scott Bouchie, Mesa
William Mattingly, Peoria
Larry Person, Scottsdale
Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
*Mark Hannah, Youngtown
Ramona Simpson, Queen Creek
*Walter Bouchard, Citizen Representative
*Corey Woods, American Lung Association of Arizona
Grant Smedley, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
Gina Grey, Western States Petroleum Association
Peggy Rubach for Randi Alcott, Valley Metro
Dave Berry, Arizona Motor Transport Association
Jeannette Fish, Maricopa County Farm Bureau
* Russell Bowers, Arizona Rock Products Association
* Greater Phoenix Chamber of Commerce
Amanda McGennis, Associated General Contractors
* Spencer Kamps, Homebuilders Association of Central Arizona
Mannie Carpenter, Valley Forward
Erin Taylor, University of Arizona Cooperative Extension
Beverly Chenausky, Arizona Department of Transportation
Diane Arnst, Arizona Department of Environmental Quality
Wienke Tax, Environmental Protection Agency
Jo Crumbaker, Maricopa County Air Quality Department
Duane Yantorno, Arizona Department of Weights and Measures
* Ed Stillings, Federal Highway Administration
David Belcheff for Judi Nelson, Arizona State University
Christopher Horan, Salt River Pima-Maricopa Indian Community
* David Rueckert, Citizen Representative

*Members neither present nor represented by proxy.
#Participated via telephone conference call.
+Participated via video conference call.

Street Committee: On November 10, 2009, the MAG Street Committee completed a final review of all PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Phoenix, Maricopa County, City of Peoria, City of Apache Junction, and City of Scottsdale (see Attachment B). This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
*Charles Andrews, Avondale
Jose Heredia, Buckeye
Bob Bortfeld for Dan Cook, Chandler
Lance Calvert, El Mirage
Sreedevi Samudrala for Tony Rodriguez, Gila River Indian Community
Kurt Sharp, Gilbert
*Wade Ansell, Glendale
Hugh Bigalk, Goodyear
*Jim Ricker, Guadalupe
Chris Plumb, Maricopa County
* Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Ben Wilson for Chris Kmetty, Peoria
Shane L. Silsby, Phoenix
Janet Martin, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Phil Kercher for David Meinhart, Scottsdale
Robert Maki, Surprise
John Osgood for Shelly Seyler, Tempe
* Jason Earp, Tolleson
David Gzwe for Grant Anderson, Youngtown

*Members neither present nor represented by proxy.

Street Committee: On October 13, 2009, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Phoenix, Maricopa County, City of Peoria, City of Apache Junction, and City of Scottsdale. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

*Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
*Charles Andrews, Avondale
Jose Heredia, Buckeye
Dan Cook, Chandler
Lance Calvert, El Mirage
Sreedevi Samudrala for Tony Rodriguez, Gila River Indian Community
Kurt Sharp, Gilbert
*Wade Ansell, Glendale
Hugh Bigalk, Goodyear
Gino Turrubiartes for Jim Ricker, Guadalupe
Clem Ligocki for Chris Plumb, Maricopa County
Ken Hall, Mesa
* Andrew Cooper, Jr., Paradise Valley
Ben Wilson for Chris Kmetty, Peoria
Shane L. Silsby, Phoenix
Janet Martin, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Phil Kercher for David Meinhart, Scottsdale
Robert Maki, Surprise
Robert Yabes for Shelly Seyler, Tempe
* Jason Earp, Tolleson
Grant Anderson, Youngtown

*Members neither present nor represented by proxy.

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

MAG Air Quality Technical Advisory Committee Recommendation
Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ Funding

$1,664,018 in CMAQ Funding is Available for Sweeper Projects

										Supplemental Information			
						The requested certified street sweeper will:				Have local resources been committed for additional staff or equipment to support the sweeper project?			
Agency	Federal Cost	Local Cost	Total Cost *	Daily Emission Reduction (Kilograms/ day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	Replace non-certified sweeper	Expand	Increase Frequency	Replace older certified sweeper	Yes	No	Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers owned and operated by your agency. ++
Gilbert #1	$210,598	$12,730	$223,328	318	$258			✔		✔		Baseline Road (north), Cooper Road (east), West boundary, South boundary	12
Gilbert #2	$210,598	$12,730	$223,328	310	$265			✔		✔		Baseline Road (north) Lindsay Road (east), Gilbert Road (west), Williams Field Road (south)	12
Phoenix #1 +	$178,940	$10,816	$189,756	167	$417				✔	✔		Camelback Road to Pecos Road, Central Avenue to 107th Avenue and 111th Avenue	36
Maricopa County +	$165,025	$9,975	$175,000	86	$748		✔				✔	Entire Maricopa County, within PM-10 areas only.	7
Peoria	$197,225	$11,931	$209,156	62	$1,236		✔	✔		✔		Peoria City Limits: Northern Avenue to SR 74 and 67th Avenue to El Mirage Road	5
Tempe	$186,774	$11,290	$198,064	59	$1,241				✔		✔	US 60 south to Ray Road, Loop 101 Price Frontage Road west to 48th Street	7
Phoenix #2 +	$178,940	$10,816	$189,756	45	$1,557				✔	✔		Camelback Road to Pecos Road, Central Avenue to 56th Street	36
Apache Junction+	$173,000	$11,874	$184,874	17	$4,014			✔	✔	✔		Meridian Drive to Mountain View Road; McKellips Road to Baseline Avenue	3
Scottsdale Airport	$162,918	$9,848	$172,766	2	$28,600	✔					✔	Scottsdale Airport entrance road, runway, taxiways, and perimeter road	0
Total	**$1,664,018**												

* Total cost for the CMAQ eligible portion of the project, excludes ineligible equipment.

\+ Proposed sweeper projects for Apache Junction, Maricopa County, Phoenix #1, and Phoenix #2 indicate sweeping adjacent to a PM-10 monitor.

++ The total number of certified street sweepers owned and operated by the agency, regardless of funding source.

STREET SWEEPERS

Agency	Issues
Apache Junction	None
Gilbert #1	Look at the data between #11 and #13; The applications were miss coded by the agency. The values have been corrected.
Gilbert #2	Look at the data between #11 and #13; The applications were miss coded by the agency. The values have been corrected.
Maricopa County	None
Peoriat	None
Phoenix #1	None
Phoenix #2	None
Scottsdale	None
Tempe	None

Agenda Item #5J

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

DATE:
January 21, 2010

SUBJECT:
Conformity Consultation

SUMMARY:
The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects for FY 2010. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by January 22, 2010.

PUBLIC INPUT:
An opportunity for public comment was provided at the January 13, 2010 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 January 13, 2010 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

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

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

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

Agenda Item #5K

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

DATE:
January 21, 2010

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

SUMMARY:
Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May.

Because of the continuing uncertainty of economic conditions, MAG staff is recommending that the calculation of draft Dues and Assessments for FY 2011 be maintained at the same level approved for fiscal year 2010. A fifty-percent reduction to the dues and assessment total was approved in the FY 2010 budget. The reductions in the Dues and Assessments for fiscal year 2011 costs would continue to be covered by MAG reserve funds. In the January 10 and February 14, 2005 MAG Regional Council Executive Committee meetings the committee discussed that a minimum dues and assessments amount be set to cover some administrative costs of MAG committee meetings. The minimum amount of $350 for MAG Dues and Assessments was recommended in the February 14th meeting and this amount was adopted in the FY 2006 MAG Unified Planning Work Program and Annual Budget. The minimum dues and assessments amount has been approved in the MAG Budgets for FY 2006 through FY 2009. The minimum dues and assessments for our members was waived in the FY 2010 MAG Budget.

The MAG draft Dues and Assessments for FY 2011 are presented with each of the options for your review and discussion: Attachment A: With the minimum dues and assessments applied, and Attachment B: Without the minimum dues and assessments applied. Applying the minimum dues and assessments increases the dues for four members including the Town of Carefree, the Fort McDowell Yavapai Nation, the Town of Gila Bend, and the Gila River Indian Community. This slight increase for each of the four members has the effect of a slight decrease in dues for the remaining members. At the January 19th Regional Council Executive Committee meeting, staff was directed to call the four members affected by setting a minimum dues amount to gauge the impact to those members. An update of the discussions will be provided.

This overview of MAG's draft Dues and Assessments for FY 2011 (Attachments A and B) provides an opportunity for early input into the development of the FY 2011 Work Program and Budget. The draft Dues and Assessments documents are footnoted for your information.

- The population numbers used in the draft Dues and Assessments calculation are updated using the most recently approved population estimates for 2009 as indicated on the draft Dues and Assessments for FY 2011 in Attachments A and B.

- The information in the footnotes to the draft Dues and Assessments, (b), (c), (e), (f), (g) and (h) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the county portion of the population calculation, respectively.

- The draft Dues and Assessments increase each fiscal year is calculated using the average CPI-U from the prior calendar year. Because of the continuing uncertainty of economic conditions, MAG staff is proposing no overall increase in draft Dues and Assessments for FY 2011. The recommended overall total for the draft Dues and Assessments remains the same as fiscal year 2010, with changes for individual members because of population shifts and, if approved, the application of minimum dues and assessments.

A draft budget timeline is included for your review as Attachment C. The webinar presentation of the draft budget is tentatively scheduled for Thursday, February 25, 2010 at 1:30 p.m. in the MAG Palo Verde Room. An invitation to the MAG fiscal year (FY) 2011 Budget Webinar will be included in the February agenda material.

PUBLIC INPUT:
No public comments have been received.

PROS & CONS:
PROS: MAG is providing the draft budget timeline and information on draft estimates for Fiscal Year 2011 Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: None.

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

PRIOR COMMITTEE ACTIONS:
Executive Committee: This item was included on the January 19, 2010, agenda for information and input.

Management Committee: This item was included on the January 13, 2010, agenda for information and input.

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

Attachment A

Maricopa Association of Governments
Fiscal Year 2011
January 5, 2010
Draft Dues And Assessments - Minimum Dues Applied

Jurisdiction	FY 2011 Budget (a) Population Totals	MAG Member Dues	Solid Waste Planning Assessment	Water Quality Planning Assessment	9-1-1 (b) Planning Assessment	Human Services Planning Assessment	Homeless (c) Prevention Assessment	Total (d) FY 2011 Estimated Dues & Assessments	Total FY 2010 Dues & Assessments	$ Change from FY 2010 to 2011 Dues & Assessments
Apache Junction (f)	37,864	$940	$47	$547	$1,096	$337		$2,967	$3,006	($39)
Avondale	76,900	$1,908	$95	$1,111	$2,225	$684		$6,023	$6,078	($55)
Buckeye	52,764	$1,309	$65	$762	$1,527	$469		$4,132	$3,980	$152
Carefree (d)	3,958	$138	$5	$57	$115	$35		$350	$313	$37
Cave Creek	5,208	$129	$6	$75	$151	$46		$407	$407	$0
Chandler	245,087	$6,081	$302	$3,542	$7,092	$2,180	$2,067	$21,264	$21,451	($187)
El Mirage	33,610	$834	$41	$486	$973	$299		$2,633	$2,668	($35)
Fort McDowell Yavapai Nation (d) (h)	824	$306	$1	$12	$24	$7		$350	$65	$285
Fountain Hills	26,107	$648	$32	$377	$755	$232		$2,044	$2,061	($17)
Gila Bend (d)	1,900	$249	$2	$27	$55	$17		$350	$150	$200
Gila River Indian Community (d) (h)	2,742	$204	$3	$40	$79	$24		$350	$217	$133
Gilbert	217,521	$5,396	$268	$3,143	$6,294	$1,934	$1,834	$18,869	$18,863	$6
Glendale	249,197	$6,183	$307	$3,601	$7,211	$2,216	$2,101	$21,619	$21,808	($189)
Goodyear	61,916	$1,536	$76	$895	$1,792	$551		$4,850	$4,714	$136
Guadalupe	6,002	$149	$7	$87	$174	$53		$470	$475	($5)
Litchfield Park	5,122	$127	$6	$74	$148	$46		$401	$404	($3)
Maricopa County (e)	244,712	$6,072	$301	$3,536	$7,081	$2,176	$2,063	$21,229	$20,947	$282
Mesa	461,102	$11,441	$568	$6,663	$13,341	$4,101	$3,888	$40,002	$40,351	($349)
Paradise Valley	14,686	$365	$18	$212	$425	$131		$1,151	$1,147	$4
Peoria (g)	158,712	$3,938	$195	$2,293	$4,592	$1,411	$1,338	$13,767	$13,657	$110
Phoenix	1,575,423	$39,088	$1,940	$22,767		$14,010	$13,285	$91,090	$91,496	($406)
Queen Creek (f)	25,429	$631	$31	$367	$736	$226		$1,991	$1,878	$113
Salt River Pima-Maricopa (h)	6,936	$172	$9	$100	$201	$62		$544	$546	($2)
Scottsdale	243,501	$6,041	$300	$3,519	$7,046	$2,165	$2,053	$21,124	$21,272	($148)
Surprise	109,482	$2,716	$135	$1,582	$3,168	$974		$8,575	$8,625	($50)
Tempe	174,833	$4,337	$215	$2,526	$5,059	$1,555	$1,474	$15,166	$15,155	$11
Tolleson	6,923	$172	$9	$100	$200	$62		$543	$532	$11
Wickenburg	6,451	$160	$8	$93	$187	$57		$505	$502	$3
Youngtown	6,513	$162	$8	$94	$188	$58		$510	$508	$2
TOTALS	4,061,425	$101,432	$5,000	$58,688	$71,935	$36,118	$30,103	$303,276	$303,276	$0

FY 2010 Total Costs		$101,432	$5,000	$58,688	$71,935	$36,118	$30,103
Based on Population		$0	$0	$0	$0	$0	$0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Per Capita Cost		$0.02497	$0.00123	$0.01445	$0.01771	$0.00889	$0.00741

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments remain at a 50% for FY 2011. Changes in population and application of a minimum dues and assessments amount of $350 account for the difference between FY 2010 and FY 2011 Dues and Assessments totals.

(a) MAG July 1, 2009 Approved Population.

(b) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.

(c) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.

(d) Total Dues and Assessments minimum at $350 per member results in an overall increase for these members.

(e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).

(f) Maricopa and Pinal County portions.

(g) Maricopa and Yavapai County portions.

Attachment B

Maricopa Association of Governments
Fiscal Year 2011
January 5, 2010
Draft Dues And Assessments

Jurisdiction	FY 2011 Budget (a) Population Totals	MAG Member Dues	Solid Waste Planning Assessment	Water Quality Planning Assessment	9-1-1 (b) Planning Assessment	Human Services Planning Assessment	Homeless (c) Prevention Assessment	Total (d) FY 2011 Estimated Dues & Assessments	Total FY 2010 Dues & Assessments	$ Change from FY 2010 to 2011 Dues & Assessments
Apache Junction (f)	37,864	$946	$47	$547	$1,096	$337		$2,973	$3,006	($33)
Avondale	76,900	$1,921	$95	$1,111	$2,225	$684		$6,036	$6,078	($42)
Buckeye	52,764	$1,318	$65	$762	$1,527	$469		$4,141	$3,980	$161
Carefree (d)	3,958	$99	$5	$57	$115	$35		$311	$313	($2)
Cave Creek	5,208	$130	$6	$75	$151	$46		$408	$407	$1
Chandler	245,087	$6,121	$302	$3,542	$7,092	$2,180	$2,067	$21,304	$21,451	($147)
El Mirage	33,610	$839	$41	$486	$973	$299		$2,638	$2,668	($30)
Fort McDowell Yavapai Nation (d) (h)	824	$21	$1	$12	$24	$7		$65	$65	$0
Fountain Hills	26,107	$652	$32	$377	$755	$232		$2,048	$2,061	($13)
Gila Bend (d)	1,900	$47	$2	$27	$55	$17		$148	$150	($2)
Gila River Indian Community (d) (h)	2,742	$68	$3	$40	$79	$24		$214	$217	($3)
Gilbert	217,521	$5,432	$268	$3,143	$6,294	$1,934	$1,834	$18,905	$18,863	$42
Glendale	249,197	$6,224	$307	$3,601	$7,211	$2,216	$2,101	$21,660	$21,808	($148)
Goodyear	61,916	$1,546	$76	$895	$1,792	$551		$4,860	$4,714	$146
Guadalupe	6,002	$150	$7	$87	$174	$53		$471	$475	($4)
Litchfield Park	5,122	$128	$6	$74	$148	$46		$402	$404	($2)
Maricopa County (e)	244,712	$6,112	$301	$3,536	$7,081	$2,176	$2,063	$21,269	$20,947	$322
Mesa	461,102	$11,516	$568	$6,663	$13,341	$4,101	$3,888	$40,077	$40,351	($274)
Paradise Valley	14,686	$367	$18	$212	$425	$131		$1,153	$1,147	$6
Peoria (g)	158,712	$3,964	$195	$2,293	$4,592	$1,411	$1,338	$13,793	$13,657	$136
Phoenix	1,575,423	$39,345	$1,940	$22,767		$14,010	$13,285	$91,347	$91,496	($149)
Queen Creek (f)	25,429	$635	$31	$367	$736	$226		$1,995	$1,878	$117
Salt River Pima-Maricopa (h)	6,936	$173	$9	$100	$201	$62		$545	$546	($1)
Scottsdale	243,501	$6,081	$300	$3,519	$7,046	$2,165	$2,053	$21,164	$21,272	($108)
Surprise	109,482	$2,734	$135	$1,582	$3,168	$974		$8,593	$8,625	($32)
Tempe	174,833	$4,366	$215	$2,526	$5,059	$1,555	$1,474	$15,195	$15,155	$40
Tolleson	6,923	$173	$9	$100	$200	$62		$544	$532	$12
Wickenburg	6,451	$161	$8	$93	$187	$57		$506	$502	$4
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Per Capita Cost		$0.02497	$0.00123	$0.01445	$0.01771	$0.00889	$0.00741

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments remain at a 50% for FY 2011.
Changes in population account for the difference between FY 2010 and FY 2011 Dues and Assessments totals.

(a) MAG July 1, 2009 Approved Population

(b) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.

(c) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.

(d) Total Dues and Assessments minimum of $350 per member is waived for FY 2011.

(e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).

(f) Maricopa and Pinal County portions

(g) Maricopa and Yavapai County portions

Attachment C

Maricopa Association of Governments
Fiscal Year 2011
DRAFT January 5, 2010
Work Program and Annual Budget Proposed Timeline

01/07/10	*Thurs*	*Intergovernmental Meeting*
01/13/10	*Wed*	*Regional Council Management Committee Meeting-dues/assessments; timeline*
01/19/10	*Mon*	*Regional Council Executive Committee Meeting-dues/assessments; timeline*
01/27/10	*Wed*	*Regional Council-dues/assessments; timeline*
02/04/10	*Thurs*	*Intergovernmental Meeting*
02/10/10	*Wed*	*Management Committee Meeting- present new projects; presentation of summary budget documents*
02/16/10	*Mon*	*Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents*
02/24/10	*Wed*	*Regional Council Meeting- present new projects; presentation of summary budget documents*
02/25/10	*Thurs*	*Budget Workshop-webinar 1:30 p.m. Palo Verde Room, 2nd Floor, MAG Building (tentative)*
03/04/10	*Thurs*	*Intergovernmental Meeting*
03/10/10	*Wed*	*Management Committee Meeting- information and review of draft budget documents*
03/22/10	*Mon*	*Regional Council Executive Committee Meeting- information and review of draft budget documents*
03/31/10	*Wed*	*Regional Council Meeting- information and review of draft budget documents*
04/08/10	*Thurs*	*Intergovernmental Meeting*
04/14/10	*Wed*	*Management Committee Meeting- information and review of draft budget documents*
04/19/10	*Mon*	*Regional Council Executive Committee Meeting- information and review of draft budget documents*
04/28/10	*Wed*	*Regional Council Meeting- information and review of draft budget documents*
April		*Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)*
April		*IPG meeting with FHWA, FTA, ADOT and others (TBD)*
05/06/10	*Thurs*	*Intergovernmental Meeting*
05/12/10	*Wed*	*Management Committee meeting - present draft Budget for recommendation of approval*
05/17/10	*Mon*	*Regional Council Executive Committee meeting - present draft Budget for recommendation of approval*
05/26/10	*Wed*	*Regional Council meeting - present draft Budget for approval*

Agenda Item #7

Arizona Department of Transportation

Office of the Director

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

John S. Halikowski
Director

John A. Bogert
Chief of Operations

John McGee
Executive Director for Planning & Policy

January 6, 2010

Mr. Dennis Smith
Executive Director
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Dear Mr. Smith:

As you are aware, the House passed a federal bill, HR 2847, "Jobs for Main Street Act, 2010" in December. At this point, the Senate has not taken up the issue, but will likely begin consideration of either a separate jobs bill or the House Jobs bill in the next few months.

The House Jobs bill looks very similar to the original American Recovery and Reinvestment Act (ARRA). For your information, I have put together a comparison of the dollar amounts from each bill below. From what we currently know, this bill, if enacted, would provide essentially the same dollars except there is no discretionary grant money for highways as there was in the first bill. Also, grant funding for airports was reduced.

	ARRA I	HR 2847
Highways:	$27.5 billion	$27.5 billion
Highways Tiger Grant	$ 1.5 billion	$0
Transit:	$ 8.4 billion	$ 8.4 billion
Amtrak:	$ 1.3 billion	$ 8 million
Airports:	$ 1.1 billion	$ 5 million
FAA facilities & equip	$ 200 million	$0
Ship Const.	$ 100 million	$ 100 million
Total	**$40.1 billion**	**$37.3 billion**

I have also outlined the major differences between ARRA and the House Jobs bill.

Highways:

1. ARRA allowed 120 days to obligate 50% of the funds. ***The House Jobs bill is 90 days to have 50% of the funds under contract.***
2. ARRA allowed 1 year for obligation of the rest of the funds. The House Jobs bill is 1 year to have the remaining funds under contract.
3. ARRA did not require the sub allocation for cities, towns and counties to meet the first deadline of 120 days, just the one year deadline. ***The House Jobs bill does not provide for an exclusion, so it appears that cities, towns and counties would have to meet both deadlines.***

Transit:

1. ARRA allowed 180 days to obligate 50% of the funds and one year for the remainder. ***The House Jobs bill is 90 days to have 50% of the funds under contract and one year for the remainder under contract.***
2. The House Jobs bill allows 10% of the amount to be used for operating costs of equipment and facilities. ARRA did not.
3. The House Jobs bill requires that projects be prioritized to economically distressed areas (EDA). ARRA only required EDA for highway projects.
4. The House Jobs bill requires an equitable geographic distribution of projects. ARRA only required that for highway projects.

As you can see, the House bill tightens the timelines considerably for projects to be under contract. If this bill or a similar bill passes, it will require that we all work together to make sure that we have projects that are ready to go as soon as the bill is signed.

ADOT has already begun working on developing a list of projects for both the federal fiscal year 2010 program and additional projects in the event that a jobs bill is passed. We are currently using the information available in the House Jobs bill as a guide to identify the steps we need to implement in order to be ready. We encourage each entity to do the same and to look for improvements in the process for identifying projects that are ready to go.

A good rule of thumb for a project ***to be under contract in 90 days*** is one that meets the following criteria:

1. Included in STIP or TIP
2. Design – 100%
3. Environmental – 100% clearance
4. Right of way – 100% purchased
5. Utilities – 100% clearance
6. Railroad (if required) -100% clearance
7. Transportation Conformity Plan – no impact

As you have seen through the ARRA program, if these areas are not completed, it takes many months (and sometimes years) to get the project ready for construction.

We will begin holding weekly meetings every Tuesday starting next week from 8:00 am to 9:00 am to discuss how we can work together as we prepare for the possibility of a jobs bill that provides additional funding for transportation infrastructure. You may either attend in person at the Arizona Department of Transportation Administration Building, in our Executive Conference Room, 206 S. 17th Ave.,or call in at 1(866) 921-2203, pin number *7406549*

If you have any questions, please contact me at (602) 712-7227.

Sincerely,

John S. Halikowski

Arizona Department of Transportation

Governmental Affairs

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

John S. Halikowski
Director

Kevin Biesty
Division Director

January 7, 2010

Dennis Smith
Executive Director
Maricopa Association of Governments
302 North 1st Ave., Suite 300
Phoenix, Arizona 85003

Dear Mr. Smith,

The Director requested that I follow up the letter emailed to you yesterday regarding the potential for a second stimulus bill. It was brought to our attention that a later interpretation by the Federal Transit Administration under the Supplemental Appropriations Act allows current ARRA programs for the Transit Capital Assistance Urbanized Area Program funds and the Transit Capital Assistance Nonurbanized Area Program funds the ability to use up to 10 percent of the amount apportioned for operating expenses, including recipients and subrecipients under the Section 5311(f)- Intercity Bus program.

Please let me know if you have any questions.

Sincerely,

Eileen Colleran

Eileen Colleran
ADOT Government Relations

Agenda Item #8

MARICOPA ASSOCIATION of GOVERNMENTS

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

January 21, 2010

TO: Members of the MAG Regional Council

FROM: Eric Anderson, Transportation Director
Kevin Wallace, Transit Program Manager

SUBJECT: POTENTIAL CONSOLIDATION OF REGIONAL TRANSIT PLANNING ACTIVITIES AT MAG

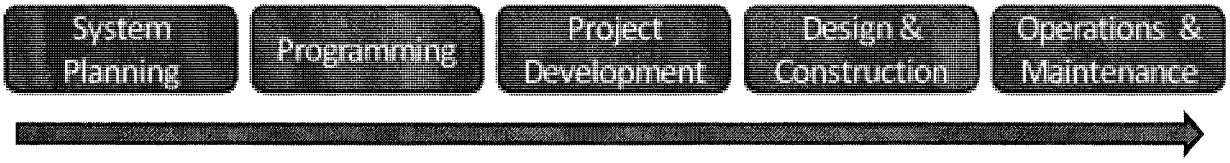
With regular direction from the MAG Executive Committee, a staff Working Group with representatives from MAG, the City of Phoenix, the Regional Public Transportation Authority (RPTA), and Valley Metro Rail (METRO) has been meeting for the past several months to examine the regional transit programming and planning roles performed by the four agencies. This examination was undertaken to achieve the following objectives:

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

The Working Group developed a color chart that outlines the roles and responsibilities of each agency for transit programming, system planning, project planning, and support planning activities. MAG staff reviewed the chart on several occasions with the Executive Committee to receive policy direction on the overall process. The section below outlines the five major steps that are involved in moving a project from a long range plan to implementation and operation. This is followed by a brief summary of the four overall options that were set forth in the color chart. The specific recommendations are then discussed with the seven recommendations by MAG staff summarized at the end of this memorandum.

Project Planning and Implementation Process

The process that a project goes through to be implemented involves five general steps as outlined in the flow chart below. The first step is to develop an integrated, long range transportation plan that provides the blue print for the future transportation system. In 2003, MAG developed the Regional Transportation Plan that provided the basis for the successful Proposition 400 in 2004. The RTP includes streets, freeways and highways, transit, non-motorized transport modes, and travel demand management programs. The System Planning step also involves the conduct of various mode specific studies, such as for commuter rail, subregional studies, such as the Hassayampa Transportation Framework Plan, and corridor studies.



Once the RTP is developed and approved, the next step is to identify specific projects for funding in the near term. The Transportation Improvement Program covers a five-year period and includes specific funding for projects based on regional priorities and available funding.

The project development step involves defining the project in more detail including the actual alignment and scope of the project including decisions on the project scope and important elements to be included. The substance of the project development process varies depending on the nature of the project. If New Starts funding is going to be requested, then a required Alternatives Analysis is conducted to define the alignment and technology as well as other important aspects of the project. For a highway project and more standard transit and street projects, the project development process involves the development of a Design Concept Report (DCR) or other project scoping document that outlines the critical elements of the project and provides a preliminary cost estimate for the project. Any required environmental assessment is also conducted as part of the project development process.

Following the project development step, the project moves to final design and construction of the project is completed, and then the project is opened for operation. If New Starts funding is being requested or used on the project, then the Federal Transit Administration has other reports and processes that must be followed in addition to the traditional steps.

Options Reviewed by the Working Group

The Working Group developed a color chart to outline the roles and responsibilities of each agency for transit programming, system planning, project planning, and support planning activities. MAG staff reviewed the chart on several occasions with the Executive Committee to receive policy direction on the overall process. The color chart also identified four potential options that would consolidate transit planning and programming activities at MAG. Each option would build on the previous option by increasing the overall level of integration among the three regional agencies. The four options evaluated by the Working Group included the following:

Option 1: **Programming Consolidated at MAG.** This includes the selection of transit projects to receive federal transit funding according to regional priorities. The action by the MAG Executive Committee and Regional Council in September 2009 placed MAG in the lead role in programming transit projects in cooperation with the transit operators.

Option 2: **Programming and System Planning Consolidated at MAG.** This option includes the transit programming function outlined in Option 1 and clearly defines MAG as the lead in transit system planning. This includes the development of the transit component of the RTP, modal system planning, corridor planning, and subregional planning.

Option 3: **All Transit Planning and Project Development Consolidated at MAG.** This would also include all of the functions in Options 1 and 2 and move all of the Project Development responsibilities to MAG. Once the Alternative Analysis or Design Concept Report is completed, the responsibility for the final design, construction, and operations and maintenance would shift to the operating entity.

Option 4: **All Transit Planning + Additional Environmental/Bicycle Programs Consolidated at MAG.** This would also include all of the functions in Options 1, 2 and 3 plus the shift of travel management program, including rideshare and trip reduction to MAG. In addition, bicycle safety education and the safe routes to school programs would also be moved to MAG.

Action recommended by the MAG Executive Committee and approved by the MAG Regional Council on September 30, 2009, consolidated transit programming activities at MAG (Option 1). Since that time, the Working Group has focused its attention on the remaining three regional transit planning categories. The Working Group reached a consensus on almost all of the areas identified on the color chart. The areas that are recommended for process changes are provided below. The recommended changes address a number of MAG concerns about the integration of all modes in developing long range transportation plans for the region and about the integrity of the project development process with respect to the transportation system and financial objectives of the Regional Transportation Plan. Summarized below are the recommendations being made to align the various roles and responsibilities.

<u>Transit System Planning Consolidated at MAG</u>

System planning represents the first phase of identifying transit solutions for the entire region, subareas, or corridors. Funding for specific projects has not been identified at this stage, although information from system studies may be used to update the Regional Transportation Plan (RTP). Transit System Planning includes three major activities:

1. Public Transit Element of the Regional Transportation Plan;

2. Transit Corridor Studies (Prior to the identification of project funding).

3. Transit System Plans and Subregional Studies

There is a consensus among the Working Group members to consolidate transit system plans and subregional studies at MAG that have the potential to significantly impact the Regional Transportation Plan. However, in some instances, MAG may determine to have a transit operator conduct a specific sub-regional or corridor study. Such studies would be performed on behalf of MAG and would be reviewed through the MAG committee process, with MAG staff involvement in the management and execution of the study. Studies that would not have the potential to impact the Regional Transportation Plan would be conducted by MAG or the appropriate transit operator. For example, the Commuter Rail System Plan and the Transit Framework study are regional system planning efforts that have implications for the RTP.

Transit Project Planning

Following the results of system planning, project planning focuses on a specific transportation need (or set of needs) in a given corridor or sub-area, identifies alternative actions to address these needs, and generates the information needed to select a preferred project for implementation. Projects for evaluation have regional and local funding in place and are identified in the Regional Transportation Plan. Activities included in this category include Alternatives Analysis (AA) required for FTA Section 5309 funding, Design Concept Reports (DCR), and project assessments.

There is a consensus among the Working Group members for this activity to remain with the operating agencies (RPTA or METRO), with the following process modifications:

1. For projects that require a federal Alternatives Analysis process, in addition to any action to adopt the AA by the local jurisdiction, recommendations concerning transit alignment, technology, and project budget will be reviewed and approved through the MAG committee process, in lieu of the METRO and RPTA committee processes;
2. Draft Design Concept Reports (DCR's) and other major project scoping documents will be reviewed and approved for concurrence through the MAG committee process in addition to any other agency approvals;
3. MAG will join the operating agency and affected jurisdictions as a member of the Project Management Team for transit project planning studies; and,
4. MAG will provide oversight and quality control over the use of the MAG Travel Demand Model.

Additional MAG Staff Recommendation: MAG staff recommends that RPTA and METRO consider opportunities to consolidate project development functions between the two agencies. It is understood that implementing this recommendation would be at the discretion of the RPTA and METRO boards.

The current project development process is divided between RPTA and METRO. RPTA develops "bus" projects, with approval through the RPTA Board, and METRO develops "rail" projects through the METRO Board. In addition to any action by the local jurisdiction to adopt the AA, regionally significant projects would be subsequently brought through the MAG Committee process for concurrence. This division of effort has created a perception of RPTA looking for bus options and METRO looking for rail options in their study findings. This situation becomes even more complicated when a regional corridor is divided for study between the two agencies (e.g., Scottsdale/Rural Road Bus Rapid Transit and Tempe/Rural Road High Capacity Transit). MAG's recommendation for one operating agency (RPTA or

METRO) to conduct all project development activities in cooperation with the local affected local jurisdiction, regardless of transit technology, is based on the notion that it would be more cost effective for the region to support a single group for these activities, and could result in more consistent study methodologies and results. Another consideration is the important and continuing relationship with the FTA on projects that will be seeking New Starts or Small Starts funding. Beginning with the required Alternatives Analysis, the FTA analysis and reporting requirements are significant and are best served by having the primary channel of communications through one agency.

Transit Support Planning

Planning activities in this category are undertaken to supplement system planning, project planning, and the operations and maintenance of transit services. In many cases, each agency will need to maintain some level of activity, such as federal and state legislation and FTA policy, GIS, Peer City Research, among others. The work areas that are recommended for change in responsibility or a clarification of responsibilities are the following:

1. Sustainability/Environmental Management Systems Strategic Planning – There is a consensus among the Working Group members that regional sustainability issues should be coordinated at MAG, and that project/facility specific sustainability initiatives should be managed by METRO and RPTA.

2. Transit Oriented Development – There is a consensus among the Working Group members that regional Transit Oriented Development planning issues should be coordinated at MAG, and that project/facility specific sustainability initiatives should be managed by METRO and RPTA.

3. Transit Travel Demand Forecasting – There is a consensus among the Working Group members that MAG should remain as the lead for travel demand forecasting. MAG staff recommends that MAG provide greater oversight on modeling activities and analysis by consultants to ensure that the integrity of the modeling program is maintained.

4. Bicycle Planning and Safety Education – There is not consensus among the Working Group members on this item. The Working Group will continue to evaluate options for this item and MAG staff will report back to the Executive Committee with a final recommendation in June 2010.

Implementation of the Recommendations

To implement the recommendations and to clarify the roles and responsibilities two additional MAG staff recommendations are made. First, research and recommendations concerning any needed statutory changes to Arizona law will be made to the MAG Executive Committee in February 2010. Secondly, a progress report and any proposed modifications to these recommendations or any additional recommendations will be made to the MAG Executive Committee in June 2010.

FY 2011 Unified Planning Work Program Support

Each year, MAG provides funding to RPTA and METRO through the Unified Planning Work Program (UPWP). In FY 2010, MAG has committed to provide $224,720 to RPTA and $500,000 to METRO for staffing to support regional transit planning activities. It is anticipated that the consolidation of transit

programming activities will reduce the level of support provided to MAG by RPTA and METRO. If additional transit planning activities are consolidated at MAG, the need for this funding support would be further reduced. The final funding recommendations will be brought forward for review by the Executive Committee as part of the upcoming FY 2011 UPWP.

Summary of Recommendations

MAG staff is requesting that the MAG Regional Council Executive Committee approve the recommendations outlined above. The following is a summary of the MAG staff recommendations:

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

2. For projects that require a federal Alternatives Analysis process, recommendations concerning alignment, technology, and project budget will be reviewed and approved through the MAG committee process, in lieu of the METRO and RPTA committee processes; draft Design Concept Reports (DCR) and other major project scoping documents will be reviewed and approved for concurrence through the MAG committee process, in addition to any other agency approvals; MAG will join the operating agency and affected jurisdictions as a member of the Project Management Team for project planning studies; and MAG will provide oversight and quality control over the use of the MAG Travel Demand Model.

3. RPTA and METRO consider opportunities to consolidate project development functions between the two agencies. It is understood that implementing this recommendation would be at the discretion of the RPTA and METRO boards.

4. Regional sustainability issues should be coordinated at MAG, and that project/facility specific sustainability initiatives should be managed by METRO and RPTA.

5. Regional Transit Oriented Development planning issues should be coordinated at MAG, and that project/facility specific sustainability initiatives should be managed by METRO and RPTA.

6. Research and provide recommendations for changes in the Arizona statutues that may be required to implement the recommendations and to clarify the roles and responsibilities to the MAG Executive Committee in February 2010.

7. MAG staff will report on progress made in implementing the recommended changes and provide any modifications or additional recommendations to the MAG Executive Committee in June 2010.

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