

March 23, 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, March 31, 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
March 31, 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.

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the February 24, 2010, Meeting Minutes

5A. Review and approval of the February 24, 2010, meeting minutes.

TRANSPORTATION ITEMS

***5B. ADOT Red Letter Process**

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2009, to December 31, 2009. Of the 58 notices received, 17 had an impact to the State Highway System. Please refer to the enclosed material.

***5C. Project Additions, Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program**

The FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Requests have been received from the Arizona Department of Transportation and the Town of Buckeye to add new highway right-of-way projects and modify project costs and descriptions in the program. The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. The MAG Transportation Review Committee and the MAG Management Committee recommended approval of the additions, amendments and administrative modifications as listed in the attached table. This item is on the March 23, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

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

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region is provided. This report covers the status of project development as of March 24, 2010. It reports on highway, local, transit, and enhancement projects programmed with ARRA funds and the status of

5B. Information and discussion.

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

5D. Information and discussion.

project development milestones per project. Please refer to the enclosed material.

*5E. Approval of Transit Planning Agreement and Discussion of Potential Legislation

At the February 24, 2010, Regional Council meeting a transit planning agreement (MOU) that incorporated recommendations for transit planning roles and responsibilities was discussed. It was noted at the meeting that the Regional Public Transportation Authority and Valley Metro Rail would be discussing the MOU at their Board meetings and that action by the Regional Council was expected in March.

Also discussed was SB 1416 that attempts to align MAG's federal transit planning roles and responsibilities with state statutes. The MAG Regional Council Executive Committee approved the draft legislation for SB 1416. On February 18, 2010, the RPTA Board approved the MOU and the draft SB 1416. On February 24, 2010, the MAG Regional Council approved draft SB 1416 as rewritten and modified. On March 3, 2010, the METRO Board approved the MOU and the draft SB 1416. On March 10, 2010, the MOU was recommended for approval by the MAG Management Committee. On March 22, 2010, the Executive Committee inserted a minor clarification to the MOU and recommended approval. The MOU is being presented to the Regional Council for approval. Please refer to the enclosed material.

5E. Approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified Planning Work Program and Annual Budget.

AIR QUALITY ITEMS

*5F. 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 amendment and administrative modification include several projects, including an Arizona Department of Transportation request to add new highway design and right-of-way projects and modify project costs in the program. The amendment includes projects that may be

5F. Consultation.

categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

*5G. Consultation on Proposed Transportation Conformity Processes for the 2010 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and Plan. MAG is distributing for comment the proposed processes to be applied beginning with the upcoming conformity analysis for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update. Comments regarding this material are requested by March 26, 2010. Please refer to the enclosed material.

5G. Consultation.

*5H. Consultation on Potentially Regionally Significant Projects from the Draft FY 2011-2015 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed Draft FY 2011-2015 MAG Transportation Improvement Program has been prepared. It is requested that comments regarding the list be reported to MAG by March 26, 2010. Please refer to the enclosed material.

5H. Consultation.

GENERAL ITEMS

*5I. Development of the FY 2011 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency

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

and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2011 MAG Unified Planning Work Program and Annual Budget represent the budget document development to date. The elements of the budget document are about 60 percent complete. Please refer to the enclosed material.

*5j. Ratification of the Annual Performance Review and Compensation Benefits of the MAG Executive Director

In January 2003, the Regional Council approved an agreement to hire the current Executive Director. As part of this agreement, it was provided that the Executive Director would receive an annual performance review conducted by the Executive Committee. On November 23, 2009, the Executive Committee agreed to move forward with the evaluation survey for the MAG Executive Director's performance review. On November 24, 2009, the survey was sent to members of the Regional Council to receive their input on the review. A survey was also sent to the members of the Executive Committee. On March 22, 2010, the Executive Committee reviewed the comments from the Regional Council, discussed the performance of the Executive Director, and took action regarding the compensation/benefits of the Executive Director to provide a cost-of-living increase in the amount of 2.7 percent and deferred compensation in the amount of 3.1 percent. The action of the Executive Committee is being presented to the Regional Council for ratification.

5j. Ratify the action of the Executive Committee regarding the compensation/benefits of the MAG Executive Director to provide a cost-of-living increase in the amount of 2.7 percent and deferred compensation in the amount of 3.1 percent.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Financial Planning and Fiscal Constraint Requirements for Federal Transportation Funding and Status of Federal Funds Rescission at the Arizona Department of Transportation

At the February Regional Council meeting, MAG staff reported on requests to receive financial information from the Arizona Department of

6. Information and discussion.

Transportation (ADOT) to determine the status of remaining federal fund balances. Of concern was the status of approximately \$40-\$50 million that MAG carried forward from FY 2009 to FY 2010. On February 26, 2010, MAG received an updated financial report (ledger) from ADOT. It appears that MAG has approximately \$48 million in obligation authority that was carried forward to FY 2010. The apportionment that went with this funding was part of the federal rescission in September 2009. To spend the carry forward funds will require new apportionment. We expect the apportionment will be forthcoming with the passing of the full extension of the highway legislation to December 31, 2010.

7. Regional Transit Framework Study

In cooperation with MAG member agencies, the Regional Public Transportation Authority, (RPTA), and Valley Metro Rail (METRO), MAG has developed a Regional Transit Framework to identify regional transit needs beyond the current Regional Transportation Plan (RTP). The framework provides decision makers with a comprehensive perspective on the costs, schedules, trade-offs, impacts, and policy implications of three distinct transit investment scenarios for year 2030. In addition, the framework defines more conceptual transit needs for year 2050. The MAG Transit Committee, the Transportation Review Committee, and the Management Committee recommended acceptance of the Regional Transit Framework Study. This item is on the March 24, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. The study documents are available on the following website: www.bqaz.org. Please refer to the enclosed material.

7. Acceptance of the findings of the Regional Transit Framework as the public transportation framework for the MAG region; acceptance of the enclosed Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan; and recommend consideration of future planning actions identified in the study through the MAG Unified Planning Work Program process.

GENERAL ITEMS

8. 2010 Census Update

The U.S. Constitution requires a count of every person living in the United States every 10 years. On March 15, 2010, the U.S. Census Bureau mailed census questionnaires to 135 million

8. Information and discussion.

households nationwide. Approximately \$400 billion in federal funding is distributed to states and communities each year based on population data. In Arizona, approximately \$8 billion in federal funding and an additional \$1 billion in state-shared revenue are distributed based on population data. The Census Bureau has been working closely with the Maricopa Association of Governments to provide information to member agencies to assist them in developing strategies for encouraging census participation and increasing mailback response rates. To help identify areas where census response is slow, the Census Bureau has developed the first-ever real-time map to assist cities in tracking daily response totals to allow communities to provide targeted outreach in those hard-to-count areas. A link to the "Take 10" map is available on the home page at www.magcensus.com. An update on this and other regional census efforts will be provided.

9. Legislative Update

An update will be provided on legislative issues of interest.

10. 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. 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. Adjournment

9. Information, discussion, and possible action.

10. Information and discussion.

11. Information.

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

February 24, 2010
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair	Councilwoman Gloria Cota for Mayor
Mayor Thomas Schoaf, Litchfield Park,	Yolanda Solarez, Guadalupe
Vice Chair	* Supervisor Mary Rose Wilcox, Maricopa Co.
# Councilwoman Robin Barker, Apache Junction	Mayor Scott Smith, Mesa
# Mayor Marie Lopez Rogers, Avondale	* Mayor Vernon Parker, Paradise Valley
Mayor Jackie Meck, Buckeye	Vice Mayor Ron Aames for Mayor Bob
# Mayor David Schwan, Carefree	Barrett, Peoria
Councilman Dick Esser, Cave Creek	# Mayor Arthur Sanders, Queen Creek
# Mayor Boyd Dunn, Chandler	* President Diane Enos, Salt River
Mayor Michele Kern, El Mirage	Pima-Maricopa Indian Community
* President Clinton Pattea, Fort McDowell	# Mayor Jim Lane, Scottsdale
Yavapai Nation	Councilwoman Sharon Wolcott, Surprise
# Mayor Jay Schlum, Fountain Hills	# Mayor Hugh Hallman, Tempe
* Mayor Ron Henry, Gila Bend	* Mayor Adolfo Gamez, Tolleson
* Governor William Rhodes, Gila River Indian	* Mayor Kelly Blunt, Wickenburg
Community	# Mayor Michael LeVault, Youngtown
Mayor John Lewis, Gilbert	* Felipe Zubia, State Transportation Board
* Mayor Elaine Scruggs, Glendale	* Victor Flores, State Transportation Board
Mayor James M. Cavanaugh, Goodyear	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 5:05 p.m.

2. Pledge of Allegiance

Vice Chair Thomas Schoaf led the Pledge of Allegiance.

Chair Neely noted that Mayor Hugh Hallman, Councilwoman Robin Barker, Mayor David Schwan, Mayor Jim Lane, Mayor Art Sanders, Mayor Marie Lopez Rogers, Mayor Boyd Dunn, and Mayor Michael LeVault were participating by teleconference.

Chair Neely introduced Councilwoman Sharon Wolcott from the City of Surprise as a new member to the MAG Regional Council and presented her with her membership certificate.

Chair Neely introduced Vice Mayor Ron Aames as proxy for Mayor Bob Barrett, Peoria, and Councilmember Gloria Cota as proxy for Mayor Yolanda Solarez, Guadalupe. She noted that Mr. Mark Muro from the Brookings Institute, who would be giving a presentation later in the meeting on the Intermountain West Partnership, was present by videoconference.

Chair Neely noted materials at each place: the revised agenda, material for agenda items #8, #10, and #11, and revised material for agenda items #5D and #5J.

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.

Chair Neely recognized public comment from Richard Tracy, who thanked everyone for attending the meeting because he understood the effort it takes to come to meetings. Mr. Tracy stated that the area has changed a lot since he came here 42 years ago and he recalled there were horses on 7th Street. He stated that cities of 500,000 in population should grow up to be real cities, and he remarked that he was interested in infill projects. Mr. Tracy noted that employment opportunities in the Valley are diminishing and homebuilding is not the industry it once was. He remarked that the extension of Loop 202 troubled him. Mr. Tracy noted that the route shown on the early 1960s map seemed appropriate at the time, however, the route west of I-10 is no longer needed. He suggested the Loop 202 extension should continue from US-60 parallel to Baseline Road. Mr. Tracy stated that President Obama and the U.S. Senate are interested in rapid rail. He stated that Arizona is 20 years behind and it is time to have rapid rail from Tucson to Phoenix. Mr. Tracy commented that having commuter rail for three hours in the AM peak period and three hours in the PM peak period is not worthwhile. He stated that in New York when he was growing up, most of passenger rail operated in the daytime and freight rail operated in the nighttime hours. Mr. Tracy stated that more freeways are not needed, but commuter rail is needed to move 1.5 million people. Chair Neely thanked Mr. Tracy for his comments and confirmed that Mr. Tracy understood that the Regional Council could not respond to his comments in this forum. Mr. Tracy acknowledged that he understood.

Chair Neely recognized public comment from Dianne Barker, who said that she took the bus to the meeting. Ms. Barker expressed appreciation for former Judge Richard Tracy's comments. She

commented that this region has always been car oriented, however, people who never used public transit before are now using light rail, so the region is moving in the right direction to cut down on congestion and traffic pollution. Ms. Barker reported that she can be in Scottsdale until 10:00 p.m. and is still able to ride transit home, however, she still needs her bicycle to get home in Phoenix. She noted that there is so much traffic at the Airpark and she thought those commuters could benefit from using transit. Ms. Barker stated that she attended the MAG Domestic Violence Summit earlier in the day and she recounted that she learned about sustainability and how to collaborate on resources. Ms. Barker stated that she also learned about inexperience of police force and the court system regarding domestic violence, and she said that part of the Summit focused on educating these workers to raise awareness of what can happen in a domestic violence situation. Chair Neely thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He announced that the biennial Desert Peaks awards event will be held following the June 30, 2010, Regional Council meeting. Mr. Smith noted that the due date for nominations is March 12, 2010. Mr. Smith encouraged Regional Council members to submit the names of those who could serve as judges.

Mr. Smith announced that MAG Senior Engineer, Bob Hazlett, was named Outstanding Engineer of the Year during Engineer's Week 2010. Mr. Smith commented that Mr. Hazlett has done great work at MAG on the Statewide Reconnaissance Study, the Hassayampa Framework Study, and the Hidden Valley Framework Study. He noted that Mr. Hazlett brings experience from other states and fresh ideas to MAG. The Regional Council applauded Mr. Hazlett.

Mr. Smith noted that the Joint Public Hearing with the State Transportation Board, Citizens Transportation Oversight Committee, Valley Metro, METRO and the City of Phoenix Public Transit Department will be held on Friday, March 19, 2010, at noon. He stated that Regional Council members are invited to have lunch with the Board and attend the hearing.

Mr. Smith stated that approximately 100 people, including Chair Neely and Mayor Lane, attended the MAG Domestic Violence Summit held earlier in the day. Mr. Smith noted that Steve Twist, Former Chief Assistant Attorney General of the State of Arizona, was the keynote speaker. He stated that Mr. Twist wrote the Criminal Code for Arizona in the 1970s while working at the League of Arizona Cities and Towns and later worked for the Arizona Attorney General's office. Mr. Smith repeated a quote from Mr. Twist: "Let your plan be a voice for victims who have been silenced too long." He noted how domestic violence affects quality of life and also many areas of municipal services. He said that organizations present included the Mesa Police Department and Prosecutor's Office, City of Avondale, Glendale Fire Department, the Arizona Supreme Court, Arizona Prosecutor's Advisory Council, and AZ Post. Mr. Smith acknowledged the efforts of MAG staff members Renae Tenney and Amy St. Peter on organizing the event.

Mr. Smith announced that the Regional Council Executive Committee, to increase communication, approved MAG joining a social media program, beginning with a launch of Twitter. He acknowledged the efforts of Matt Culbertson, MAG Communications Intern, on implementing this project, and he noted that a number of followers have already signed up.

Chair Neely thanked Mr. Smith for his report. She acknowledged the sponsorship of St. Luke's Foundation for the Domestic Violence Summit and remarked that having partnerships of this type are important. Chair Neely commented that staff had done a fine job organizing the event.

5. Approval of Consent Agenda

Chair Neely noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, and #5L were on the Consent Agenda. She noted that no public comment cards had been received.

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

Mayor Hallman commented on agenda item #5J and asked for confirmation that the changes to the Work Program requested at Executive Committee had been included in the material. Mr. Smith replied that the material at each place for agenda item #5J included the consolidation discussed at the Executive Committee meeting to include the Tempe and regional projects.

Mayor Hallman moved to approve the Consent Agenda. Vice Mayor Aames seconded, and the motion passed unanimously.

5A. Approval of the January 27, 2010, Meeting Minutes

The Regional Council, by consent, approved the January 27, 2010, meeting minutes.

5B. Regional Community Network Roles and Responsibilities

The Regional Council, by consent, approved the Regional Community Network Roles and Responsibilities document. The Regional Community Network (RCN) project is a fiber optic communications network that, when completed, would connect all MAG member agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The first phase of the project is currently being implemented by the Arizona Department of Transportation through an Intelligent Transportation Systems (ITS) project. The RCN Working Group, consisting of members of the MAG ITS Committee and the MAG Technology Advisory Group (TAG), has developed a Roles and Responsibilities document to facilitate the operation of the network. The MAG ITS Committee, the MAG TAG, the MAG Transportation Review Committee, and the MAG Management Committee recommended approval of the Roles and Responsibilities document.

5C. Recommendation to the Arizona Department of Transportation's Safe Routes to School Program

The Regional Council, by consent, approved the ranked list of projects to be submitted to the Arizona Department of Transportation for the Safe Routes to School Program. The Arizona Department of Transportation's (ADOT) Safe Routes to School (SRTS) Program provides annual grants for road safety improvement projects that are related to access to schools. The program provides grants to public and nonprofit agencies for projects that improve road safety and encourage more K-8 children to walk or bike to their neighborhood schools. This is the fourth cycle of the program, and grants will be provided to projects that implement infrastructure improvements as well as projects that would involve education,

training and encouragement. In response to the ADOT request for proposals announced in October 2009, a total of 10 project applications from the MAG region was received by ADOT. The ADOT proposal review process stipulates that MPOs and COGs must recommend a ranked list of projects to ADOT by February 26, 2010. These recommendations will be considered by a statewide SRTS panel that will make a final recommendation to ADOT. The MAG Transportation Safety Committee reviewed all project proposals, and on January 26, 2010, recommended a ranked list of projects from the region as the MAG recommendation to ADOT. The MAG Management Committee recommended approval of the list of projects.

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

The Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2010 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2007 Update. The Fiscal Year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from ADOT, Peoria, City of Phoenix, and the Regional Public Transportation Authority to add new highway and transit projects and modify project costs in the programs. The new projects being added to the TIP are fiscally constrained and funding is available. The MAG Transportation Review Committee and the MAG Management Committee recommended approval of the project changes. Since mailing the Regional Council agenda, the attachment covering the “Request for Project Change - 2008-2012 MAG Transportation Improvement Program” was updated to provide additional information in the “Requested Change” column.

5E. Programming of Projects for MAG Federal Congestion Mitigation and Air Quality Funding in the Draft 2011-2015 MAG Transportation Improvement Program

The Regional Council, by consent, approved a list of Congestion Mitigation and Air Quality funded projects to be added to the Draft FY 2011-2015 MAG Transportation Improvement Program. The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality (CMAQ) funds to specific modes, and, in some cases, identifies specific projects for the funds. For Intelligent Transportation Systems (ITS), Bicycle, Pedestrian and Air Quality projects, the RTP identified CMAQ allocations, but did not specify individual projects. The CMAQ funding available for PM-10 Pave Unpaved Road projects in FY 2013 is \$4.904 million; \$6.887 million is available for ITS projects in FY 2014; \$8.737 million is available for Bicycle and Pedestrian projects in FY 2014; and \$7.503 million is available for Air Quality/Travel Demand Management Programs. Applications were made available in August 2009 with a due date of September 18, 2009. The related technical advisory committees (TAC) went through a two-tiered committee review process starting in October that resulted in project rankings by the ITS and Bicycle/Pedestrian Committees in November and the Air Quality TAC in December. The Transportation Review Committee (TRC) met in December 2009 and recommended modifications to federal funds for ITS, bicycle/pedestrian, and pave unpaved road projects. MAG staff coordinated the modified project funding amounts and information with the corresponding agency for agreement and modification of project, scope, and costs. This process follows

the Draft MAG Federal Fund Programming Principles. The TRC and the MAG Management Committee recommended approval of the projects.

5F. 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 February 16, 2010. The report covers 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 and discussion.

5G. Appointment of Councilmember Les Presmyk, Town of Gilbert, to Serve as One of the Seven Largest Cities/Towns Elected Officials on the Transportation Policy Committee

The Regional Council, by consent, approved the appointment of Councilmember Les Presmyk, Town of Gilbert, as the 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 John Lewis, the elected official representing the Town of Gilbert on the TPC, notified MAG that the Town is requesting that Councilmember Les Presmyk represent Gilbert on the TPC. The appointment of Councilmember Les Presmyk to the TPC by the Regional Council as one of the seven largest cities/towns elected officials was requested.

5H. 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 includes a design-build project to complete High Occupancy Vehicle (HOV) lanes on the Santan Freeway Loop 202 from Interstate-10 to approximately Gilbert Road, including the ramp connections at Interstate-10 and Loop 101, and a design-build project to complete the HOV lanes and other improvements on Loop 101 from Tatum Boulevard to the junction with Interstate-10. 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 January 25, 2010, a 30-day public review period began on the conformity assessment and amendment. Comments were requested by February 24, 2010. The MAG Management Committee recommended approval.

5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve projects for Peoria and the Arizona Department of Transportation for FY 2010. In addition, the amendment and administrative modification involves Regional Public Transportation Authority and City of Phoenix projects funded through the Job Access and Reverse Commute and New Freedom programs. 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 February 24, 2010. This item was on the agenda for consultation.

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

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 April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2011 Work Program. The updated draft budget timeline, the invitation for the Budget Webinar presentation on February 25, 2010, at 1:30 P.M. in the MAG Palo Verde Room, and estimated dues and assessments are included with the budget documents. This item was on the agenda for information and input on the development of the draft fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

5K. MAG FY 2011 Regional Human Services Plan

The Regional Council, by consent, approved the MAG FY 2011 Regional Human Services Plan, including the Social Services Block Grant allocation recommendations. The FY 2011 Regional Human Services Plan recommends funding allocations for the Social Services Block Grant (SSBG). The plan also presents the strategies used by public and private agencies to address the impact of the recession on human services delivery. On January 14, 2010, the MAG Human Services Technical Committee voted unanimously to recommend approval of the FY 2011 Regional Human Services Plan, including the SSBG allocations. The MAG Human Services Coordinating Committee and the MAG Management Committee recommended approval of the FY 2011 MAG Regional Human Services Plan and the SSBG allocation recommendations.

5L. Status Update on the June 30, 2009 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2009

The Regional Council, by consent, accepted the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2009. The public accounting firm of LarsonAllen, LLP, has completed the audit of MAG's Comprehensive Annual

Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2009. An unqualified audit opinion was issued on January 29, 2010, on the financial statements of governmental activities, the discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there was a significant deficiency in MAG's internal control over financial reporting considered to be a material weakness that was corrected prior to the issuance of the statements. There were no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no repeat findings. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2009. The MAG Management Committee and the MAG Executive Committee recommended acceptance.

6. Proposed Federal Economic Stimulus Legislation

Eric Anderson reported on potential stimulus funds legislation. He stated that last month he reported on the "Jobs for Main Street" stimulus bill, which was passed by the U. S. House of Representatives on December 16, 2009. Mr. Anderson noted another bill passed out of the Senate the night before the Regional Council meeting and is back to the House for amendment. He commented that it appears the Senate strategy is to divide the House-passed bill into multiple bills. Mr. Anderson noted that even though the Senate version does not include stimulus money, it provides for a very important thing: it continues the federal transportation authorization through FY 2010. He explained that currently, the federal transportation authorization is operating under continuing resolution that expires February 28, 2010, and he added that if Congress does not continue the legislation the Federal Highway and Federal Transit programs will be shut down. Mr. Anderson commented that a 30-day extension of the legislation is anticipated.

Mr. Anderson stated that in anticipation of receiving stimulus funds, the Regional Council approved two HOV projects at the January meeting: a design-build project on the Santan Freeway from I-10 to approximately Gilbert Road, including the ramp connections at I-10 and L101, and a design-build project for L101 to complete the HOV lanes and other improvements from Tatum Boulevard to the junction with I-10. He advised that due to the Jobs for Main Street bill provision that fifty percent of the funds would need to be under contract in 90 days, ADOT advertised the Loop 202 project February 23rd. Mr. Anderson stated that the project probably could be funded through cash flow, and in any case, the project was due to be constructed in the near term. He commented that if there are no stimulus funds from Congress, the project will be able to move forward and be fully funded. Mr. Anderson advised that they are still working on funding for the Loop 101 HOV project in case there are no stimulus funds. He indicated that he thought there would be a funding opportunity to get this project moving more quickly and they are looking at the program right now.

Mr. Anderson stated that the first project on the Loop 303 project will go to bid this summer. He noted that ADOT has accelerated the final design of all of the segments from I-10 to US-60. Mr. Anderson stated that this has been a long awaited project, not only for the West Valley, but for the entire region.

Chair Neely thanked Mr. Anderson for his report and asked if it is believed that the stimulus bill would be out before the August recess. Mr. Anderson replied that he hoped so.

7. Financial Planning and Fiscal Constraint Requirements for Federal Transportation Funding and Status of Federal Funds Rescission at the Arizona Department of Transportation

Mr. Anderson stated that his presentation on this item would cover two topics: 1) financial planning and fiscal constraint requirements for federal transportation funding and 2) the status of federal funds rescission at the Arizona Department of Transportation (ADOT).

Mr. Anderson stated that the MAG Transportation Improvement Program (TIP) must be constrained to committed revenues. He explained that because the MAG region has to go through an air quality conformity analysis, assurance is needed that the projects will go to construction. In addition, the Regional Transportation Plan (RTP) must be constrained to reasonably available revenues, which allows MAG to make reasonable planning assumptions for sources of revenue, such as assuming that the one-half cent sales tax for transportation would be continued.

Mr. Anderson stated that costs for operations and maintenance of the freeway, transit and street transportation systems and committed or reasonably available revenues to cover those costs must be addressed in the RTP. He stated that MAG is regularly certified by the Federal Highway Administration and Federal Transit Administration to ensure that MAG is complying with federal regulations. Mr. Anderson advised that one of the recommendations from the MAG Certification Review conducted in November 2009 was that MAG produce a Financial Report to document revenues and financial assumptions being made in the RTP.

Mr. Anderson reported that over the past year, the Federal Transit Administration (FTA) has become concerned that agencies will have operating funds for capital projects funded by grants for new or expanded service. He explained that the FTA requested that MAG verify operating funds through a jurisdiction's financial statements, such as capital improvement program or budget.

Mr. Anderson stated that ADOT received a letter from Federal Highway Administration and Federal Transit Administration that says they will not approve any State TIP amendments (the State TIP includes the MAG TIP) until regional TIPs reflect the current revenue at local and federal levels. He explained that the federal agencies have noticed the decline in Arizona's revenue and are concerned that some of the MPOs and COGs in the state are not constrained to their fiscal revenue. Mr. Anderson added that MAG will be putting together the Financial Report requested by the Federal Highway Administration and Federal Transit Administration at the Certification Review to show documentation.

Mr. Anderson reported that within the next few months as the TIP and RTP are being developed, MAG staff will approach some of the member agencies with a request for financial information to begin development of the Financial Report. Mr. Anderson advised that the information requested could include the current levels of funding for streets and transit capital and operations/maintenance; sources of revenue; documentation of local transportation sales tax projections; and revenue enhancements or changes currently planned, such as a bond election.

Chair Neely referenced the Federal Highway Administration and Federal Transit Administration decision to not approve any State TIP amendments and she asked the status of the other MPOs and COGs and if impacts to MAG TIP projects are anticipated. Mr. Anderson replied that what the other

MPOs and COGs do does not impact MAG. He stated that MAG is putting together the TIP and Plan that will be before the Regional Council for an air quality conformity analysis in April. Chair Neely asked if halts to TIP amendments would occur MPO-by-MPO or statewide. Mr. Anderson replied that this is a statewide requirement, but the federal agencies said they will look at individual MPOs, and as long as MAG is fiscally constrained as demonstrated, MAG is in good shape.

Mr. Anderson then reported on the status of federal highway funding. He advised that if the rescission language being discussed in Congress is not repealed, Arizona could lose in excess of \$200 million in federal funds this year.

Mr. Anderson reviewed a chart that showed the federal highway funding process. He pointed out the first box was Authorization, which is the multi-year legislation for the Surface Transportation Act passed by Congress every five or six years. He explained that the legislation designates the maximum amount to highways or transit for each year.

Mr. Anderson stated that the next step is Appropriations, in which Congress appropriates the funds annually. He said that he overall appropriation is then distributed to states, which then distribute the funds to MPOs.

Mr. Anderson moved on to explain obligation limitation, for example, Congress appropriates \$27.5 billion but says only 90 percent of that amount can be spent. Mr. Anderson stated that even though Congress appropriates funds, it does not give spending authority for all of the funds and this difference builds up over time. He reported that last year, Congress rescinded some of that unobligated balance. Mr. Anderson commented that it makes no sense that Congress gives money, does not allow all of it to be spent, and then takes back some of that balance. Mr. Anderson stated that they make a lot of headlines that they are doing a lot for transportation, but at the same time they are pulling a lot of money from the program. Mr. Anderson noted that in FY 2009, this reduced ADOT's unobligated balances by \$171 million. He noted that the current Resolution that continued the Surface Transportation program also carried on the rescissions from FY 2009 to FY 2010, and he remarked that including this rescission reduces the amount of funding to states and regions by 30 percent.

Mr. Anderson advised that if Congress does not take action to repeal the rescission, Arizona stands to lose about \$200 million, and the MAG region about \$30-\$35 million. He noted that this is a serious issue and MAG staff have been in contact with the state's congressional delegation. Mr. Anderson added that Governor Brewer sent a letter to the Arizona congressional delegation requesting that they work on this matter. Mr. Anderson expressed that he thought the rescission issue would be fixed, but if it is not, then there will be serious issues that will need to be resolved.

Mr. Smith reported that the unspent funds count against the national debt and Congress wants the funds back to show they are trying to reduce the federal deficit.

Mr. Anderson advised that because ADOT has drawn down all their balances, ADOT says rescissions are reducing their "real money" that they are able to spend. He commented that further rescissions will have significant impacts on projects in the region.

Mr. Arnett asked if it appeared the rescission funds were being withdrawn equally from all of the states. Mr. Anderson replied that the rescissions are being applied uniformly across the states, however, some states have higher or lower unspent balances than other states. He explained that Arizona has been very conservative and has built up these funds over time. Mr. Anderson added that Arizona will likely be all right unless the rescission is continued to this fiscal year.

Vice Mayor Aames asked if the unobligated funds were carried on the books or used for bonding even though they were never authorized. Mr. Anderson replied that rescission does not affect bonding. He explained that the funds basically sit in a savings account that cannot be touched, like a certificate of deposit, forever. Mr. Anderson added that in the 1990s Congress gave obligation authority to states to spend more than 100 percent of their apportionment, however, he did not think this had happened this decade at all. Vice Chair Aames asked for clarification that these funds had not been obligated. Mr. Anderson replied that was correct, and he added that the next round of rescissions would bring project impacts to the MAG region.

Mr. Anderson continued his presentation. He stated that ADOT had ten days to do all of the accounting work for the \$171 million rescission, and he added that the impact to the MAG region is still unknown. Mr. Anderson explained that MAG loans the funds it cannot obligate to ADOT, and carries them over and brings them back. He remarked that the amount carried over from FY 2008 to FY 2009 totaled more than \$40 million. Mr. Anderson stated that MAG received a letter dated February 1, 2010, that implied that the carryforward funds were gone due to rescission. He reported that MAG staff met with ADOT management due to concern over losing the \$40 million, and ADOT assured MAG they did not think this happened, but they could not guarantee it. Mr. Anderson stated that MAG is waiting for the ADOT ledgers, which are like bank statements, and detail the amounts in different categories. He added that MAG has not been provided with the ledgers since September 2008. Mr. Anderson stated that MAG staff are very concerned due to the rescissions and the letter saying the carryforward had been wiped out. He informed the Regional Council that he told ADOT that MAG needs to see the ledgers and ADOT has committed to providing the ledgers by the end of February. Mr. Anderson noted that staff will update the Regional Council next month.

Mr. Smith stated that there may be problems with some of the accounting and ADOT was hesitant to give MAG inaccurate numbers. He said that ADOT assured MAG staff that the funds being taken back had no obligation authority.

Chair Neely expressed her concern, and she asked if the Proposition 400 audit would include looking at ADOT's numbers. Mr. Anderson replied that was correct. Chair Neely expressed her hope that ADOT would have the records in line so as to avoid a debacle at the audit.

Mr. Anderson stated that federal transportation finance is a very complicated area and he felt that ADOT had been working diligently and it is a matter of a lot of moving pieces.

Councilman Esser referenced that ADOT indicated it would provide the ledgers to MAG by the end of the month. He asked if that date would be extended if not met. Mr. Anderson replied ADOT has the data and the information and if they did not give MAG the ledgers, he did not know if MAG had any recourse. He indicated that he thought ADOT financial management staff was working diligently on

this and he felt that the meeting impressed upon senior management staff that this is very serious to MAG. Mr. Anderson commented that MAG tries to manage its program from a cash standpoint as effectively as it can, and where the program stands in terms of funding is a key piece of information.

Councilman Esser asked for clarification that the end of February was a target date and not a deadline. Mr. Anderson replied that ADOT committed to have the ledgers to MAG by the end of the month.

Chair Neely asked if there was a specific person from ADOT who could attend the next Regional Council meeting to answer questions if the ledgers are not received. Mr. Anderson replied that MAG could make that request if the information is not received by MAG.

8. Status of the Transit Planning Agreement and Discussion of Potential Legislation

Mr. Anderson noted that his presentation would include two sections: 1) the proposed transit planning agreement (MOU), which is on the agenda for information and discussion this month, and for approval in March following the Board meetings of Regional Public Transportation Authority (RPTA), and Valley Metro Rail (METRO). 2) Senate Bill (SB) 1416, whose purpose is to align MAG's federal transit planning roles and responsibilities included in the MOU with state statutes.

Mr. Anderson stated that during the certification review of the MAG program, the FTA made it clear that MAG needs to do the programming of transit funds and also long range transit planning. He explained that MAG has been delegating the long range transit planning to RPTA. Mr. Anderson advised that if MAG is doing a truly integrated plan, it needs to have all of the pieces in-house.

Mr. Anderson provided background on the MOU. He stated that the process to examine the regional transit programming and planning roles performed by MAG, the City of Phoenix Transit (the designated recipient for federal transit funds), the RPTA, and METRO began about one year ago with meetings of a staff working group consisting of representatives of the four agencies. Mr. Anderson reported that the meetings culminated in a special Executive Committee conference call meeting on February 19, 2010. He expressed that he thought all of the issues have been resolved among the four agencies.

Mr. Anderson noted that for system planning and programming, MAG is the lead agency, and this is clarified in the MOU. He said that the responsibility for project planning rests with the appropriate agency. Mr. Anderson explained that the MOU also reinforces the importance of local jurisdictions on project development work, and he added that he thought the MOU clarifies how the process works very succinctly. Mr. Anderson stated that MOU clarifies that balancing the costs and revenues in the transit life cycle program will be done in coordination with the regional planning agency, which is MAG. He said that additionally, any changes to the transit program that impact the Regional Transportation Plan must be approved by MAG. Mr. Anderson noted that this is the way the process works currently, but it is being clarified in the MOU and state law. He expressed that he thought the changes are consistent with discussion at the agencies, and he remarked that the MOU was for discussion only tonight and SB 1416 was for guidance on moving forward. Chair Neely thanked Mr. Anderson for his report and asked members if they had questions.

Mayor Hallman commented that a minor change to some of the language in the MOU was still needed, but since the MOU was not for approval, he could wait to address this at the Executive Committee meeting. He commented that the big issue is to clarify the long range transit planning to ensure compatibility with 20-year plan and the conformity analysis. Mayor Hallman stated that the discussion at Executive Committee was about keeping local control at the local level and that MAG would handle the regional elements, which does not reach down to corridor level planning, but would coordinate that effort as it rolls up into the larger plan.

Mayor Hallman moved approval of draft SB 1416 as rewritten and modified, and discussion of the MOU, which will be presented for approval in March following consideration by the METRO Board at its March 3, 2010, meeting. Mayor Lane seconded.

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

Chair Neely thanked Mayor Hallman for his input during this process, which was very helpful, and staff for their hard work.

9. 2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10

Cathy Arthur, MAG Senior Air Quality Policy Planner, provided a report on the status of the committed measures in the MAG 2007 Five Percent Plan for PM-10. She stated that on May 23, 2007, the MAG Regional Council approved additional items for the Suggested List of Measures to reduce PM-10. Ms. Arthur stated that one of these items was that MAG would issue a report each year on the status of implementation of committed measures in the MAG 2007 Five Percent Plan for PM-10, and she added that the report would be made available to the Governor's Office, Legislature, the Arizona Department of Environmental Quality (ADEQ), and Environmental Protection Agency (EPA).

Ms. Arthur advised that the 2007 Five Percent Plan for PM-10 was submitted on time to the EPA in December 2007, as required by the Clean Air Act. She said that the Plan contained 53 committed measures that began implementation in 2008, and she added that modeling demonstrates attainment of the PM-10 standard in 2010. Ms. Arthur stated that clean data are required at monitors in 2008, 2009 and 2010 in order to attain the PM-10 standard, and she said that MAG will report the implementation status of the committed measures in the Plan two more times.

Ms. Arthur stated that MAG staff, in consultation with member agencies, developed tracking forms to assist member agencies in reporting progress in implementing the measures. She advised that the forms were sent to member agencies in March 2009 and the completed forms were received back from all agencies by July 2009. Ms. Arthur noted that three MAG workshops were held on tracking the implementation of the measures in the Five Percent Plan, in December 2007, September 2008, and March 2009.

Ms. Arthur then provided a summary of the measures tracked. She stated that there are 18 measures implemented by the State, 39 by Maricopa County and 15 by local governments. Ms. Arthur also

indicated that 25 of the measures were quantified for credit against the Five Percent Plan and the modeling of attainment, 11 were quantified as contingency measures, and 17 were not quantified.

Ms. Arthur reviewed Measure 26: Pave or stabilize existing public dirt roads/alleys, which exceeded the commitments. Ms. Arthur stated that 62 miles of public dirt roads were paved or stabilized in 2008, which is 12 miles more than the commitments; and 242 miles of dirt alleys were paved or stabilized in 2008, which is 90 miles more than the commitments. She stated that 412 curb miles of shoulder were paved or stabilized in 2008, 167 miles more than the commitment. Ms. Arthur also gave as an example Measure 8: Conduct nighttime and weekend inspections. She noted that the largest PM-10 reduction credit in the Plan was taken for this measure. Ms. Arthur stated that Maricopa County conducted some nighttime and weekend inspections in 2008, but the program was not fully implemented, as the County was focused on hiring and training additional staff. She noted that the County is making more progress in 2009, and has initiated a pilot program, followed by cross-training of inspectors.

Ms. Arthur concluded her presentation by summarizing the report: A majority of the implementation results meet or exceed commitments in the Plan; most measures began implementation in 2008; some measures (e.g., paving projects due to economic conditions) will not be fully implemented until 2009 or 2010; MAG will continue to track progress in implementing Plan commitments in 2009 and 2010 and PM-10 concentrations at the monitors; and the measures need to be implemented as quickly as possible to attain the PM-10 standard by 2010.

Chair Neely thanked Ms. Arthur for her report and asked members if they had questions. None were noted.

Mayor Cavanaugh moved approval to forward the 2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10 in the Maricopa County Nonattainment Area to the Governor's Office, Legislature, Arizona Department of Environmental Quality, and the Environmental Protection Agency. Councilman Esser seconded, and the motion carried unanimously.

10. Brookings Intermountain Partnership Report

Mr. Mark Muro, Fellow and Policy Director for the Brookings Metropolitan Policy Program, provided a report to the Regional Council on the activities of the Brookings Institution on behalf of the Intermountain West Partnership. He thanked MAG for investing in the work of the Brookings Institution on western transportation issues.

Mr. Muro reported that Brookings worked in the second half of 2009 to highlight Intermountain West transportation and insert into national and regional debates the key transportation reform priorities prized by metropolitan planning organizations and other regional leaders. He said that using the Brookings report, "Mountain Megs" as a starting point, they sought to report on regional trends and perspectives, comment on them, and connect them to federal policy discussions in advance of significant federal transportation legislation.

Mr. Muro stated that Brookings produced a major new research paper in fall 2009, generated extensive regional and national media comment, and began to engage in important policy consultation and

education—all aimed at conveying to all audiences, including federal policymakers, the need for more extensive federal infrastructure investment, more direct allocation of transportation dollars to metropolitan areas, new finance structures, and more funding for transit investments to support greenhouse gas and energy consumption goals.

Mr. Muro updated members on the status of work to date. He stated that the initiative's first major product, "Expect Delays: An Analysis of Air Travel Trends in the Intermountain West," was released in October 2009. He said that this report was the first of its kind to analyze air travel among metropolitan areas (as opposed to individual airports), and advanced a number of findings, for example, it showed that Salt Lake City operates one of the most delay-free airports in the nation. Mr. Muro stated that the report highlighted that short-haul air travel between Los Angeles and Phoenix, and Los Angeles and Las Vegas, exceeds that on all other routes but one. Mr. Muro commented that this finding received extensive attention in high speed rail discussions, as the paper argued that such traffic points to potential demand for rail and suggests that authorities should consider such air passenger volume when selecting high speed rail investments.

Mr. Muro stated that Brookings worked to communicate the Partnership's perspectives on national and regional transportation issues through the media. He said that as a result, newspapers in the region (and elsewhere) covered the air traffic report, commented on I-11, and quoted Brookings and work group principals on a number of transportation issues. Mr. Muro stated that strong messages about the volume of the inter-metro traffic flow between Los Angeles and Phoenix and Las Vegas and the need for I-11 were communicated.

Mr. Muro stated that the Institution established its own blog, which has provided a new outlet for commentary on key events, policy questions, and national discourse that affect metropolitan areas across the world. He reported that posts specifically relating to transportation and infrastructure issues either relevant to the Intermountain West or directly focused on the region have been written by Rob Puentes, himself and their colleagues.

Mr. Muro stated that Brookings has sought to support Intermountain West policy discussions and link them to broader national ones, and has provided presentations on transportation issues and memoranda to leaders to support their work. He said that Brookings has worked to convey to the Obama administration officials and agencies the message that MPOs require greater investment and more latitude in transportation programming. Mr. Muro stated that among other activities, Brookings staff have served as an ongoing resource to the leaders of the new White House Office of Urban Affairs; served as a resource to the U.S. Department of Transportation (DOT) regarding their discretionary high speed rail grants and the Transportation Investment Generating Economic Recovery (TIGER) grants; and consulted with members of the HUD/DOT/EPA Sustainable Communities collaborative.

Mr. Muro stated that over the next year, the initiative plans to continue to comment on key transportation issues even as it develops more substantial research and policy products. He said they would like to work more closely to identify issues and priorities important to MAG. Mr. Muro stated that Brookings is now collecting data from multiple sources in order to complement the recent air travel brief with a similar analysis for rail travel and the research team is also looking to extend this analysis to transit ridership. Mr. Muro stated that they are in the beginning stages of developing a major paper on MPO

structure and governance and they will solicit input from the work group investors. Mr. Muro stated that they will continue to push wherever they can toward such priorities as direct allocation of transportation dollars to metropolitan areas; new finance structures; and funding for transit investments. He expressed appreciation to members for the privilege of working with MAG and said that staff look forward to hearing more from members about opportunities for future work.

Chair Neely commented that the majority of the articles written on behalf of this effort appeared in Las Vegas publications. Chair Neely asked if the objective is to have a national focus, should publications such as the New York Times be targeted and she asked how that benefits our readers and convey the message to our delegation and to those who make the final decisions.

Mr. Muro replied that due to the collaborative, they have funding from Las Vegas and Salt Lake City so they are trying to communicate in all areas, and are trying to convey the need for multistate engagement. He pointed out the blogs they write in The New Republic and send those out a lot in Washington, DC. Mr. Muro stated that he understood Chair Neely's point about the newspapers but they consider their blog work a very useful way to communicate in Washington, DC. He stated that they will work hard on national media in the next six months.

Chair Neely stated that she is a representative of Arizona and she wanted to ensure that Arizona's interests and message are being heard. She requested that there be more focus on Arizona papers and on a national level. Chair Neely commented that as a politician, she did not particularly like blogs, but understood they are a mode and media.

Mr. Muro replied that Chair Neely's point was well-taken. He said that he would put together a package of blogs, and added that their blogs are more rigorous, well-written and well-argued efforts than many blogs. Mr. Muro stated that 50 department of transportation administrators receive their blogs and they use Washington, DC language in their writing style.

Mayor Rogers asked the status of the direct allocations and financial structures. Mr. Muro replied that he felt that they and other people are making inroads, especially with the Obama Administration, which he thought helps to elevate the issue. Mr. Muro stated that direct allocation is a critical factor and they are receiving good hearing from the Administration and the Department of Transportation, however, Congress is a more difficult and fragmented discussion.

Mayor Rogers expressed concern that the report was not issued to allow members time for ample review and research. She also expressed concern that there were not enough media reports in Arizona and she said she would like to see more deliverables in the future.

Mayor Rogers asked Mr. Smith the benefit to MAG from this study. Mr. Smith replied that reauthorization is at stake. He commented that Brookings has avenues into a lot of places that MAG cannot touch. Mr. Smith remarked that it was fortunate that Mr. Muro heard Mr. Anderson's report on the financial situation. He said that MAG does not know if it has the \$40-\$50 million it loaned forward to ADOT. Mr. Smith commented that MAG represents more than four million people, the region contributes more in half cent sales tax funds than it receives in federal funds, and it needs to have Brookings take back the message that all MPOs are not created equal. Mr. Smith stated that this is

getting very complicated for ADOT and is a holdover from the interstate system where the DOTs and FHWA had to have a good relationship to get something done, but those times are past. Mr. Smith stated that MAG has been contributing its own sales tax to fund transportation since 1985 and he thought that federal funds need to come directly to those regions that have demonstrated responsibility. Mr. Smith stated that the Concept Paper that shows how much the MAG region has contributed to this system and that it should receive a special benefit for that has been given to Brookings. He commented that staff cannot get it all done in Phoenix. He extended his apologies for the report not being provided sooner. Mr. Smith added that he thought this was a great start to changing federal policy, which will take a long time to accomplish.

Mayor Rogers expressed her appreciation, but said that it has been almost one year since Brookings began work and she was hoping to hear more progress had been made. She agreed that reauthorization is key for MAG.

Chair Neely thanked Mr. Muro for joining the meeting. She commented that bringing direct funding to MPOs would be a huge success for MAG. Chair Neely stated that one less layer would be helpful for all.

Mr. Muro expressed his pledge that Brookings would seek opportunities to convey MAG's message. He requested that members communicate any ideas, suggestions, papers or materials to him they feel he should know about. Mr. Muro stated that they would apprise MAG more frequently.

11. Legislative Update

Mr. Smith introduced Patty Camacho, MAG's new Senior Policy Planner, who comes to MAG from Ohio with experience as a lobbyist with homebuilders and the University of Toledo.

Ms. Camacho began her report by addressing federal legislation. She said that the "Initial Jobs Bill," which is Senator Reid's version of HR 2847, was passed by the Senate that day. Ms. Camacho stated that the bill goes back to the House, and she advised that any House amendment or delay would make it impossible for HR 2847 to be signed into law by midnight on February 28, 2010. She explained that this means a separate extension of Highway Trust Fund spending. Ms. Camacho reported that Senator Reid's offices sent a "hotline" request announcing his intent to ask unanimous consent later today to take up an unrelated House bill extending the Highway Trust Fund portions of the continuing resolution that is currently funding Highway Trust Fund programs. She stated that the House Rules Committee is expected to meet today to consider identical or very similar 30-day extension legislation for all those provisions that expire on February 28th.

Ms. Camacho stated that the Senate Initial Jobs Bill includes the following provisions: 1) Restores money to the Highway Trust Fund to ensure its solvency through December 31, 2010, at current funding levels. 2) Allows the Highway Trust Fund to earn interest. 3) Extends the expired highway bill and restores about \$12 billion in state highway funding cuts scheduled to occur over the course of 2010. 4) Provides for expansion of the Build America Bonds program, allowing states and local governments to borrow at lower costs to finance more infrastructure projects. 5) Provides an extension of SAFETEA-LU through December 31, 2010.

Ms. Camacho then moved on to President Obama's Department of Transportation Budget for FY 2011. She indicated that the Administration notes that the highway program expired on September 30, 2009 and repeats its request that authorization be extended through March 2011 to allow time for Congress and the Administration to work on new legislation stating that "STP and the system for paying for them must be fundamentally reformed." Ms. Camacho reported that the Administration changed some transportation programs in their budget submission, for example, a request to create a new National Infrastructure Innovation and Finance Fund within the Department of Transportation to provide \$4 billion in grants and credit assistance for a variety of modes, including highway, tunnel, bridge transit, commuter rail, passenger and freight intermodal facilities, passenger rail, Amtrak, airports and ports. She stated that the administration does not propose to continue the TIGER grants. Ms. Camacho informed members that staff will monitor both of these pieces of legislation as they evolve and will communicate through email any noteworthy and time sensitive issues.

Ms. Camacho reported on state legislation. She said that staff is working with Senator Nelson's office to identify a vehicle for SB 1416, which was described by Mr. Anderson earlier in the meeting.

Chair Neely thanked Ms. Camacho for her report and welcomed her to MAG.

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.

No requests were noted.

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.

No comments were noted.

14. Adjournment

There being no further business, Vice Chair Schoaf moved to adjourn, Councilman Esser seconded, and the meeting adjourned at 6:28 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2010

SUBJECT:

ADOT Red Letter Process

SUMMARY:

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

Notifications:

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

Advance acquisitions:

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

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

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

ADOT has forwarded a list of notifications from July 1, 2009 to December 31, 2009. During this period, the ADOT office received notices from local municipalities, as well as various developers, architects, engineers, and attorneys. Of the 58 notices received, 17 had an impact to the State Highway System.

PUBLIC INPUT:

None.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the March 10, 2010, agenda for information and discussion.

MEMBERS ATTENDING

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

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

Transportation Review Committee: This item was on the February 25, 2010, agenda for information and discussion.

MEMBERS ATTENDING

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

Maricopa County: Mike Sabatini for John Hauskins
Mesa: Jeff Martin for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Wylie Bearup for Ed Zuercher
* Queen Creek: Wendy Kaserman
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant
Tempe: Jyme Sue McClaren for Chris Salomone
Valley Metro Rail: Wulf Grote for John Farry
* Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook, City of Chandler
* ITS Committee: Debbie Albert

Bicycle/Pedestrian Committee: Peggy Rubach, RPTA
* Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix

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

CONTACT PERSON:

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



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

Floyd Roehrich Jr.
 State Engineer

January 20, 2010

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

Re: Red Letter Report - Notices from July 1, 2009 to December 31, 2009

Dear Mr. Smith:

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 1, 2009 to December 31, 2009. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	02	01
City of Avondale	00	00
Town of Buckeye	00	00
City of Chandler	01	00
Town of Gilbert	01	01
City of Glendale	00	00
City of Goodyear	11	03
Maricopa County	14	06
City of Mesa	02	02
City of Peoria	00	00
City of Phoenix	12	00
City of Surprise	04	00
City of Tempe	00	00
City of Scottsdale	01	01
Other	<u>10</u>	<u>03</u>
Total Received	58	17

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT:

10/16/2009 – Reggie Rector, ADOT R/W Coordinator, has reviewed Project (16-113739-00-000 Union Hills Alignment) and has concluded that the proposed plan will have an impact on our highway facilities in this area due to crossing Loop 101 (Pima Freeway)

CITY OF AVONDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER: No impact responses sent.

TOWN OF GILBERT:

07/27/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (PDR-2009-00026 SEC Santan Freeway and Wade Drive) and has concluded that the proposed plan could have an impact on our highway facilities in this area due to the proximity of the Santan Freeway.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR:

07/07/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed the Preliminary Plat for the Estrella Industrial Center located on the SEC and SWC of MC 85 and Estrella Parkway we have concluded that the proposed Project (09-50000003) could have an impact to our highway facilities in this area.

08/11/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (09-20000011 Golf Village). While ADOT reserves comment on zoning issues, this may have an impact to the SR801/I-10 Reliever.

08/11/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (09-20000012 Estrella Phase I). While ADOT reserves comment on zoning issues, this may have an impact to the SR801/I-10 Reliever.

MARICOPA COUNTY:

07/07/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed the proposed plan (Calderwood Vehicle Storage) and has concluded that the proposed plan could have an impact to the future South Mountain Freeway, SR 202 and/or I-10 Reliever (801).

08/10/2009 - Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (Z2009067 Rigby Water Company). While ADOT reserves comment on zoning issues, this may have an impact to the SR801/I-10 Reliever.

08/11/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (CPA2009060-Z2009047). While ADOT reserves comment on zoning issues, the future development of this land may have an impact to the SR801/I-10 Reliever and the South Mountain Freeway.

07/10/2009 – Pete Eno, ADOT R/W Coordinator, has reviewed the Site Plan (CPA200913 Rancho Maria Subdivision) and has concluded that the proposed project could be impacted by a future project in this area due to its proximity to US60.

09/11/2009 - Pete Eno, ADOT R/W Coordinator, has reviewed the Site Plan (Z2008054 Camelback Cemetery) and has concluded that the proposed project will be impacted by the future Right of Way acquisition for SR 303L.

11/05/2009 – Pete Eno, ADOT R/W Coordinator, has reviewed the proposed Project (Sabre Business Park Z20009012) and has concluded that the project will be impacted by the future Right of Way Acquisition for SR 303L.

CITY OF MESA:

10/28/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (Z09-040, DR09-18 Park and Ride) and has concluded that the proposed plan could have an impact on our highway facilities in this area due to the proximity of the Santan Freeway. ADOT is currently working with the City of Mesa on.

10/09/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (PLN2009-000196 Gateway 202 Airpark) and has concluded that the proposed project could have an impact on our highway facilities in this area due to the proximity to the 202L and Williams Gateway 802.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

CITY OF SCOTTSDALE:

10/06/2009 – Reggie Rector, ADOT R/W Coordinator, has reviewed (5-ZN-2009 State Land Parcel) and has concluded that the proposed zoning change will have an impact to our highway facilities in this area.

OTHER:

08/10/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed (Gateway 202 Airpark). While ADOT reserves comment on zoning issues, the future development of this land may impact the development of the SR802 / Williams Gateway Freeway.

08/20/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed (Z09-11 Christian High School). While ADOT reserves comment on zoning issues, the future development of this land may be impacted by the Santan Freeway or impact the Freeway at this location.

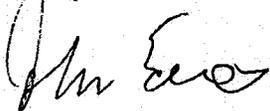
10/19/2009 - Nan Wilcox, ADOT R/W Coordinator, has reviewed (PA20090961 Rancho Ochoa) and has concluded that the proposed plan could have an impact to our highway facilities in this area. This project has possible conflicts with the intersection of the proposed SR 801, I-10 Reliever, and the 202L, South Mountain Freeway.

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

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

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

Sincerely,



John Eckhardt III, Manager
Right of Way Project Management

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2010

SUBJECT:

Project Additions, Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

SUMMARY:

The FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Requests have been received from the Arizona Department of Transportation (ADOT) and the Town of Buckeye to make changes in the FY 2008-2012 TIP.

To move forward with project implementation for FY 2010, ADOT has requested four new right-of-way projects on Loop 303, funding/cost adjustments on three projects on SR-85, and a funding/cost adjustment on one project on I-10. The Town of Buckeye has requested that the location description for two projects related to a future park-and-ride lot be revised.

The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. The projects to be added and amended may be categorized as exempt from conformity determinations, and an administrative modification does not require a conformity determination. The proposed changes to the FY 2008-2012 TIP are listed in the attached Table.

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 project additions, amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Policy Committee: This item is on the March 24, 2010, the Transportation Policy Committee agenda. An update will be provided on actions taken by the Committee.

MAG Management Committee: On March 10, 2010, the Management Committee recommended approval of project additions, amendments and administrative modifications to the FY 2008-2012

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

MEMBERS ATTENDING

- Mark Pentz, Chandler, Chair
- Carl Swenson, Peoria, Vice Chair
- # George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- 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
- Tami Ryall for Collin DeWitt, Gilbert
- Brent Stoddard for Ed Beasley, Glendale
- Mark Gaillard for John Fischbach, Goodyear
- Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Thomas Remes for David Cavazos, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dave Richert, Scottsdale
- Randy Oliver, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- # Lloyce Robinson, Youngtown
- * John Halikowski, ADOT
- David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

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

MAG Transportation Review Committee: On February 25, 2010, the Transportation Review Committee recommended approval of changes/amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

- Peoria: Andy Granger for David Moody
- ADOT: Steve Hull for Floyd Roehrich
- Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- # El Mirage: Pat Dennis for Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer for Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- Guadalupe: Gino Turrubiarres
- Litchfield Park: Paul Ward for Woody Scoutten
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- Phoenix: Wylie Bearup for Ed Zuercher
- * Queen Creek: Wendy Kaserman
- RPTA: Bob Antilla for Bryan Jungwirth
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- Surprise: Bob Beckley for vacant
- Tempe: Jyme Sue McClaren for Chris Salomone
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- * Wickenburg: Rick Austin
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- Street Committee: Dan Cook
- * 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:

Roger Herzog or Steve Tate, (602) 254-6300.

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

TIP #	Agency	Project Location	Project Description	Fiscal Year	Miles	Fund Type	ARRA Cost	Federal Cost	Regional Cost	Local	Total Cost	Requested Change
BKY09-801T	Buckeye	I-10/Jackrabbit Trail	Acquire right of way regional park-and-ride lot.	2010	0	PTF	-	-	1,583,463		1,583,463	Amend TIP to change the location of the project from Miller Rd at I-10 to Jackrabbit Trail at I-10.
BKY09-802T	Buckeye	I-10/Jackrabbit Trail	Design regional park-and-ride lot.	2010	0	PTF	-	-	278,689		278,689	Amend TIP to change the location of the project from Miller Rd at I-10 to Jackrabbit Trail at I-10.
DOT10-842	ADOT	10: 32nd St - SR202L, Santan, Phase 1	R/W Acquisition	2010	11	RARF	-	-	45,000,000		45,000,000	Administratively Adjust TIP to reflect cost reduction of \$5,000,000; Regional cost is now \$45,000,000 and was previously \$50,000,000
DOT10-965	ADOT	85: I-8 TI, Phase 1	Utilities Construction	2010	0	State				1,400,000	1,400,000	Administratively Adjust TIP to reflect cost reduction of \$200,000; The local cost is now \$1,400,000; It was previously \$1,600,000.
DOT10-966	ADOT	85: I-8 TI, Phase 1	Right of Way	2010	0	State				2,000,000	2,000,000	Amend TIP to reduce the scope of the project and reflect a \$7,500,000 cost reduction; The scope previously included a Phase II and had a Local cost of \$9,500,000.
DOT10-967	ADOT	85: I-8 TI, Phase 1	Construct TI	2010	0	HSIP		23,575,000		1,425,000	25,000,000	Amend TIP to change funding source to HSIP and increase federal cost \$14,993,700; The project previously included \$8,581,300 in STP-AZ funding.
DOT10-969	ADOT	303: I-10 Reliever/MC85 to I-10	Right of Way Protection	2010	0	STP-AZ		4,715,000		285,000	5,000,000	Amend TIP to add new right-of-way protection project in 2010
DOT10-970	ADOT	303: Peoria Ave to Waddell Rd	Right of Way Acquisition	2010	0	STP-AZ		9,430,000		570,000	10,000,000	Amend TIP to add new right-of-way acquisition project in 2010
DOT10-971	ADOT	303: Waddell Rd to Mountain View Rd	Right of Way Acquisition	2010	0	STP-AZ		33,665,100		2,034,900	35,700,000	Amend TIP to add new right-of-way acquisition project in 2010
DOT10-972	ADOT	303: I-10/SR 303 TI, Phase 1, I-10 Alignment	Right of Way Acquisition	2010	0	STP-AZ		57,523,000		3,477,000	61,000,000	Amend TIP to add new right-of-way acquisition project in 2010

Project Status Report
Transportation Projects – MAG Region MARCH 23, 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. All projects in the MAG region have been obligated.

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

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

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

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete or have estimated completion dates. Or other notes may be provided regarding status with FHWA or FTA. Check mark indicates that work is completed.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project. 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
MARCH 23 2010

Project Information				Project Funding			Project Development Status						Comments		
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
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	✓	✓	✓	✓	5/19/09	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	101-A(203)	99th Ave from I-10 to MC-85	Road Widening	STP-AZ & ARRA	\$3,152.9	\$3,753.9		04/22/09	✓	✓	✓				
DOT09-801	060-B(201)	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transportation 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	\$5,667.4	\$17,173.9	\$17,173.9	04/22/09	✓	✓	✓	✓	10/16/09	7/31/2011	Admin Mod: Change project costs from \$27.5 mill to \$17.1M
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	\$2,324.6	\$2,324.6	\$2,324.6	05/27/09	✓	✓	✓	✓	10/16/09	09/31/2011	Admin Mod: Change project costs from \$3.9 mill to \$2.3M
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	\$2,172.4	\$2,172.4	\$2,172.4	09/30/09	✓	✓	✓	✓	3/19/10		Admin Mod: Change project costs from \$3M mill to \$2.17M - pending contract award
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(205A)	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
MARCH 23 2010

Project Information				Project Funding			Project Development Status						Comments		
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
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	✓	✓	✓				
DOT10-851		US 60: San Domingo - Whitmann	Pavement Preservation	ARRA	\$9,000.0	\$9,000.0		02/24/10	✓	✓	✓				State project to be funded with Local ARRA STP-AZ funds will be used if full amount of ARRA funds are not available.
					\$162,875.9	\$175,007.6	\$102,453.3								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information				Project Funding			Project Development Status						Comments		
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
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	✓	✓	✓				
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	\$1,400.3	4/22/09	✓	✓	✓	3/5/10			Low Bid. Not finalized and does not include contingencies.
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	✓	✓	✓				
BKY09-801	BKY-0(202)	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabilitation and Preservation	ARRA	\$1,621.9	\$1,621.9	\$910.5	4/22/09	✓	✓	✓	2/12/10			Low Bid. Not finalized and does not include contingencies.
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	\$367.3	4/22/09	11/12/09	✓	✓	3/12/10			Low Bid. Not finalized and does not include contingencies.
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	✓	✓	✓	4/2/10			
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	✓	✓	✓	2/5/10	3/25/10	Feb-11	
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	✓	✓	✓	3/3/10	4/22/10	Nov-10	
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	✓	✓	✓	4/16/10			
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	\$1,455.6	6/24/09	✓	✓	✓	12/11/09	2/19/10		
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	✓	✓				
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	✓	✓	✓				
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	✓	✓	✓	4/2/10			
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	✓	✓	✓	4/9/10			
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	\$3,482.8	4/22/09	✓	✓	✓	2/12/10			
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	✓	✓	✓				

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Local Projects - Roadway															
GLN09-802	GLN-0(218)	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	\$550.0	\$550.0		4/22/09	✓	✓	✓				
GLN09-803	GLN-0(217)	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	\$90.0	\$90.0		4/22/09	✓	✓	✓				
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	✓	✓	✓				
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	✓	✓	✓				
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	✓	✓	✓				
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	✓	✓	✓				
GLN09-808	GLN-0(214)	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	\$358.4	\$358.4		4/22/09	✓	✓	✓				
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	\$2,520.0	4/22/09	✓	✓	✓	3/5/10			
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	✓	✓	✓	3/26/10*			*Bid open date.
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	✓	✓	✓	4/9/10*			*Bid open date.
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	✓	✓	✓	4/2/10*			*Bid open date.
MMA09-725	MMA-0(201)	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	TEA-ARRA	\$750,000	\$1,117,817	\$561,095	5/27/09	✓	✓	✓	1/0/00	7/21/09	Mar-10	Construction is complete, final close-out in process. (This is an ADOT TE project, so ADOT will keep savings in their TE program, if any.)
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	✓	✓	✓	2/18/10	3/24/10		
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	\$1,198.4	5/27/09	✓	✓	✓	2/3/10	3/22/10	Aug-10	
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	\$2,258.4	5/27/09	✓	✓	✓	2/10/10	4/5/10	Sep-10	
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	\$1,916.5	5/27/09	✓	✓	✓	2/3/10	3/22/10	Jun-10	
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	\$3,399.1	5/27/09	✓	✓	✓	2/3/10	3/22/10	Nov-10	

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Local Projects - Roadway															
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	✓	✓	✓				
PEO100-07AC1	PEO-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		
PEO09-801	PEO-0(205)	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	\$1,130.1	\$1,396.3	\$1,527.5	6/24/09	✓	✓	✓	3/12/10			Low Bid. Not finalized and does not include contingencies.
PHX07-316	PHX-0(209)	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	\$1,000.0	\$2,256.0	\$748.9	4/22/09	✓	✓	✓	9/29/09	11/18/09	Jul-10	Bid opening Date: 10/27/09
PHX09-801	PHX-0(237)	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,136.2	\$7,136.2	\$5,190.0	4/22/09	✓	✓	✓	12/23/09	3/3/10	Dec-10	Bid opening Date: 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	\$4,930.7	4/22/09	✓	✓	✓	12/23/09	3/3/10	Dec-10	Bid opening Date: 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	\$4,844.0	4/22/09	✓	✓	✓	12/23/09	3/3/10	Dec-10	Bid opening Date: 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	\$981.3	4/22/09	✓	✓	✓	12/30/09	3/3/10	Dec-10	Bid opening Date: 2/2/10
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	\$1,082.1	4/22/09	✓	✓	✓	12/30/09	3/3/10	Dec-10	Bid opening Date: 2/2/10
PHX09-806	PHX-0(231)	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	ARRA	\$2,250.0	\$2,250.0	TBD	4/22/09	✓	✓	✓	1/15/10	TBD	Dec-10	Est. Bid opening Date: 3/23/10
PHX09-807	PHX-0(232)	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	ARRA	\$1,250.0	\$1,250.0	TBD	4/22/09	✓	✓	✓	12/30/09	TBD	Dec-10	Bid opening Date: 2/9/10
PHX09-808	PHX-0(236)	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	\$3,000.0	\$3,000.0	TBD	4/22/09	✓	✓	✓	2/12/09	TBD	Dec-10	Est. Bid opening Date: 3/23/10
PHX09-809	PHX-0(234)	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	\$1,500.0	\$1,500.0	TBD	4/22/09	✓	✓	✓	1/29/10	TBD	Dec-10	Bid opening Date: 3/9/10
PHX09-810	PHX-0(233)	Citywide Corridors	Design & Procure/Install CCTV	ARRA	\$1,000.0	\$1,000.0	TBD	4/22/09	✓	✓	✓	3/23/10	TBD	Feb-11	Est. Bid opening Date: 4/27/10
PHX09-811	PHX-0(235)	Citywide Corridors	Design & Procure/Install Wireless Communications	ARRA	\$500.0	\$500.0	TBD	4/22/09	✓	✓	✓	2/23/10	TBD	Feb-11	Est. Bid opening Date: 4/27/10
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	N/A	N/A	N/A	N/A	N/A	N/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	✓	✓	✓				

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Local Projects - Roadway														
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	✓	✓	✓	3/26/10		
SCT09-802	SCT-0(209)	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	\$4,600.0	\$4,600.0	\$3,700.0	7/22/09	✓	✓	✓	3/2/10*		*Bid open date. Award amt includes estimated salaries and overhead.
SCT12-813	SCT-0(206)	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	\$439.6	\$500.0	\$505.0	4/22/09	✓	✓	✓	3/12/10*		*Bid open date. Award amt includes estimated salaries and overhead.
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	\$2,339.4	4/22/09	✓	✓	✓	3/5/10		Low Bid. Not finalized and does not include contingencies.
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	✓	✓	✓	3/23/10*		*Bid open date.
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	✓	✓	✓			
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	✓	✓	✓			
					\$100,834.8	\$124,502.2								

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TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	
Local Projects - Transit Projects													
AVN09-804T	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.

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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 between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	\$2,500.0	\$2,500.0	\$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 scheduled for January and February afor all of their parcels.
VMT10-807T	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	\$12,500.0	\$12,500.0	\$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									

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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	✓	✓	✓				
GLB04-303R	GIL-0(015)	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	\$270,000	\$680,000	\$297.6	5/27/09	✓	✓	✓	9/9/09	9/18/09		Adjusted to include contingency.
GLB08-801	GIL-0(202)	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	\$578,670	\$578,670	\$376.0	5/27/09	✓	✓	✓	9/9/09			Adjusted to include contingency.
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	\$561.1	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 Lindsav	Design and construct 12-foot wide multi-use pathway with lighting and signing	\$750,000	\$1,509,375		6/24/09	✓	✓	✓	4/7/10	6/21/10	TBD	PH IIA auth; Adding PHIV 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	\$663.0	5/27/09	✓	✓	✓	✓			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	\$284.0	5/27/09	✓	✓	✓	11/2/09			Includes estimated salaries and overhead
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	✓	✓	✓	5/23/10*			*Bid open date.
				\$5,181,232	\$7,805,436									

AGREEMENT BETWEEN AND AMONG THE MARICOPA ASSOCIATION OF GOVERNMENTS, THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY, VALLEY METRO RAIL , THE CITY OF PHOENIX AND THE TRANSIT OPERATORS IN THE MAG REGION REPRESENTED ON THE REGIONAL COUNCIL REGARDING TRANSIT PLANNING, PROGRAMMING AND FUND ALLOCATION.

Regarding the coordination of ongoing transit planning for programming federal funds that support the ongoing and future deployment of transit services affecting the Phoenix-Mesa Urbanized Area and the Avondale Urbanized Area, hereinafter referred to as the Urbanized Area (UZA).

This AGREEMENT is between and among the MARICOPA ASSOCIATION OF GOVERNMENTS (MAG), THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA), VALLEY METRO RAIL (METRO), the CITY OF PHOENIX, and other transit operators that are represented on the MAG Regional Council.

This AGREEMENT replaces the Resolution on Metropolitan Transportation Planning and Programming approved by the MAG Regional Council on May, 23, 2007.

WITNESS THAT:

WHEREAS, the RPTA, METRO, the CITY OF PHOENIX, transit operators, and other local government agencies in the MAG region are eligible to apply for and receive Federal Transit Administration (FTA) and/or Federal Highway Administration (FHWA) transit funding for capital, operating, and planning assistance for the delivery of public transportation; and

WHEREAS, MAG is the Metropolitan Planning Organization (MPO) for the UZA, directed by a duly comprised Regional Council of elected officials with a committee structure that represents all of the transit operators in the region to advise the MAG Regional Council on transportation planning and policy questions; and

WHEREAS, this AGREEMENT describes the planning and programming relationship among those agencies; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas, which are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems to serve the mobility of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, MAG, the RPTA, METRO, the CITY OF PHOENIX and other participating local government agencies rely upon a cooperative relationship to foster regional transit planning which feeds directly into state and national planning;

NOW, THEREFORE, in consideration of the mutual benefits to the transit operators and jurisdictions hereto, and in consideration of the covenants and conditions herein contained, the transit operators and jurisdictions agree as follows:

Purpose. The purpose of this AGREEMENT is to set forth the basic structure for cooperative planning and decision making regarding transit planning and programming between MAG, RPTA, METRO, the CITY OF PHOENIX and other participating local government agencies.

Representation on MAG Transit Committee. All MAG member agencies are invited to serve as voting members of the MAG Transit Committee. The Arizona Department of Transportation (ADOT), RPTA and METRO are also invited to serve as voting members of the MAG Transit Committee. The MAG Transit Committee serves as the primary MAG committee to coordinate regional transit planning and programming of federal transit related funds.

Regional Transit Coordination. MAG, RPTA, METRO and the CITY OF PHOENIX agree to work cooperatively with each other and with the other transit operators and local government agencies in ensuring the provision of coordinated, regionwide transit services. Items to be considered should include fares, transfer and pass policies, transit information, marketing, schedules, service coordination, data needed to meet periodic reporting requirements, and other activities as required.

Regional Transportation Plan. MAG agrees to prepare, adopt and maintain, as required, a Regional Transportation Plan (RTP). MAG, RPTA, METRO and the CITY OF PHOENIX agree to work cooperatively with each other and with the other transit operators and local government agencies in the refinement of the RTP through the conduct of and participation in multimodal transportation studies.

Transportation Improvement Program (TIP) Development Process. The MAG TIP development process shall serve as the focal point for making an annual determination regarding the distribution of federal funds available for allocation by MAG within the UZA. The transit operators and local government agencies agree that it is desirable to ensure that a stable funding stream is available for all operators that allows the operators to carry out coordinated services throughout the UZA.

MAG develops its annual program of projects in consultation with interested transit operators and local government agencies. Following direct consultation among the transit operators and jurisdictions to this AGREEMENT, MAG distributes notices of intent to develop or amend the TIP, publishes the proposed program of projects to be adopted, and carries out a public involvement and review process for TIP adoption or amendment, in compliance with 23 CFR Sections 450.312 and 450.324. The same notices of intent, publication of proposed projects, and public involvement and review also shall be used to fulfill the public hearing requirements of 49 U.S.C. Section 5307, covering review and approval of FTA grant applications for TIP projects. RPTA, METRO, other transit operators, and MAG member agencies seeking TIP programming and subsequent grant approvals, will provide MAG with sufficient project detail to convey understanding of the projects by all interested agencies and persons, meet FTA grant application requirements, and provide a clear linkage to TIP project descriptions. MAG will advertise the proposed public hearing(s), projects to be programmed, and fund amounts to be programmed through their existing public participation process.

The CITY OF PHOENIX, as the Designated Recipient, implements the Annual Grant for the FTA. As part of this process, the CITY OF PHOENIX balances the FTA portion of the transportation annual appropriations and provides, to MAG, revisions to the TIP to reconcile the grant and the first year of the TIP. Following reconciliation, MAG works cooperatively with the CITY of PHOENIX to determine if the TIP is in agreement with the Annual Grant. If agreement is reached, MAG concurs with the reconciliation and informs the FTA of its determination.

The MAG Transit Committee meets to draft a program of projects for the TIP. This program of projects is forwarded to the MAG Transportation Review Committee, Management Committee, Transportation Policy Committee and the Regional Council to be considered for inclusion into the MAG TIP. Following the enactment of an annual federal budget and publication of funding apportionments and discretionary awards in the Federal Register, the CITY OF PHOENIX informs MAG of the amounts of the formula and other designated federal funds coming to the UZA. MAG then consults with the transit operators and local government agencies working through the MAG Transit Committee to finalize the recommended programming of those funds into the TIP, making adjustments as necessary to the draft program of projects completed earlier.

As part of the TIP process, projects are programmed in the TIP on behalf of all transit providers receiving federal funds. MAG, working through the MAG Transit Committee, will develop a recommended prioritized list of projects for the allocation of federal funds, which would include all FTA 5307 funds apportioned to the UZA plus additional federal funds that may be available for distribution from FTA and FHWA. The MAG Transit Committee will identify priority projects and endeavor to program the use of said funds based on factors that are cooperatively developed by the MAG Transit Committee with final approval by the MAG Regional Council.

Grant Application for Transit Funding. The CITY OF PHOENIX is the Designated Recipient for federal formula funds allocated under the Federal Transit Act, as amended, in the UZA. The MAG Transit Committee will develop projects to be submitted to the CITY OF PHOENIX. The CITY OF PHOENIX will prepare applications to the FTA and FHWA for federal transit funding. Draft applications will be submitted to MAG using an agreed upon method, in advance of the FTA or FHWA submittal to confirm accuracy and consistency with TIP programming requirements and with the MAG RTP, as required by federal guidelines. All transit operators and jurisdictions agree to work in good faith to develop consistent programming, documentation, and funding requests in a manner consistent with FTA or FHWA requirements.

Progress Reporting. MAG is responsible for tracking the overall progress of all projects in the TIP, is required to produce an annual list of projects for which federal funds have been obligated in the preceding year, and ensures that it is made available for public review.

Transit operators and local government agencies receiving federal transit funding will assist MAG's and the CITY OF PHOENIX's efforts to track the overall progress of transit projects in the TIP. At a minimum, milestone/progress reports submitted to FTA and reviewed by MAG shall contain all of the information required in FTA Circular 5010, as amended from time to time, for grant administration of procedures. If project specific questions are raised by FTA or MAG that cannot be answered through review of the Transportation Electronic Award and Management (TEAM) documentation, the affected transit operator

or jurisdiction will, upon request, provide MAG or the CITY OF PHOENIX, as applicable, additional information. Examples of information that may be periodically requested include the following:

1. A classification of the projects by the individual categories, as identified in the TIP.
2. A documentation of the stage of project implementation.
3. An explanation for any project delays if the project is behind schedule.
4. The reasons for any cost overruns if the project is over budget.
5. A status on the amount of federal funding obligated, received, and used to support projects.
6. Any identified needs for a TIP amendment.
7. Project savings to be reverted, if any, at project completion.

TIP Amendments. Each transit operator and local government agency receiving transit funding is responsible for notifying MAG if there is the need to amend the TIP. Amendments may require three to four months to process for approval. MAG typically processes TIP amendments on a quarterly basis. A formal request for changes in project cost, scope, or schedule must be made to be incorporated in an amendment. Certain minor adjustments and administrative and project budget modifications can be made outside the formal amendment process, but must be requested in writing.

As part of the quarterly progress report, or more frequent reporting if required, each transit operator or local government agency receiving transit funding will notify MAG regarding the reasons an amendment to the TIP is needed. TIP amendments may be needed to address issues such as funding shortfalls, delays in project implementation and/or new projects that need to be included in the TIP. Subrecipients of FTA funding shall regularly update the CITY of PHOENIX on project status, and the CITY of PHOENIX shall periodically provide a grant status review to the MAG Transit Committee.

Public Comment. The federal regulations for metropolitan planning under SAFETEA-LU are incorporated within the MAG adopted public involvement process. Federal law requires that the MPO work cooperatively with the state department of transportation and the regional transit operators to provide citizens, affected public agencies, representatives of transportation agencies, freight shippers, private providers of transportation, representative users of public transit, and other interested transit operators and jurisdictions a reasonable opportunity to comment on proposed transportation plans and programs. All MAG public involvement efforts are consistent with Title VI of the Civil Rights Act and the Executive Order on Environmental Justice.

Public Involvement Process. MAG's adopted public involvement process is divided into four phases:

1. Early phase
2. Mid phase
3. Final phase
4. Continuous Involvement

During each of these phases, MAG will work closely with ADOT, RPTA, METRO, and the CITY OF PHOENIX. Responses to public comment in the Mid Phase and Final Phase Public Input Opportunity Reports are coordinated with the above listed agencies. The public hearing for the TIP and RTP includes

representation from the above listed agencies. These groups may also co-host public involvement events, including public hearings and meetings and information booths at special events throughout the region.

Air Quality. In nonattainment areas for air quality standards, the MPO is responsible for determining conformity of the TIP and RTP with the State Implementation Plan to achieve air quality standards. The goal is to ensure that transportation plans, programs, and projects do not cause or contribute to violations of the air quality standards.

Conformity consultation in the MAG region is to be done in accordance with 40 CFR 93.105 and Arizona Administrative Code R18-2-1405. Under these requirements, MAG consults with local governments and appropriate State and federal agencies on the TIP, the RTP, conformity analysis, and the MAG Unified Planning Work Program and Annual Budget. For local government consultation, the MAG Management Committee is the primary contact. This includes RPTA, the CITY OF PHOENIX and other local government agencies that provide transit service.

Human Services Coordination Plan. The MAG Unified Planning Work Program and Annual Budget includes the Human Services Coordination Transportation Plan as required by SAFETEA-LU regulations. This plan is drafted cooperatively by MAG with the CITY OF PHOENIX and other stakeholders. This activity results in the identification of coordination strategies to make human services transportation more efficient and seamless, particularly as it pertains to the FTA Job Access Reverse Commute (JARC, section 5316), New Freedom (section 5317), and Elderly and Persons with Disabilities (section 5310) projects. The CITY OF PHOENIX develops and facilitates the application process for JARC and New Freedom funding. This process requires that applicants demonstrate they are utilizing the coordination strategies identified in the Human Services Coordination Transportation Plan. The plan is updated by MAG in partnership with the CITY OF PHOENIX and other stakeholders as needed.

MAG Unified Planning Work Program and Annual Budget. The MAG Unified Planning Work Program (UPWP) and Annual Budget is developed in a collaborative process with federal, state and local agencies and input is sought from the public on key issues facing the MAG region. Planning for the UPWP is a continuous process. In developing the UPWP, MAG meets with RPTA, METRO, the CITY OF PHOENIX and ADOT to ensure coordination of projects. Portions of the UPWP are brought incrementally to the MAG Regional Council Executive Committee, serving as the MAG Finance Committee, and to the MAG Management Committee and MAG Regional Council. Budget presentations are made from January through May each year.

In the spring of each year, the draft budget is provided to local, state and federal agencies for review in anticipation of the Intermodal Planning Group (IPG) meeting where questions and comments are heard and, if necessary, adjustments are made regarding state and federal agency comments. At the IPG meeting, MAG, RPTA, METRO, the CITY OF PHOENIX and ADOT participate in the presentations and the meeting. The final budget is presented to the MAG Regional Council in the month of May and, upon approval, is sent in the month of June to ADOT and the FHWA.

Review and Refinement of Transit Planning and Programming Roles and Responsibilities. During FY 2010, a staff Working Group with representatives from MAG, the CITY OF PHOENIX, RPTA, and

METRO undertook an examination of 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 reached consensus on several issues. Four of the Working Group recommendations further clarify the coordination of ongoing transit planning, as outlined below:

1. MAG is responsible for transit system planning activities for the region, including the transit component of the Regional Transportation Plan, transit corridor studies (prior to the identification of project funding), transit system studies and subregional studies. In some instances, MAG may determine to have a transit operator conduct a specific subregional or corridor study.
2. For projects that require a federal Alternatives Analysis (AA) process, MAG, in cooperation with the affected agencies/jurisdiction(s), shall determine the appropriate agency to conduct and manage the AA. The Locally Preferred Alternative (LPA) resulting from the AA will be reviewed and approved through the MAG committee process. The process for review and approval of an LPA includes the following steps: 1) review and adoption by the affected jurisdiction(s); 2) informational review and acceptance by the METRO and/or RPTA Boards, as appropriate; and 3) review through the MAG committee process, with final approval of the LPA by the MAG Regional Council for inclusion in and conformity with the Regional Transportation Plan. To ensure continuity in the planning process, RPTA and METRO will provide periodic updates to the MAG Transit Committee on federal Alternatives Analysis projects.

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. Regional sustainability issues should be coordinated at MAG, and project/facility specific sustainability initiatives, in connection with the federal application process, should be coordinated by METRO and RPTA in conjunction with the local jurisdiction(s).
4. Regional Transit Oriented Development planning issues should be coordinated at MAG, and project/facility specific Transit Oriented Development initiatives, in connection with the federal application process, should be coordinated by METRO and RPTA in conjunction with the local jurisdiction(s).

Amendments to the Agreement. This AGREEMENT may be amended at any time by the mutual agreement of the parties hereto.

Agreement Termination. Participation in the AGREEMENT may be terminated by any of the parties hereto provided that the terminating party provides notice to each of the other parties at least ninety (90) days prior to the date of termination. Termination by any one party does not relieve any other party to this AGREEMENT of its responsibilities under this AGREEMENT.

Agreement Authorization.

MARICOPA ASSOCIATION OF GOVERNMENTS

REGIONAL PUBLIC TRANSPORTATION AUTHORITY

Dennis Smith
Executive Director

David A. Boggs
Executive Director

Date

Date

VALLEY METRO RAIL

CITY OF PHOENIX

Stephen Banta
Chief Executive Officer

Debbie Cotton
Public Transit Director

Date

Date

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 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 amendment and administrative modification includes several projects, including an Arizona Department of Transportation request to add new highway design and right-of-way projects and modify project costs in the program. 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 March 26, 2010.

PUBLIC INPUT:

An opportunity for public comment was provided at the March 10, 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 March 10, 2010 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

- Mark Pentz, Chandler, Chair
- Carl Swenson, Peoria, Vice Chair
- # George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- 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
- Tami Ryall for Collin DeWitt, Gilbert
- Brent Stoddard for Ed Beasley, Glendale
- Mark Gaillard for John Fischbach, Goodyear
- Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Thomas Remes for David Cavazos, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dave Richert, Scottsdale
- Randy Oliver, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- # Lloyce Robinson, Youngtown
- * John Halikowski, ADOT
- David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

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

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2010

SUBJECT:

Consultation on Proposed Transportation Conformity Processes for the 2010 MAG Conformity Analysis

SUMMARY:

Federal and State conformity regulations require that Metropolitan Planning Organizations consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the transportation improvement program and transportation plan. On March 2, 2010, MAG distributed for interagency consultation the conformity processes on the selection of proposed models, associated methods, and assumptions, identification of exempt projects, and ensuring the timely implementation of transportation control measures. The proposed processes will be applied beginning with the upcoming conformity analysis for the FY 2011-2015 MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan 2010 Update. Comments regarding this material are requested by March 26, 2010.

PUBLIC INPUT:

An opportunity for public comment was provided at the March 10, 2010 Management Committee meeting and no public comments were received. On March 11, 2010, MAG received comments from the Arizona Department of Transportation on the brief discussion in the document related to daily transit ridership, taking emission reduction credit for light rail and transit, and the evaluation of Transportation Control Measures in the conformity analysis process.

PROS & CONS:

PROS: Interagency consultation on the transportation conformity processes provides required notification to the planning agencies.

CONS: The consultation on transportation conformity requires additional time in the development of the FY 2011-2015 MAG Transportation Improvement Program and the MAG Regional Transportation Plan 2010 Update.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 2010 MAG Conformity Analysis will be based upon the latest planning assumptions and EPA-approved emissions models.

POLICY: The consultation for the conformity processes is being conducted in accordance with federal regulations and MAG Conformity Consultation Processes adopted by the Regional Council.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the March 10, 2010 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

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

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

CONTACT PERSON:

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

March 2, 2010

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

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON PROPOSED TRANSPORTATION CONFORMITY
PROCESSES FOR THE 2010 MAG CONFORMITY ANALYSIS

The Maricopa Association of Governments is distributing for interagency consultation the proposed transportation conformity processes to be applied beginning with the upcoming conformity analysis for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update. Consultation on the proposed processes is required under MAG conformity consultation procedures that were developed to meet state and federal requirements. Please provide any comments regarding this material by March 26, 2010. Additional opportunities for comment on this consultation item are anticipated at the March 10, 2010 MAG Management Committee and March 31, 2010 MAG Regional Council meetings.

The following information is being transmitted for consultation:

- Attachment A documents the models, associated methods, and assumptions to be used in regional emissions analyses.
- Attachment B documents the process for ensuring timely implementation of transportation control measures.
- Attachment C documents the process for types of projects considered exempt from conformity requirements.

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

Attachments

cc: Ira Domsy, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

DRAFT

**MODELS, ASSOCIATED METHODS, AND ASSUMPTIONS FOR USE IN
REGIONAL EMISSIONS ANALYSES**

In accordance with the transportation conformity rule 40 CFR 93.105(c)(1)(i), the Maricopa Association of Governments (MAG) is conducting interagency consultation on the models, associated methods, and assumptions to be applied beginning with the regional emissions analysis for a conformity determination on the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update (RTP). MAG conducts consultation on the models, associated methods, and assumptions for use in regional emissions analyses at the outset of the process to prepare a conformity analysis for a new TIP and RTP.

In February 1996, the MAG Regional Council adopted conformity consultation processes in response to federal and state requirements (MAG, 1996a). The MAG process M-1 directly addresses the requirement for periodic consultation on models, associated methods, and assumptions to be used in hot-spot analyses and regional emissions analyses. The process indicates that regional emissions analyses are to use the latest United States Environmental Protection Agency (EPA) approved motor vehicle emissions models and that all model inputs use the latest planning assumptions as required in 40 CFR Sections 93.110-111.

Consultation on the 2010 MAG Conformity Analysis is being conducted with the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, Valley Metro Rail, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, United States Environmental Protection Agency, and MAG member agencies (e.g. Maricopa County, cities, towns, and Indian communities).

The following sections describe the proposed approach for regional emissions analyses, including the methodology, latest planning assumptions, transportation modeling, and air quality modeling to be applied for the 2010 MAG Conformity Analysis.

I. PROPOSED METHODOLOGY FOR THE 2010 MAG CONFORMITY ANALYSIS

The criteria for determining conformity of transportation programs and plans under the federal conformity rule (40 CFR Parts 51 and 93) and the applicable conformity tests for the Maricopa County nonattainment and maintenance areas are summarized in this section. The 2010 MAG Conformity Analysis will be prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by a summary of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years.

FEDERAL AND STATE CONFORMITY RULES

Clean Air Act Amendments

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and Metropolitan Planning Organizations (MPOs) not approve any transportation project, program, or plan which does not conform with the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The expanded Section 176(c) also provided conditions for approval of transportation plans, programs, and projects; requirements that the Environmental Protection Agency promulgate conformity determination criteria and procedures no later than November 15, 1991; and a requirement that States submit their conformity procedures to EPA by November 15, 1992. The initial November 15, 1991 deadline for conformity criteria and procedures was not met by EPA.

Federal Rule

Supplemental interim conformity guidance was issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter less than or equal to ten microns in diameter. The applicable period of this guidance was designated as Phase 1 of the interim period. EPA subsequently promulgated the Conformity Final Rule, in the November 24, 1993 *Federal Register* (EPA, 1993). The Rule became effective on December 27, 1993. The federal Transportation Conformity Final Rule has been revised several times since its initial release. The first set of amendments, finalized on August 7, 1995, (EPA, 1995a) aligned the dates of conformity lapses due to SIP failures with the application of Clean Air Act highway sanctions for certain ozone areas and all areas with disapproved SIPs with a protective finding.

The second set of amendments was finalized on November 14, 1995 (EPA, 1995b). This set allowed any transportation control measure (TCM) from an approved SIP to proceed during a conformity lapse, and aligned the date of conformity lapses with the date of application of Clean Air Act highway sanctions for any failure to submit or submissions of an incomplete control strategy SIP. The second set also corrected the nitrogen oxides provisions of the transportation conformity rule consistent with the Clean Air Act and previous commitments made by EPA. Finally, the amendments extended the grace period for areas to determine conformity to a submitted control

strategy SIP, and established a grace period for determining conformity on transportation plans and programs in recently designated nonattainment areas. This grace period was later overturned in *Sierra Club v. EPA* in November 1997.

The third set of amendments was finalized August 15, 1997 (EPA, 1997a). These amendments streamlined the conformity process by eliminating the reliance on the classification system of “Phase II interim period,” “transitional period,” “control strategy period,” and “maintenance period” to determine whether the budget test and/or emission reduction tests apply. The amendments also changed the time periods during which the budget test and the “Build/No Build” test are required.

To incorporate provisions from the *Sierra Club v. EPA* court decision, EPA promulgated an amendment to the transportation conformity rule on April 10, 2000 that eliminated a one-year grace period for new nonattainment areas before conformity applies (EPA, 2000a). Then on August 6, 2002, the EPA promulgated an amendment to the transportation conformity rule which requires conformity to be determined within 18 months of the effective date of the EPA *Federal Register* notice on a budget adequacy finding in an initial SIP submission and established a one-year grace period before conformity is required in areas that are designated nonattainment for a given air quality standard for the first time (EPA, 2002b).

On July 1, 2004, EPA published the final rule, Transportation Conformity Rule Amendments for the New Eight-Hour Ozone and PM-2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments - Response to Court Decision and Additional Rule Changes (EPA, 2004a). The rule describes transportation conformity requirements for the new eight-hour ozone and fine particulate matter (PM-2.5) standards. The rule also incorporates existing EPA and United States Department of Transportation (U.S. DOT) guidance that implements the March 2, 1999, court decision and provides revisions that clarify the existing regulation and improve its implementation. On July 20, 2004, EPA issued a *Federal Register* notice that corrects two errors in the preamble to the July 1, 2004 final rule.

On February 14, 2006, EPA and U.S. DOT jointly issued guidance on the implementation of the transportation conformity-related provisions from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The transportation bill, which became law on August 10, 2005, made several changes to the transportation conformity provisions in Section 176(c) of the Clean Air Act. On January 24, 2008, EPA issued a final rule on the transportation conformity amendments to implement the conformity provisions contained in SAFETEA-LU (EPA, 2008a). A summary of the key conformity provisions are:

- Additional time is provided for areas to redetermine conformity of existing transportation plans and programs from 18 months to two years after the date that EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.

- The requirement for frequency of conformity determinations on updated transportation plans and programs is changed from three to four years, except when the MPO elects to update a transportation plan or program more frequently, or when the MPO is required to determine conformity after EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.
- Conformity determinations for transportation plans shall include the final year of the transportation plan as a horizon year, or optionally, after consultation with the air pollution control agency and the public and consideration of comments, the MPO may elect the longest of the following periods: the first 10-year period of the transportation plan; the latest year in the implementation plan that contains a motor vehicle emissions budget; the year after the completion date of a regionally significant project if the project is included in the transportation improvement program or the project requires approval before the subsequent conformity determination.

In addition, if the MPO elects to determine conformity for a period less than the last horizon year of the transportation plan, the conformity determination must include a regional emissions analysis for the last year of the transportation plan and for any year shown to exceed emission budgets from a previous conformity determination, for information only. The analysis years selected for the 2010 MAG Conformity Analysis are described later in this section, and include the last year of the MAG Regional Transportation Plan 2010 Update.

- Allows the substitution of transportation control measures in an implementation plan that achieve equivalent or greater emissions reductions than the control measure to be replaced and that are consistent with the schedule provided for control measures in the plan. The substitution or addition of a transportation control measure shall not require a new conformity determination for the transportation plan or a revision of the implementation plan.
- An additional 12 month grace period is provided after a missed deadline before conformity lapses on a transportation plan or program. This provision applies to two types of conformity determination deadlines: the deadline resulting from the requirement to determine conformity for the transportation plan and program at regular intervals and the deadlines resulting from the requirement for a conformity redetermination within two years of an EPA action approving or finding a motor vehicle emissions budget adequate.
- Requires a conformity SIP amendment addressing requirements from Title 40 CFR sections 93.105, 93.122(a)(4)(ii), and 93.125(c) of the federal transportation conformity regulations.

In addition, on April 5, 2006 EPA rules became effective for establishing criteria for determining which transportation projects must be analyzed for particulate emissions impacts in PM-2.5 and PM-10 nonattainment and maintenance areas.

State Rule

State rules for transportation conformity were adopted on April 12, 1995, by the Arizona Department of Environmental Quality (ADEQ), in response to requirements in Section 176(c)(4)(C) of the Clean Air Act as amended in 1990 (ADEQ, 1995). These rules became effective upon their certification by the Arizona Attorney General on June 15, 1995 and, as required by the federal conformity rule, were submitted to EPA as a revision to the State transportation conformity SIP.

To date, a State transportation conformity SIP has not received approval by EPA. Section 51.390(b) of the federal conformity rule states: “Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures.” The federal transportation conformity rule therefore still governs, as a transportation conformity SIP has not yet been approved for this area.

The State rule specifies that MPOs (i.e., MAG, for this region) must develop specific conformity guidance and consultation procedures and processes. MAG has developed and adopted two conformity guidance documents to meet State requirements. MAG developed the “Transportation Conformity Guidance and Procedures” document, which was adopted initially on September 27, 1995 by the MAG Regional Council. The document was revised by the MAG Regional Council on March 27, 1996 (MAG, 1996b). This guidance document addresses both the determination of “regional significance” status for individual transportation projects, and the process by which regionally significant projects may be approved.

MAG also developed the “Conformity Consultation Processes” document, which was adopted on February 28, 1996 by the MAG Regional Council (MAG, 1996a). This guidance document details the public and interagency consultation processes to be used in the development of regional transportation plans, programs, and projects within the Maricopa County nonattainment area.

Case Law

On November 14, 1997, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Sierra Club v. EPA* involving the 1995 transportation conformity amendment that allowed new nonattainment areas a one-year grace period. Under this ruling, conformity applied as soon as an area was designated nonattainment. The EPA issued a final rule on April 10, 2000 in the *Federal Register* deleting 40 CFR 93.102(d) that allowed the grace period for new nonattainment areas (EPA, 2000a). Then, on October 27, 2000, the FY 2001 EPA Appropriations bill included an amendment to Section 176(c) of the Clean Air Act that adds the one-year grace period to the statutory language.

On March 2, 1999, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Environmental Defense Fund v. EPA* involving the 1997 transportation conformity amendments. In general, the court struck down 40 CFR 93.120(a)(2) which permitted a 120-day grace period after

disapproval of a SIP; determined that the EPA must approve a “safety margin” prior to its use for conformity in 40 CFR 93.124(b); concluded that a submitted SIP budget must be found by EPA to be adequate, based on criteria found in 40 CFR 93.118(e)(4) before it can be used in a conformity determination; and ended a provision that allowed “grandfathered” projects to proceed during a conformity lapse.

Following the court ruling, the EPA and U.S. DOT issued guidance to address implementation of conformity requirements based on the court findings. The EPA issued guidance contained in a May 14, 1999 memorandum (EPA, 1999b). In addition, the U.S. DOT issued guidance on June 18, 1999 that incorporates all U.S. DOT guidance in response to the court decision in a single document (U.S. DOT, 1999). On July 1, 2004, transportation conformity rule amendments were published in the *Federal Register* to incorporate provisions of the *Environmental Defense Fund v. EPA* court decision.

On October 20, 2006, the U.S. Court of Appeals for the District of Columbia filed an opinion vacating a provision of the transportation conformity rule at 40 CFR 93.109(e)(2)(v) that allowed areas to use the interim emission tests instead of the one-hour budgets. All other provisions regarding the use of the interim emissions tests remain unaffected by the court decision. Table A-1 summarizes the criteria for conformity determinations for transportation projects, programs, and plans, as specified in amendments to the federal conformity rule.

CONFORMITY RULE REQUIREMENTS

The federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

- 1) *Conformity Tests* — Sections 93.118 and 93.119 specify emission tests (budget and interim emissions) that the TIP and RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity rule issued in January 2008 requires a submitted SIP motor vehicle emissions budget to be affirmed as adequate by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA’s finding of adequacy.

- 2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins, which is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation.” (EPA, 2008b) This section of the conformity rule also requires reasonable assumptions to be made regarding transit service and changes in projected fares.

TABLE A-1
CONFORMITY CRITERIA FROM THE FINAL RULE

Applicability	Pollutant	Section	Requirement
All Actions at All Times	CO, Ozone, PM-10	93.110	Latest Planning Assumptions
		93.111	Latest Emissions Model
		93.112	Consultation
Transportation Plan (RTP)	CO, Ozone, PM-10	93.113(b)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
TIP	CO, Ozone, PM-10	93.113(c)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
Project (From a Conforming Plan and TIP)	CO, Ozone, PM-10	93.114	Currently Conforming Plan and TIP
		93.115	Project From a Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
Project (Not From a Conforming Plan or TIP)	CO, Ozone, PM-10	93.113(d)	TCMs
		93.114	Currently Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
	CO, Ozone, PM-10	93.118 and/or 93.119	Emissions Budget and/or Interim Emissions

Source: Adapted from (EPA, 2008b), Section 93.109(b), "Table 1 - Conformity Criteria".

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis.

- 3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP and RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation.
- 4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the federal regulations. These include:
 - MAG is required to provide reasonable opportunity for consultation with local air quality and transportation agencies, state air and transportation agencies, and the U.S. DOT and EPA (Section 93.105(c)(1)).
 - MAG is required to establish a proactive public involvement process which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

Under the interagency consultation procedures, the RTP is prepared by MAG staff with guidance from the MAG Transportation Policy Committee, the MAG Management Committee, and the MAG Regional Council. Copies of the final Draft are provided to MAG member agencies and others, including the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), ADEQ, Regional Public Transportation Authority (RPTA), Valley Metro Rail, City of Phoenix Public Transit Department, Pinal County Air Quality Control District (PCAQCD), Central Arizona Association of Governments (CAAG), Maricopa County Air Quality Department (MCAQD), and EPA. The RTP is required to be publicly available and an opportunity for public review and comment is provided.

The TIP is prepared by MAG staff with the assistance of the MAG modal committees, Transportation Review Committee, and Transportation Policy Committee. Copies of the Draft TIP are provided to MAG member agencies and others, including FTA, FHWA, ADOT, ADEQ, RPTA, Valley Metro Rail, City of Phoenix Public Transit Department, MCAQD, CAAG, PCAQCD, and EPA for review. As with the RTP, the TIP is required to be publicly available and an opportunity for public review and comment is provided.

AIR QUALITY DESIGNATIONS

Portions of Maricopa County are currently designated as nonattainment or maintenance for the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), eight-hour ozone, and particulate matter less than or equal to ten microns in diameter (PM-10). Air quality plans have been prepared to address carbon monoxide, one-hour ozone, eight-hour ozone, and PM-10:

- The Revised MAG 1999 Serious Area Carbon Monoxide Plan, reflecting the repeal of the remote sensing program by the Arizona Legislature in 2000, was submitted to EPA in March 2001 and approved by EPA effective April 8, 2005;
- The Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in June 2003 and approved by EPA effective April 8, 2005;
- The EPA approved and promulgated a Revised 1998 15 Percent Rate of Progress Plan for Ozone (Revised ROP FIP) for the Maricopa County nonattainment area, effective August 5, 1999;
- The Serious Area Ozone State Implementation Plan for Maricopa County was prepared by ADEQ and submitted to EPA in December 2000 to meet the Serious Area requirements. No budget is contained in the Serious Area Ozone Plan. EPA approved the Serious Area Ozone Plan, effective June 14, 2005;
- The One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004 and approved by EPA effective June 14, 2005;
- The MAG Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to EPA by June 15, 2007;
- The Revised MAG 1999 Serious Area Particulate Plan for PM-10 was submitted to EPA in February 2000 and approved by EPA effective August 26, 2002; and
- The MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA by December 31, 2007.
- The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area was submitted to EPA in March 2009.

The boundaries of the nonattainment and maintenance areas are identified below, followed by a summary of the attainment status for each pollutant for the Maricopa County region.

Nonattainment and Maintenance Boundaries

Nonattainment and maintenance areas in Maricopa County are shown in Figure A-1. The carbon monoxide maintenance boundary, encompasses 1,814 square miles (approximately 20 percent) of the county. This boundary was originally specified in 1974.

On March 9, 2005, EPA published a final rule redesignating portions of Maricopa County to attainment for carbon monoxide and also removed the Gila River Indian Community from the Maricopa County maintenance area, effective April 8, 2005 (EPA, 2005a).

Portions of the Maricopa County area, including the Gila River Indian Community, were designated nonattainment for one-hour ozone in September 1979. On June 14, 2005, EPA redesignated the area to attainment for one-hour ozone. The associated designations and classifications for the one-hour standard were revoked on June 15, 2005. On November 10, 2005, EPA published a direct final rule to correct the boundary of the Phoenix metropolitan one-hour ozone nonattainment area to exclude a portion of the Gila River Indian Community, effective January 9, 2006.

On April 15, 2004, EPA designated an eight-hour ozone nonattainment area located mainly in Maricopa County and Apache Junction in Pinal County. On April 30, 2004, EPA published the air quality designations and classifications for the eight-hour ozone standard that includes T1N, R8E and sections 1 through 12 of T1S, R8E in Pinal County (EPA, 2004b). As shown in Figure A-1, the eight-hour boundary excludes the Gila River Indian Community. The eight-hour ozone nonattainment area covers approximately 4,880 square miles.

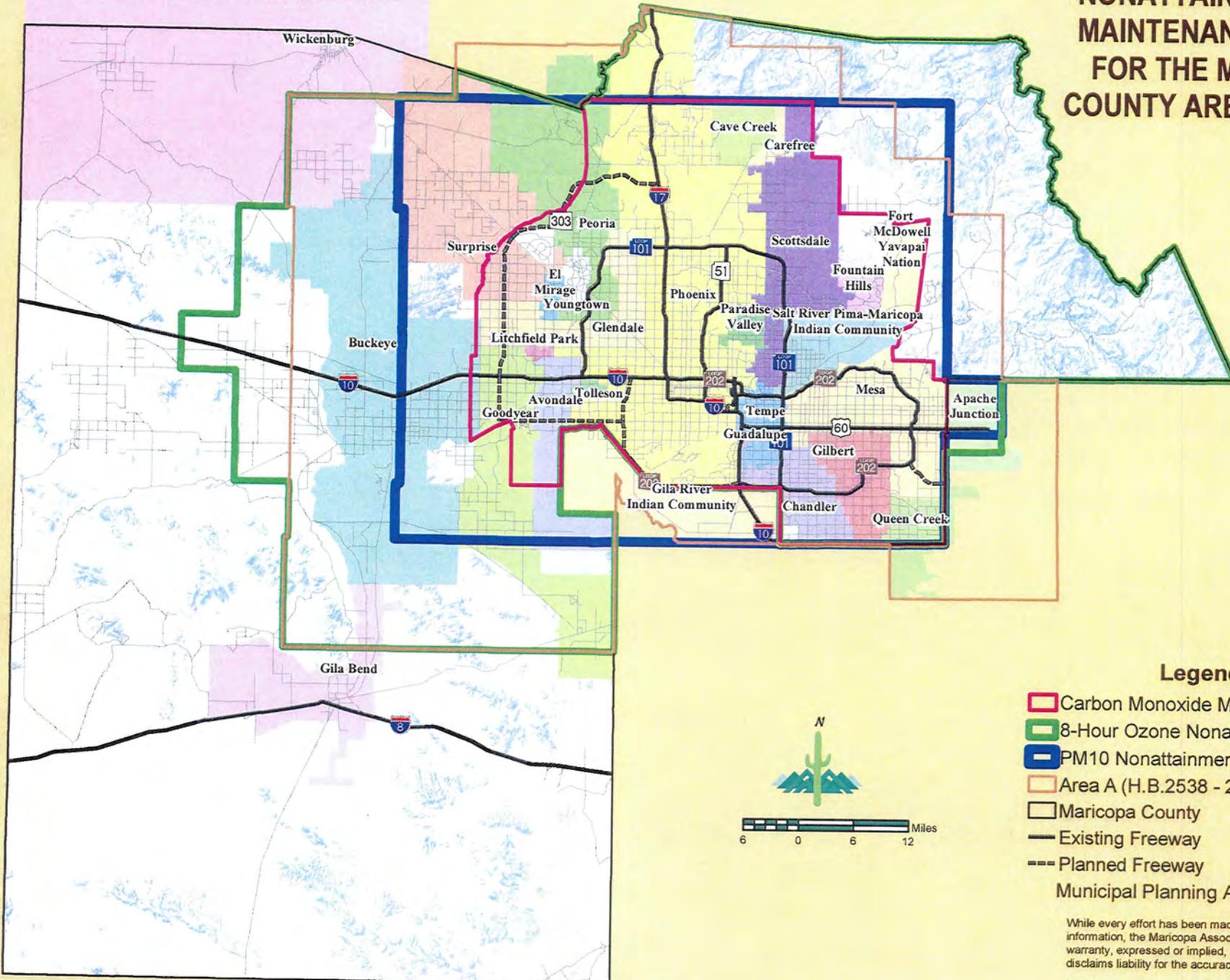
Following promulgation of the PM-10 standard in 1987, EPA identified a larger PM-10 nonattainment area in 1990. The PM-10 nonattainment area encompasses 2,916 square miles, consisting of a 48 by 60 mile rectangular grid encompassing eastern Maricopa County, plus a six by six mile section that includes a portion of the City of Apache Junction in Pinal County.

Attainment Status

Following the requirements of the 1990 Clean Air Act Amendments, EPA initially classified the MAG region as a “Moderate” nonattainment area for the eight-hour CO standard, with a design value of 12.6 parts per million (ppm), exceeding the current NAAQS of 9.0 ppm. The standard was not achieved by the Clean Air Act deadline of December 31, 1995. The area was reclassified to “Serious” by operation of law in July 1996, with an effective date of August 28, 1996 (EPA, 1996b). The new carbon monoxide attainment date was December 31, 2000. No violations of the carbon monoxide standard have occurred since 1996. The State, in a July 23, 1999 letter, requested a carbon monoxide attainment determination from the EPA.

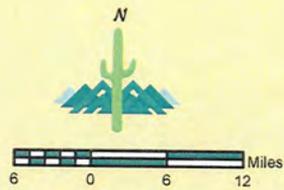
In June 2003, the MAG Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA. The CO Maintenance Plan demonstrated that all Clean Air Act requirements had been met and requested that EPA redesignate

FIGURE A-1: AIR QUALITY NONATTAINMENT AND MAINTENANCE AREAS FOR THE MARICOPA COUNTY AREA, ARIZONA



Legend

- Carbon Monoxide Maintenance Area
- 8-Hour Ozone Nonattainment Area
- PM10 Nonattainment Area
- Area A (H.B.2538 - 2001)
- Maricopa County
- Existing Freeway
- Planned Freeway
- Municipal Planning Areas shaded



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the area to attainment for carbon monoxide. On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the Carbon Monoxide Maintenance Plan, effective April 8, 2005 (EPA, 2005a).

Under the 1990 Clean Air Act Amendments, the Maricopa County nonattainment area was classified as “Moderate” for the one-hour ozone standard. The standard was not achieved by the deadline of November 19, 1996. On November 6, 1997, EPA reclassified the area to “Serious” for ozone (EPA, 1997b), effective February 13, 1998 (EPA, 1998). The new ozone attainment date was November 19, 1999. Prior to EPA’s revocation of the one-hour ozone standard in 2005, no violations of the standard had occurred since 1996. The State, in a February 21, 2000 letter, requested an ozone attainment determination. On May 30, 2001, the Environmental Protection Agency published a final attainment determination for the one-hour ozone standard (EPA, 2001a).

The MAG One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004. The MAG One-Hour Ozone Maintenance Plan demonstrated that all Clean Air Act requirements had been met and requested that EPA redesignate the area to attainment for one-hour ozone (MAG, 2004). On June 14, 2005, EPA published the final rule in the *Federal Register* approving the One-Hour Ozone Maintenance Plan and redesignating the one-hour ozone area to attainment (EPA, 2005b). EPA revoked the one-hour ozone standard on June 15, 2005.

On April 30, 2004, EPA published the final rule designating eight-hour ozone nonattainment areas, effective June 15, 2004. The eight-hour ozone nonattainment area in Maricopa and Pinal Counties is classified under Section D, Subpart 1, of the Clean Air Act referred to as “Basic” nonattainment, with an attainment date of June 15, 2009. The boundary of the eight-hour ozone nonattainment area is shown in Figure A-1. The MAG 2007 Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to the EPA by June 15, 2007. The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area was submitted to EPA in March 2009.

Under Section 107(d)(4) of the 1990 Clean Air Act Amendments, the PM-10 nonattainment area was initially classified as “Moderate,” with an attainment deadline of December 31, 1994. The standard was not achieved by this date. EPA reclassified the region to “Serious” in May 1996, with an effective date of June 10, 1996 (EPA, 1996a). The new attainment date for PM-10 was December 31, 2001 for Serious areas; however the Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area contained a request to extend the attainment date to December 31, 2006, as allowed in the Clean Air Act Amendments (MAG 2000a). In the July 25, 2002 *Federal Register*, the Environmental Protection Agency published the final approval of the Revised MAG 1999 Serious Area Particulate Plan for PM-10, including the request to extend the attainment date to December 31, 2006.

On May 25, 2007, EPA issued a final rule finding that the Maricopa County nonattainment area did not attain the PM-10 standard by December 31, 2006. In accordance with Section 189(d) of the Clean Air Act, MAG prepared a Five Percent Plan for PM-10 that was submitted to EPA by December 31, 2007 (MAG, 2007b).

In addition, on July 18, 1997 EPA promulgated federal air quality standards for PM-2.5. On January 5, 2005, EPA published a notice designating the region as an attainment area for PM-2.5, effective April 5, 2005.

CONFORMITY TEST REQUIREMENTS

Specific conformity test requirements established for the carbon monoxide maintenance area and the eight-hour ozone and PM-10 nonattainment areas are summarized below. The Carbon Monoxide Redesignation Request and Maintenance Plan, submitted to EPA in June 2003, contained 2006 and 2015 emissions budgets for carbon monoxide. These carbon monoxide budgets were found to be adequate by EPA on September 29, 2003. On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Carbon Monoxide Maintenance Plan, including the emissions budgets, effective April 8, 2005.

The MAG Eight-Hour Ozone Plan, submitted to EPA by June 15, 2007, contained 2008 conformity budgets for the ozone precursors, VOC and NOx. These emission budgets were found to be adequate by EPA, effective November 9, 2007.

The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan was submitted to EPA in March 2009. The maintenance plan established 2025 conformity budgets for VOC and NOx. These budgets will be used, if EPA finds them to be adequate before the time that the 2010 MAG Conformity Analysis begins. In this case, the 2025 conformity budgets for ozone precursors will be utilized in addition to the 2008 budgets established by the MAG 2007 Eight-Hour Ozone Plan.

The MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. This plan established a PM-10 conformity budget for the attainment year of 2010. The conformity budget was found to be adequate by EPA on July 1, 2008.

The descriptions of the conformity tests that will be performed for carbon monoxide, eight-hour ozone, and PM-10, as part of the 2010 MAG Conformity Analysis, are detailed below.

Carbon Monoxide

The MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in July 1999 (MAG, 1999). The MAG 1999 Serious Area Carbon Monoxide Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 411.6 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy effective

December 14, 1999 in the *Federal Register* finding that the submitted CO motor vehicle emissions budget contained in the MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 1999a).

The Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in March 2001 (MAG, 2001a). The Revised Plan reflected the repeal of the Random Onroad Testing Requirements (Remote Sensing Program) from the Vehicle Emissions Inspection Program by the Arizona Legislature in 2000. The Revised Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 412.2 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy in the *Federal Register* on October 17, 2001, finding that the submitted CO motor vehicle emissions budget contained in the Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 2001b). The new conformity budget for CO of 412.2 metric tons per day replaced the previous budget of 411.6 metric tons per day.

In June 2003, the Carbon Monoxide Redesignation Request and Maintenance Plan was submitted to EPA (MAG, 2003). The CO Maintenance Plan used the EPA-approved MOBILE6 emissions model to develop a 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day. EPA found the 2006 and 2015 budgets to be adequate for conformity purposes, effective October 14, 2003. The 2006 budget applies to horizon years from 2006 through 2014 and the 2015 budget, to horizon years after 2014. The regional emissions analysis projected for the TIP and RTP must be less than or equal to these budgets.

On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). In addition, on March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the MAG Carbon Monoxide Redesignation Request and Maintenance Plan as part of the redesignation of Maricopa County to an attainment area for carbon monoxide, effective April 8, 2005 (EPA, 2005a).

Eight-Hour Ozone

This section discusses the conformity test requirements for the Maricopa nonattainment area for eight-hour ozone (EPA, 2008b). Ozone is a secondary pollutant, generated by chemical reactions in the atmosphere involving volatile organic compounds (VOC) and nitrogen oxides (NO_x). The Eight-Hour Ozone Plan for the Maricopa Nonattainment Area (MAG, 2007a) establishes conformity budgets for VOC and NO_x in the modeled attainment year of 2008. The 2008 emissions budgets for the eight-hour ozone nonattainment area are 67.9 metric tons per day for VOC and 138.2 metric tons per day for NO_x. EPA published a *Federal Register* notice finding these budgets to be adequate, effective November 9, 2007. The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area (MAG, 2009a) was submitted to EPA in March 2009. The Maintenance Plan establishes conformity budgets for VOC and NO_x in the

modeled maintenance year of 2025. The 2025 emissions budgets for the eight-hour ozone nonattainment area are 43.8 metric tons per day for VOC and 101.8 metric tons per day for NOx. If EPA publishes a *Federal Register* notice finding these new ozone precursor budgets to be adequate, prior to the time that the 2010 MAG Conformity Analysis begins, both the 2008 and 2025 budgets for VOC and NOx will be used.

PM-10

As required by Clean Air Act Section 189(d), the MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. The Plan established a PM-10 emissions budget for onroad mobile sources in the modeled attainment year of 2010. The 2010 conformity budget for PM-10 in the Plan is 103.3 metric tons per day for the PM-10 nonattainment area. EPA published a *Federal Register* notice finding the PM-10 budget to be adequate, effective July 1, 2008.

Section 93.122(e)(2) of the federal conformity rule requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in a PM-10 plan. The motor vehicle emissions budget established in the MAG 2007 Five Percent Plan for PM-10 includes vehicle exhaust, tire wear, brake wear, reentrained dust from travel on paved roads, travel on unpaved roads, and road construction. Therefore, emissions from road construction will be included in the PM-10 estimates developed for this conformity analysis.

ANALYSIS YEARS

In selecting analysis years, the conformity rule requires that: (1) if the attainment year is in the time frame of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be an analysis year; and (3) analysis years may not be more than ten years apart. For the 2010 MAG Conformity Analysis, onroad mobile source emissions of carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), and PM-10 will be estimated for the analysis years 2010, 2015, 2025, and 2031.

The year 2010 will be modeled for PM-10, because the attainment date of December 31, 2010 in the Five Percent Plan for PM-10 (MAG, 2007b) is within the time frame of the FY 2011-2015 Transportation Improvement Program. The year 2010 will also be modeled for CO, VOC, and NOx, because it is less than ten years from the 2002 calibration year for the MAG transportation models. The year 2015 will be modeled for CO, because there is an EPA-approved emissions budget for the maintenance year of 2015 in the Carbon Monoxide Redesignation Request and Maintenance Plan (MAG, 2003). The year 2015 will also be modeled for VOC, NOx, and PM-10, because it is an intermediate year that meets the federal conformity requirement that analysis years be no more than ten years apart. The year 2025 will be modeled for VOC and NOx, because it is the maintenance year in the Eight-Hour Ozone Redesignation Request and Maintenance Plan (MAG, 2009a). The year 2025 will also be modeled for CO and PM-10, because it is an intermediate year that meets the

federal conformity requirement that analysis years be no more than ten years apart. The year 2031 will be modeled for all pollutants, since it is the last year of the Regional Transportation Plan.

II. LATEST PLANNING ASSUMPTIONS

The Clean Air Act states that “the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates.” On January 18, 2001, the U.S. DOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (U.S. DOT, 2001). In December 2008, EPA published revisions to the 2001 guidance entitled, “Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations” (EPA, 2008c).

Key elements of this guidance are identified below:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

The latest planning assumptions proposed for use in the 2010 MAG Conformity Analysis are summarized in Table A-3. The methodology and scheduled updates for the planning assumptions are discussed below.

The latest conformity regulations (EPA, 2008b) indicate that “the conformity determination... must be based upon the most recent planning assumptions in force at the time the conformity analysis begins...as determined through the interagency consultation process.” It is proposed that the “time that the conformity analysis begins” will be the day that the first traffic assignment (i.e., 2010, 2015, 2025, or 2031) has been submitted for travel demand modeling for the 2010 MAG Conformity Analysis. The latest planning assumptions and emissions models to be used are summarized in Table A-3.

TABLE A-3
LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under Governor's Executive Order 95-2, official County projections are updated every 5 years after a census. These official projections must be used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG has also developed a set of employment projections for Maricopa County that are consistent with the DES population projections. The MAG Regional Council approved subcounty socioeconomic projections consistent with the 2005 Census Survey in May 2007.	DRAM/EMPAL; SAM-IM	Official Maricopa County socioeconomic projections based on Arizona Department of Commerce (DOC) county projections may be approved by the MAG Regional Council after the 2010 U.S. Census.
Traffic Counts	The highway models were validated in 2010 using approximately 2,200 traffic counts collected in 2006-2008.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	The highway models were calibrated in 2006 using the 2001 home interview survey. The base year for the calibration was 2002. The transit models were re-calibrated in 2008-2009 based on data from the 2007 on-board bus survey.	TransCAD	The FY 2008 Unified Planning Work Program (UPWP) contained \$300,000 for an External Travel Survey and \$750,000 for a Household Travel Survey. MAG received this data in early 2010 and will re-calibrate the highway models by 2011.
Speeds	The highway models were validated in 2010 using travel time survey data collected in 2007.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models.
Vehicle Registrations	July 2009 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT in MOBILE6 format.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

POPULATION AND EMPLOYMENT

In accordance with the Arizona Governor's Executive Order 95-2, the population projections used for all State agency planning purposes are updated every five years after a decennial or mid-decennial census. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County population projections. MAG allocated the DES projections for Maricopa County to TAZs using the DRAM/EMPAL and Subarea Allocation Model-Information Manager (SAM-IM) land use models. MAG has also used the DRAM/EMPAL and SAM-IM models to develop a set of employment projections for Maricopa County that are consistent with the DES population projections.

The travel and speed estimates for the analysis years in the 2010 MAG Conformity Analysis will be based on the Maricopa County subcounty population and employment projections that are consistent with the 2005 U.S. Census Survey data. These subcounty socioeconomic projections were approved by the MAG Regional Council in May 2007.

Methodology

DES prepared the official Arizona population projections by county, using census data as the base. MAG used official DES population projections consistent with the 2005 U.S. Census Survey for Maricopa County. These population and employment projections for Maricopa County were distributed to smaller geographic areas by MAG using the latest available data and state-of-the-art land use models. The nationally-recognized DRAM/EMPAL model was used to allocate county projections of households and employment to regional analysis zones (RAZs) based upon the pre-existing location of these activities, land consumption, and transportation system accessibility. The allocation of population and employment from RAZs to one-acre grids was accomplished with a GIS-based model called SAM-IM which assesses the suitability of each grid for development based on measures such as adjacent land use, highway access, and proximity to other development.

Population and employment at the one-acre level is aggregated to TAZs using SAM-IM. The Maricopa County population and employment control totals were approved by the MAG Regional Council in December 2006. The subcounty socioeconomic projections developed with the DRAM/EMPAL and SAM-IM models were approved by the MAG Regional Council in May 2007.

Next Scheduled Update

In December 2007, the DES Population Statistics Unit was transferred to the Arizona Department of Commerce (DOC). The next update of the TAZ socioeconomic projections will be based on the official Arizona Department of Commerce county-level projections, required by Executive Order 95-2. It is anticipated that the next set of DOC projections will occur after the 2010 U.S. Census.

TRAFFIC COUNTS

The highway traffic volumes estimated by the travel demand models were validated in 2010, using approximately 2,200 traffic counts collected in 2006-2008. Use of the most recent traffic counts to validate the models is consistent with the federal conformity guidance which strongly encourages areas to update the planning assumptions for network-based travel models at least every five years (EPA, 2008c).

Methodology

MAG uses TransCAD software to perform travel demand modeling. TransCAD provides a geographic information systems (GIS) interface that facilitates transportation modeling. The MAG transportation models follow a traditional four-step process: trip generation, trip distribution, mode choice, and traffic/transit assignment. Trip generation determines the number of person trips produced and attracted by traffic analysis zone. Trip distribution links the productions and attractions by TAZ. The nested logit mode choice model determines the number of person trips allocated to automobile and transit modes. The mode choice model is sensitive to highway and transit travel times, as well as pricing variables. Highway and transit route choice is determined in the assignment step, based on operating costs, travel times, and distances. Capacity-restrained traffic assignments are performed for the AM peak period, midday, the PM peak period, and nighttime. A feedback loop between traffic assignment and trip distribution is utilized to achieve near-equilibrium highway speeds. The transportation models are documented in the MAG Travel Demand Model Documentation (MAG, 2009c).

Next Scheduled Update

Comprehensive traffic counts are typically collected by MAG every 2-4 years, if funding is available.

VEHICLE MILES OF TRAVEL

The MAG transportation models that estimate highway traffic were re-calibrated in 2006 based on a 2001 household travel survey. The base year for the model calibration was 2002. The models that estimate transit ridership were re-calibrated in 2008-2009, based on a 2007 on-board bus survey. The transportation models simulate peak and daily traffic volumes on more than 30,000 highway links, as well as the transit trips on bus and light rail routes. Vehicle miles of travel (VMT) by link, output by the highway assignment process, are input to the emissions models used in conformity.

Transportation model estimates of vehicle volumes are validated using actual traffic counts. In early 2010, the MAG transportation models were validated against approximately 2,200 traffic counts collected in 2006-2008. Table A-4 summarizes the validation results by area type for freeways and arterials. Both the R-squared (R^2) and Root Mean Square Error (RMSE) statistics indicate that there is a good fit between transportation model-estimated 2008 weekday traffic volumes and traffic count data collected in 2006-2008.

TABLE A-4
 AGGREGATED MODEL VALIDATION RESULTS
 MODEL-ESTIMATED 2008 WEEKDAY VOLUMES VS. 2006-2008 TRAFFIC COUNTS

	Freeways and Arterials	
Area Type	R²	% RMSE
CBD	0.985	19.3%
Outlying CBD	0.970	28.0%
Mixed Use	0.928	39.8%
Suburban	0.922	42.2%
Rural	0.963	46.9%
All	0.958	35.5%

In previous MAG conformity analyses, transportation model estimates of VMT were reconciled with the VMT reported by the Highway Performance Monitoring System (HPMS) in order to comply with Section 93.122(b) of the Transportation Conformity Regulations (EPA, 2008b). These regulations require that regional emissions analyses in serious, severe, and extreme ozone nonattainment areas and serious carbon monoxide nonattainment areas, with urbanized area populations over 200,000, meet certain network-based modeling requirements, including reconciliation of modeled VMT with HPMS.

Due to EPA approval of the MAG Carbon Monoxide and One-Hour Ozone Redesignation Request and Maintenance Plans in 2005, the Maricopa area is no longer a Serious nonattainment area for carbon monoxide or one-hour ozone. In addition, the area is not currently classified as a serious, severe or extreme nonattainment area for the 1997 eight-hour ozone standard and has not violated this standard since 2005. In the future, if the Maricopa area is classified as serious, severe or extreme for a more stringent eight-hour ozone standard, the VMT estimated by the transportation models will be reconciled against HPMS VMT for the most recent model calibration year.

As indicated above, the requirements of Section 93.122(b) no longer apply to the Maricopa area and reconciliation of modeled VMT with HPMS is not required for the 2010 MAG Conformity Analysis. However, it is important to note that the most recent comparison of model-estimated and HPMS VMT for the travel demand model calibration year of 2002 concluded that the model and HPMS VMT estimates for the PM-10 nonattainment area were nearly identical and factoring of the model outputs was not necessary (MAG, 2007c).

Next Scheduled Update

The MAG FY 2008 Unified Planning Work Program programmed \$300,000 for an External Travel Survey and \$750,000 to conduct a Household Travel Survey. This survey data became available in early 2010 and will be utilized to re-calibrate the transportation models by 2011.

SPEEDS

Speeds obtained from the capacity-restrained traffic assignments are “fed-back” in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until AM peak period trip tables and link volumes are in equilibrium (root mean square error of five percent or less). In addition to vehicle miles of travel, the MAG transportation models calculate system performance measures such as vehicle hours of travel and volume to capacity ratios.

Periodically, MAG conducts speed studies to compare model-estimated speeds with empirical data. The FY 2007 MAG Unified Planning Work Program contained \$500,000 to conduct a Regional Travel Speed Study. Data from this 2007 speed study were used to update the speeds estimated by the MAG transportation models in 2010, as discussed below.

Methodology

MAG used the 2007 Travel Speed Study and ADOT freeway detector data to improve the speed estimates produced by the transportation models. Comparisons of 2008 transportation model-estimated speeds with speeds obtained from the MAG 2007 Regional Travel Time and Speed Study (MAG, 2008) are illustrated in Figures A-2 through A-5. Estimated versus observed speeds by area type for the A.M. peak period (6 A.M. to 9 A.M.) are shown in Figures A-2 and A-3 for arterials and freeways, respectively. A similar comparison during the off-peak period (9 A.M. to 3 P.M.) is provided in Figures A-4 and A-5.

In the transportation modeling area, the TransCAD-estimated speeds for arterials and freeways are within thirteen percent of the observed peak and off-peak speeds for all areas types, with the exception of the freeway speed in the Outlying CBD during the off-peak period, where the modeled speed is 19 percent below the observed speed. Overall, the model-estimated A.M. peak speed is three miles per hour higher than the observed speed on arterials and one mile per hour higher on freeways. During the off-peak period, the average model-estimated speed is one mile per hour higher than the observed speed for arterials and four miles per hour lower for freeways. These figures indicate that the model-estimated speeds are in reasonable agreement with observed arterial and freeway speeds during the peak and off-peak periods.

Next Scheduled Update

Typically, MAG has conducted travel speed studies every five years, if funding is available.

VEHICLE REGISTRATIONS

Vehicle registrations for July 2009 are the latest provided to MAG by the Motor Vehicle Division of the Arizona Department of Transportation (ADOT). In the 2010 MAG Conformity Analysis, the July 2009 registrations will be input to MOBILE6.2 to estimate VOC, NOx, and PM-10 emissions. MOBILE6 will derive the registrations for estimating wintertime CO emissions from the July 2009 registrations. The vehicle registration data provided by ADOT has been converted to MOBILE6 format. MAG will use newer vehicle registration data when provided by ADOT in the format required by the MOBILE6 emissions model.

IMPLEMENTATION MEASURES

In the 2010 MAG Conformity Analysis, emissions reduction credit will be assumed for the committed measures in the applicable SIPs, including the measures shown in Table A-5. The emission reductions assumed for these committed measures will reflect the latest implementation status of all measures for which emission reduction credits were assumed in the applicable SIPs.

FIGURE A-2
ESTIMATED VS. OBSERVED A.M. PEAK SPEEDS ON ARTERIALS

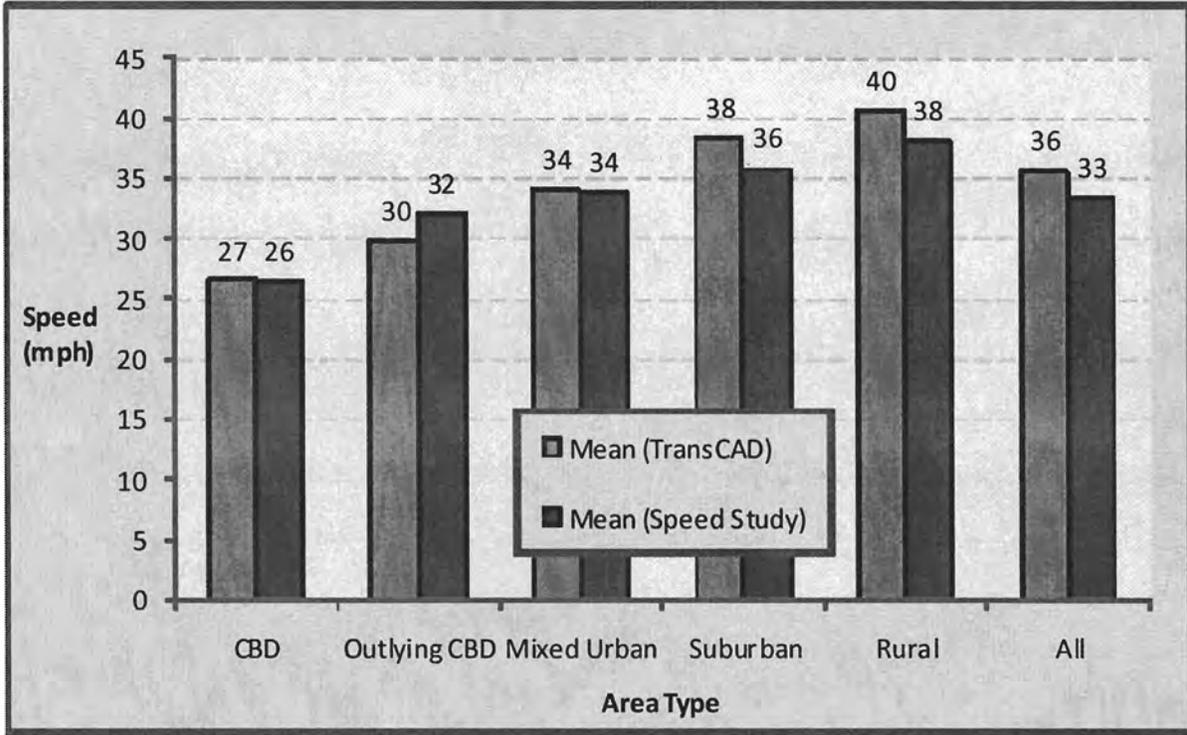


FIGURE A-3
ESTIMATED VS. OBSERVED A.M. PEAK SPEEDS ON FREEWAYS

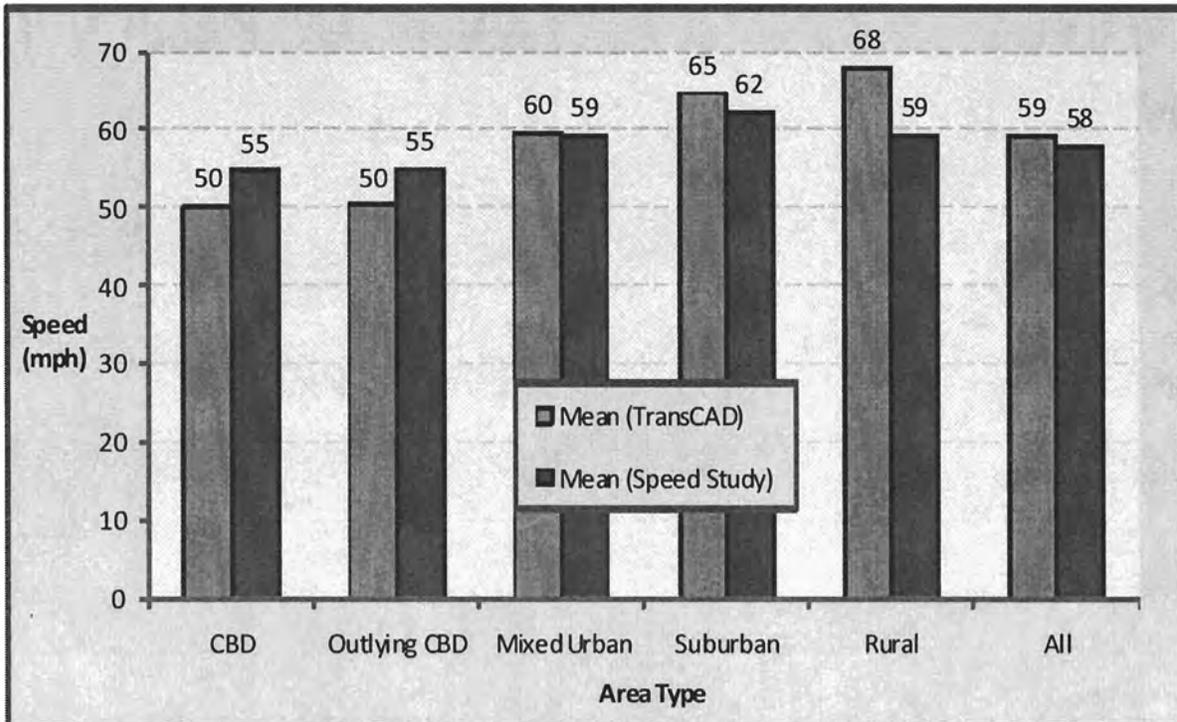


FIGURE A-4
ESTIMATED VS. OBSERVED OFF-PEAK SPEEDS ON ARTERIALS

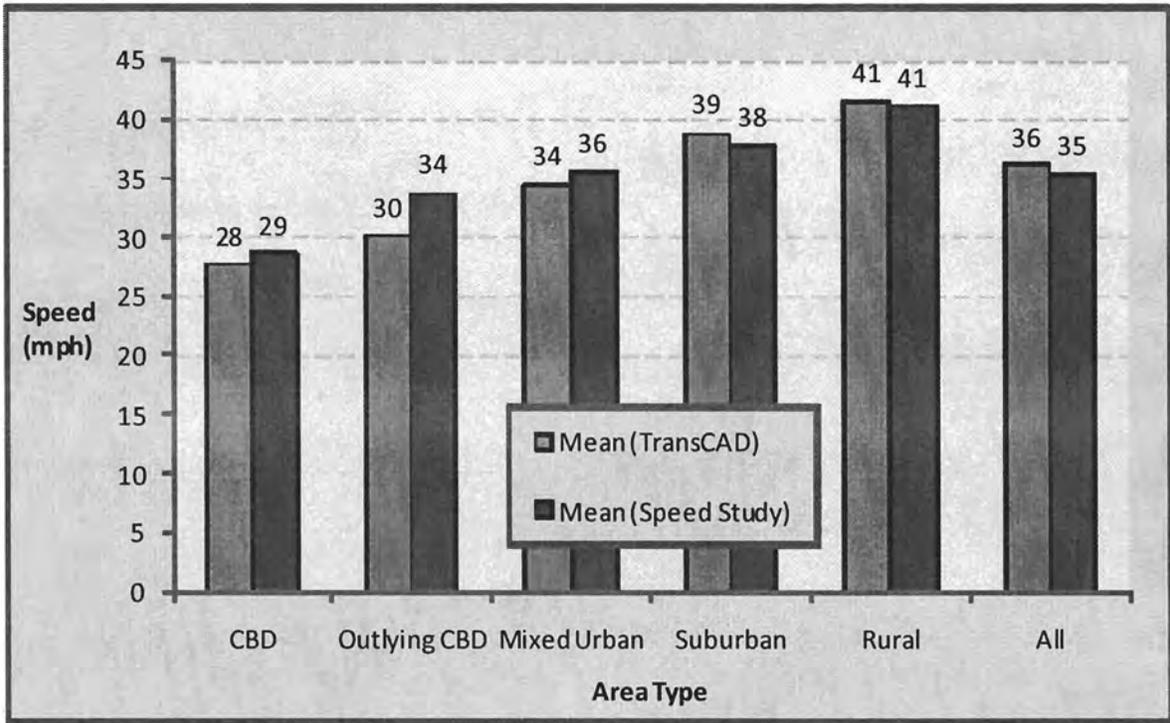


FIGURE A-5
ESTIMATED VS. OBSERVED OFF-PEAK SPEEDS ON FREEWAYS

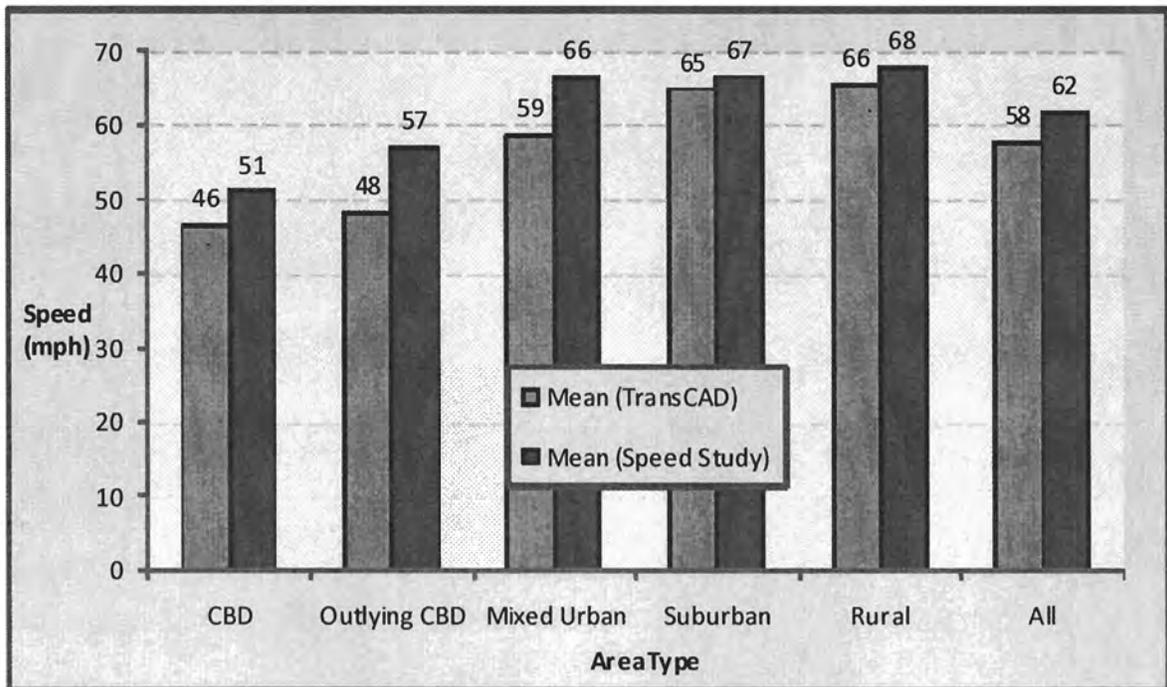


TABLE A-5
COMMITTED MEASURES ASSUMED IN THE 2010 MAG CONFORMITY ANALYSIS

Measure #	Reference	Measure Description	Pollutant(s)
1	CO Maintenance Plan ¹	CARB Phase 2 with 3.5 Percent Oxygenate in Winter	CO
1	Eight-Hour Ozone Maintenance Plan ²	Summer Fuel Reformulation with 7 psi from May 1 through September 30	VOC, NOx
2 2	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Phased-In Emission Test Cutpoints	CO, VOC, NOx
3 3	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	One-Time Waiver from Vehicle Emissions Test	CO, VOC, NOx
5 4C 16	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan Serious Area PM-10 Plan ³	Coordinate Traffic Signal Systems	CO, VOC, NOx, PM-10
6 5C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Develop Intelligent Transportation Systems	CO, VOC, NOx
7 4	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Tougher Enforcement of Vehicle Registration and Emission Test Compliance	CO, VOC, NOx
1C 6	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Expansion of Area A Boundaries (HB 2538)	CO, VOC, NOx
2C 1C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Gross Polluter Option for I/M Program Waivers	CO, VOC, NOx
3C 2C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Increase Waiver Repair Limit Options	CO, VOC, NOx
3C	Eight-Hour Ozone Maintenance Plan	Federal Heavy Duty Diesel Vehicle Emissions Standards	VOC, NOx
6C	Eight-Hour Ozone Maintenance Plan	Liquid Leaker Test as Part of VEI Program	VOC, NOx

¹Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area, May 2003 (MAG, 2003).

²Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area, February 2009 (MAG, 2009a).

³Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area, February 2000 (MAG, 2000a).

TABLE A-5 (Cont.)
COMMITTED MEASURES ASSUMED IN THE 2010 MAG CONFORMITY ANALYSIS

Measure #	Reference	Measure Description	Pollutant(s)
1C	Five Percent Plan for PM-10 ⁴	Public Education and Outreach	PM-10
2	Five Percent Plan for PM-10	Extensive Dust Control Training Program ⁵	PM-10
3,16	Five Percent Plan for PM-10	Dust Managers at Construction Sites of 50 Acres and Greater; Require Dust Coordinators at Earthmoving Sites of 5-50 Acres ⁵	PM-10
5C	Five Percent Plan for PM-10	Certification Program for Dust Free Developments ⁵	PM-10
8	Five Percent Plan for PM-10	Conduct Nighttime and Weekend Inspections ⁵	PM-10
9,10,44	Five Percent Plan for PM-10	Increase the Number of Proactive Rule 310 and Rule 316 Inspections ⁵	PM-10
24C	Five Percent Plan for PM-10	Sweep Streets with PM-10 Certified Street Sweepers	PM-10
26C	Five Percent Plan for PM-10	Pave or Stabilize Existing Public Dirt Roads and Alleys	PM-10
27C	Five Percent Plan for PM-10	Limit Speeds to 15 mph on High Traffic Dirt Roads	PM-10
28	Five Percent Plan for PM-10	Pave or Stabilize Unpaved Shoulders	PM-10
36, 37, 38	Five Percent Plan for PM-10	Strengthen Rule 310 to Promote Continuous Compliance ⁵	PM-10
43C	Five Percent Plan for PM-10	Additional \$5M in FY07 MAG TIP for Paving Dirt Roads and Shoulders	PM-10
53	Five Percent Plan for PM-10	Repave or Overlay Paved Roads with Rubberized Asphalt	PM-10
14C, 15C, 17C	Five Percent Plan for PM-10	Reduce Trackout onto Paved Roads	PM-10

Notes:

(1) The Carbon Monoxide and Eight-Hour Ozone Maintenance Plans also rely on commitments to implement measures in the Revised MAG 1999 Serious Area Carbon Monoxide Plan (MAG, 2001a).

(2) A "C" next to a Measure number indicates that it is a Contingency Measure in the applicable Plan. Like the other measures in Table A-7, the contingency measures are legally-binding commitments that have already been implemented. Therefore, credit for these measures is also taken in the conformity analysis.

⁴MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area, December 2007 (MAG, 2007b).

⁵These measures reduce road construction emissions that are included in the conformity budget for PM-10.

III. TRANSPORTATION MODELING

MAG regional transportation modeling is performed using TransCAD software for both highway and transit network assignments. The transportation models forecast AM peak period, midday, PM peak period, and nighttime vehicle traffic, as well as daily transit ridership, for the MAG transportation modeling area. The transportation modeling area contains 1,995 traffic analysis zones and covers an area of approximately 6,500 square miles. The latest calibration of the highway models was completed in 2006, using data from the 2001 household travel survey. The base year for the calibration was 2002. The latest validation of the highway models was completed in 2010, using 2007 speeds and 2006-2008 traffic counts. The transit models were re-calibrated in 2008-2009 based on data from the 2007 on-board bus survey.

The MAG transportation models exhibit the following characteristics, which are consistent with the federal transportation conformity rule (Section 93.122(b)):

- The traffic volumes simulated by the MAG transportation models have been recently validated against approximately 2,200 traffic counts collected in 2006-2008. This validation demonstrated a good statistical fit between actual and model-estimated daily traffic volumes, as measured by an overall percent root mean square error of 35.5 percent. The transportation models are documented in the latest MAG Travel Demand Model Documentation (MAG, 2009c).
- The population, households, and employment inputs to the travel demand models are based on DES population projections consistent with the 2005 U.S. Census Survey. Official Maricopa County socioeconomic projections based on DES county projections were approved by the MAG Regional Council in May 2007. These projections were prepared using the DRAM/EMPAL land use model and the MAG Subarea Allocation Model-Information Manager (SAM-IM).
- The population and employment projections to be used in the conformity analysis are consistent with the transportation system alternatives considered. In the MAG land use models, transportation system accessibility influences the allocation of population and employment to smaller geographic areas. The DRAM/EMPAL model distributes County-level projections of households and employment to regional analysis zones (RAZs) based upon the pre-existing location of these activities, land use consumption rates, and transportation system accessibility, expressed in terms of PM peak travel times. These congested travel times are derived from an appropriate capacity-restrained traffic assignment for each forecast year. The allocation of population, households and employment from RAZs to one-acre grid cells is accomplished with SAM-IM. SAM-IM uses transportation system accessibility measures, such as proximity to the closest highway, in determining the likelihood that a one-acre grid will develop during a given forecast interval. SAM also aggregates population, households, and employment projections by one-acre grid to the TAZ-level for input to the transportation models. Congested travel times output by the

transportation models are “fed-back” into the land use models to ensure that there is consistency between the transportation system assumptions and the land use projections.

- The transportation models perform capacity-restrained traffic assignments. Restrained assignments are produced for the AM peak period, midday, PM peak period, and nighttime, with volumes and congestion estimated for each period. A peak spreading model is used to derive AM and PM peak hour traffic volumes.
- Speeds obtained from the capacity-restrained traffic assignments are “fed-back” in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until AM peak period trip tables and link volumes are in equilibrium (root mean square error of five percent or less). The travel impedances used in the mode choice model include travel times and costs associated with each of the following modes: auto-drivers, carpools (2 and 3+ persons), and transit (e.g., shuttle bus, local bus, express bus, light rail, commuter rail).
- The travel impedances used in the trip distribution and traffic assignment steps of the MAG travel demand modeling are a composite function of highway travel times and costs. The nested logit mode choice model is sensitive to highway and transit travel times, as well as pricing variables.
- As a result of the feedback loop in the MAG travel demand modeling process, the final peak and off-peak speeds are sensitive to the capacity-restrained volumes on each highway segment represented in the network. Data from the MAG 2007 Regional Travel Time and Speed Study (MAG, 2008) were used to ensure that the capacity-restrained speeds and delays output by the transportation models are consistent with empirical data. Figures A-2 through A-5 provide a comparison of observed and model-estimated speeds for the peak and off-peak periods. For both freeways and arterials, the TransCAD-estimated speeds are within thirteen percent of the observed speeds for all area types except one and the difference in overall speeds is four miles per hour or less. This indicates the capacity-restrained speeds produced by the transportation models are in reasonable agreement with the most recently-collected empirical data.

SOCIOECONOMIC PROJECTIONS

Section 93.110 of the federal conformity rule requires that the population and employment projections used in the conformity analysis be the most recent estimates that have been officially approved by the Metropolitan Planning Organization (i.e., MAG, for this region). The 2010 MAG Conformity Analysis will be based on socioeconomic projections that were approved by the MAG Regional Council in May 2007.

In accordance with the Arizona Governor’s Executive Order 95-2, the population projections used for all State agency planning purposes were updated by the Arizona Department of Economic

Security (DES) consistent with the 2005 U.S. Census Survey for Maricopa County. MAG has prepared socioeconomic projections by traffic analysis zone (TAZ), based on the DES county-level population projections. MAG allocated the projections for Maricopa County to TAZs using the DRAM/EMPAL and Subarea Allocation Model - Information Manager (SAM-IM) land use models. Official Maricopa County socioeconomic projections based on DES county projections were approved by the MAG Regional Council in May 2007.

The TAZ population, households and employment projections take into account the transportation improvements contained in the conforming TIP (FY 2007-2011) and RTP (2006 Update) in effect at the time the projections were approved. For the 2010 MAG Conformity Analysis, the projections of population, households, and employment by TAZ will be input to the MAG transportation models to estimate auto and transit trips, VMT, and congestion for each analysis year.

TRANSPORTATION NETWORK ASSUMPTIONS

This section describes the development of the highway and transit networks that will be used to perform the 2010 MAG Conformity Analysis for the FY 2011-2015 Transportation Improvement Program and Regional Transportation Plan 2010 Update. Criteria for identification of “qualifying” projects are defined below. The choice of analysis years is reviewed in Section I, *Proposed Methodology for the 2010 MAG Conformity Analysis*.

Qualifying Projects. Not all of the street and freeway projects included in the TIP will qualify for inclusion in the highway network. Projects which call for study, design, right-of-way acquisition, or non-capacity improvements will not be included in the networks. When these projects result in actual facility construction projects, the associated capacity changes will be coded into the network, as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic will be included. Generally, MAG highway networks will include only the one-mile grid system of streets, plus freeways. This includes all streets classified as arterials, as well as some collectors.

Traffic on collectors and local streets not explicitly coded on the highway network will be simulated in the models by use of abstract links called “centroid connectors”. These represent collectors, local streets and driveways which connect a neighborhood to a regionally-significant roadway. Centroid connectors will also include travel occurring on public and private unpaved roads.

Highway Networks. The 2010 base network will include all qualifying facilities, including freeways, which will be open to traffic by December 31, 2010. The 2015 network will assume implementation of all qualifying highway projects scheduled in the FY 2011-2015 MAG Transportation Improvement Program (TIP). The 2025 network will assume implementation of all projects in the Regional Transportation Plan 2010 Update (RTP) through the year 2025, as well as all qualifying highway projects in the TIP. The 2031 network will assume implementation of all projects in the RTP, as well as all qualifying projects in the TIP. It is important to note that regionally significant projects in the Apache Junction portion of Pinal County are included in the MAG TIP.

Coding Conventions. Specific coding conventions or criteria will be applied to determine whether a project qualifies for highway network coding. This will result in coding of all arterial streets and some collectors. The coding conventions will be:

- (1) Capacity-related projects on existing links or extensions of existing links on the base highway network will be coded in future networks. This will include projects on freeways, the mile-street grid, and half-mile streets already on the base network.
- (2) Capacity-related projects which are not on links or extensions of links in the base network will be coded, if the street is considered a logical part of the one-mile street grid system. If the project is on a half-mile street, it will be considered for inclusion on a case-by-case basis. The key factors to be considered in making this assessment will include:
 - the density of current and future development and travel in the area of the project;
 - whether the change may be accommodated without increasing the number of zones; and
 - whether the change is consistent with standard network coding practices.

Transit Networks. Transit networks will be input to the mode choice step of the MAG transportation models to determine the number of person trips made by transit, which in turn, removes vehicle trips from the highways. For all analysis years, the bus and rail networks will reflect the latest planning assumptions provided to MAG by the Regional Public Transportation Authority.

EMISSIONS MODEL INPUT

The MAG transportation models and the highway and transit networks described above will be utilized to estimate daily vehicle travel and transit ridership in the MAG transportation modeling area. The primary input to the air quality modeling process will be transportation model estimates of vehicle traffic and speeds for four time periods (AM peak, midday, PM peak, and nighttime) on each highway link, along with the attendant link lengths and coordinate data. A detailed description of the MAG emissions models is provided below in Section IV, *Air Quality Modeling*.

IV. AIR QUALITY MODELING

The models which will be used to estimate emissions for the 2010 MAG Conformity Analysis are (1) the latest version of MOBILE6.2, to derive motor vehicle emission factors for CO, VOC, NO_x, and PM-10 (exhaust, tire wear and brake wear) and (2) M6Link, to add paved and unpaved road PM-10 emissions based on AP-42. A brief description of these models is provided below, along with a summary of the principal input and output data. For the 2010 MAG Conformity Analysis, model inputs not dependent on the TIP or RTP are generally derived from the Carbon Monoxide Maintenance Plan (MAG, 2003) for CO; the Eight-Hour Ozone Redesignation Request and Maintenance Plan (MAG, 2009a) for VOC and NO_x; and the MAG 2007 Five Percent Plan (MAG, 2007b) for PM-10.

MOBILE6

Description. MOBILE6 is a model developed by EPA for the purpose of estimating motor vehicle emission factors, in units of grams per mile, for specified vehicle fleet, fuel, temperature, and speed conditions. This model estimates carbon monoxide, ozone precursor, and PM-10 (exhaust, tire wear and brake wear) motor vehicle emission factors.

On January 18, 2002, the EPA issued policy guidance on the use of MOBILE6 for transportation conformity, indicating that there would be a two-year grace period before MOBILE6 would be required for new conformity determinations (EPA, 2002a). In the January 29, 2002 *Federal Register*, EPA announced the release of MOBILE6, which triggered the start of a grace period that ended on January 29, 2004. On May 19, 2004, EPA issued a *Federal Register* notice recommending the use of MOBILE6.2 in SIPs and conformity determinations (EPA, 2004c). MOBILE 6.2 will be used in the 2010 MAG Conformity Analysis, because it is the latest emissions model available from EPA.

Inputs. There are a variety of inputs to MOBILE6. The use of a locally-derived motor vehicle registration distribution (by model year) of 25 years is recommended. For the conformity analysis, July 2009 vehicle registration data obtained from ADOT will be used as input to MOBILE6 for VOC, NO_x, and PM-10. MOBILE6 will derive the January data to be used in obtaining wintertime emissions rates for CO from the July 2009 vehicle registration data. The July 2009 data represents the most recent vehicle registrations that have been transmitted to MAG by ADOT.

In addition, each modeled scenario may require several runs to reflect an I/M program and no I/M program. The results from these runs are weighted to reflect the fraction of vehicles participating in the I/M program. Fuel parameters, which include fuel volatility and the use of oxygenated fuels (market share and oxygen content), are also input. The model is executed with hourly domain temperatures and an array of speeds by link as estimated by the transportation model. The detailed temperatures and speed data are more accurate than average values, since the relationship between emission factors and temperature/speed is not linear.

Output. The output from the MOBILE6 model includes emission factors by hour, roadway facility type, pollutant, and area type. These emission factors will be utilized by the M6Link program in estimating motor vehicle emissions for the MAG region. The emission factors for the 2010 MAG Conformity Analysis will be calculated for the pollutants: CO, VOC, NO_x, and PM-10.

AP-42

Description. PM-10 emission factors for reentrained dust for unpaved and paved roads will be calculated using equations found in Sections 13.2.2 and 13.2.1.3, respectively, of AP-42, EPA Compilation of Air Pollutant Emission Factors, November 2006.

Inputs. The AP-42 equation that calculates PM-10 emission factors for unpaved road fugitive dust requires as input: the road surface material silt content (11.9%), soil moisture content (0.5%), fleet

average vehicle weight (3 tons), and mean vehicle speed (25 mph). These inputs to the AP-42 equations for unpaved roads are consistent with those used in the MAG 2007 Five Percent Plan for PM-10 (MAG, 2007b).

The AP-42 equation that calculates PM-10 emission factors for reentrained paved road dust requires as input: the fleet average vehicle weight (3.18 tons), the number of days with at least 0.01 inch of precipitation (36 days in 2007), and the road surface silt loading. For the silt loadings, paved roads are split into three classes: freeways, with a silt loading of 0.02 grams per square meter; high traffic arterials (i.e., non-freeways carrying 10,000 vehicles or more per average weekday), with a silt loading of 0.067 grams per square meter; and low traffic arterials (i.e., non-freeways carrying less than 10,000 vehicles per average weekday), with a silt loading of 0.23 grams per square meter. These silt loadings and other input assumptions to the AP-42 equations for estimating paved road fugitive dust emissions are consistent with the MAG 2007 Five Percent Plan for PM-10 (MAG, 2007b).

Output. The AP-42 equations for unpaved and paved roads estimate PM-10 emission factors in grams per vehicle mile of travel (VMT). The PM-10 emission factors are input to M6Link to calculate fugitive dust PM-10 emissions on unpaved and paved roads.

M6Link

The M6Link system processes emissions for all pollutants in the conformity analysis. M6Link multiplies emission factors by the traffic volumes and the length of each link to produce PM-10 emissions from unpaved, paved roads, and onroad vehicle exhaust, tire wear, and brake wear.

Unpaved Roads. M6Link multiplies the AP-42 emission factor for unpaved roads by the total VMT on public and private unpaved roads in the PM-10 nonattainment area. The VMT on unpaved roads is derived from the 2009 MAG Unpaved Road Inventory (MAG, 2010).

Paved Roads. M6Link multiplies the AP-42 emission factors for paved roads by the VMT for freeways, high traffic arterials, and low traffic arterials to obtain total paved road emissions. The VMTs for freeways and high and low traffic arterials are derived from the MAG TransCAD transportation models. All centroid connectors are considered to be low traffic arterials.

Onroad Vehicles. M6Link processes link data files output by the MAG transportation model, TransCAD. The program calculates emissions for roadway links in the MAG highway networks. Traffic volumes for four time periods (AM peak, midday, PM peak, and nighttime) for each link are converted into hourly volumes based upon local survey data (MAG, 2000b). Hourly emission factors are developed by running MOBILE6.2 for each facility type, area type, and vehicle class using link speeds by time of day. Emissions for each hour are distributed geographically in the modeling domain based on the grid in which each link is located.

The transportation models are designed to model average weekday traffic patterns, which typically do not represent conditions on the specific episode day used to demonstrate attainment or

maintenance and establish the conformity budget. As a result, M6Link applies day of the week and month of the year conversion factors that are consistent with the CO Maintenance Plan for CO, the Eight-Hour Ozone Redesignation Request and Maintenance Plan for VOC and NOx, and the Five Percent Plan for PM-10.

Inputs. The transportation model input to M6Link consists of database formatted files that contain link-specific data and a node coordinate definitions file. M6Link also requires as input:

- Fugitive dust emission factors (output by the AP-42 equations) and unpaved road VMT.
- A table containing adjustment factors used to allocate traffic volumes for four time periods to hourly traffic volumes.
- A matrix of emission factors for a range of hours, facility types, area types, vehicle classes, and vehicle ages (generated by the MOBILE6.2 model).
- The ratio of vehicles participating in the I/M program.
- The year being modeled.

Outputs. The outputs from M6Link include an hourly, gridded onroad mobile source emissions file and several summary files containing emissions and traffic data in the modeling domain. The summary files include estimates of fugitive dust emissions on paved and unpaved roads in the PM-10 nonattainment area.

IMPLEMENTATION MEASURES

Emissions model files are adjusted, as necessary, to reflect implementation of committed control measures in the applicable SIPs. Control measures from the air quality plans for which emissions reduction credit will be taken in the 2010 MAG Conformity Analysis are presented in Table A-5, located in Section II, *Latest Planning Assumptions*.

For the 2010 MAG Conformity Analysis, emission reduction credit will be applied for committed control measures and committed contingency measures contained in the applicable MAG air quality plans. Credit may also be taken for Congestion Mitigation and Air Quality Improvement (CMAQ) projects in the MAG Transportation Improvement Program, if credit for these measures was not quantified in the air quality plans. The equations, methods, and assumptions to be used in calculating emission reductions attributable to CMAQ projects are described in the Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects (MAG, 2009b). In addition, emission reduction credit for the strengthening of existing control measures or implementation of new control measures, specifically identified in the Transportation Improvement Program and Regional Transportation Plan, will be incorporated into the analysis, where appropriate.

CALCULATION OF PM-10 EMISSIONS FROM ROAD CONSTRUCTION

As required by Section 93.122(e) of the federal transportation conformity rule, PM-10 emissions from road construction will be estimated for each conformity analysis year. The estimate of road construction emissions will be derived from the MAG 2007 Five Percent Plan for PM-10 (MAG, 2007b). In the Five Percent Plan, future road construction emissions were estimated on the basis of earthmoving permits issued by Maricopa County for road construction in 2004-2007. The average annual permitted acreage for road construction over this four year period was divided by the 2005 permitted acreage for road construction to obtain the growth factor to project 2005 road construction emissions (MCAQD, 2007) to 2010 base case road construction emissions. Implementation of the committed control measures in the Five Percent Plan is expected to reduce the 2010 base case road construction emissions by 48.2 percent.

For the 2010 MAG Conformity Analysis, the data used to estimate base case road construction emissions in the 2007 Five Percent Plan will be updated to include acreage from the earthmoving permits issued by Maricopa County in the years 2008 and 2009. Due to the severe economic downturn since mid-2008, road construction emissions in 2010 will be based on the earthmoving permit acreage in 2009. However, it will be assumed that the local economy will recover by 2015 and road construction emissions for 2015, 2025 and 2031 will be based on the average earthmoving permit acreage for the five-year period 2004-2008. For all of these years, credit will be taken for the committed control measures that reduce road construction emissions in the 2007 MAG Five Percent Plan for PM-10.

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ATTACHMENT B

DRAFT

PROCESS FOR ENSURING TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Section 93.105(c)(1)(iv) of the federal conformity rule requires a consultation process to be established for making a determination of whether past obstacles to implementation of transportation control measures which are behind the schedule established in the applicable air quality plan have been identified and are being overcome. A determination also is required as to whether State and local agencies with influence over approvals or funding for transportation control measures (TCMs) are giving maximum priority to approval or funding for TCMs. In addition, the process is required to consider whether delays in transportation control measure implementation necessitate revisions to the air quality plan to remove or substitute TCMs or other emission reduction measures.

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG 1996b) in response to federal and state requirements. The following text from the process M-6 directly addresses the requirement for consultation on the timely implementation of TCMs:

“A consultation process is required for the determination of whether past obstacles to implementation of transportation control measures which are behind schedule have been identified and are being overcome. Also, a determination is required whether State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs. These determinations are part of the criteria for TIP conformity determinations, specified in the federal conformity regulation 40 CFR 51.418(c)(2) (*now 93.113(c)(2)*).”

For the 2010 MAG Conformity Analysis, the anticipated approach will be to conduct a review of projects and funds allocated in the TIP which implement adopted pollution control measures. This will be used together with any TCM implementation annual reports described above that are available, as the basis for assessing whether or not implementing agencies are giving maximum priority to approval or funding of transportation control measures.

The TCM findings required under federal conformity regulations will be incorporated as part of the 2010 MAG Conformity Analysis, which will be made available for interagency and public review, including a public hearing, prior to a Finding of Conformity by the MAG Regional Council.

ATTACHMENT C

DRAFT

TYPES OF PROJECTS CONSIDERED EXEMPT FROM CONFORMITY REQUIREMENTS

Under U.S. Environmental Protection Agency regulations, a conformity determination is required before a regionally significant road or transit project (regardless of funding source) can be approved by any agency which is a recipient of federal road or transit funds. As part of this conformity determination, regional emissions analyses are required. However, the regulations also identify various types of projects which are exempted from the analytical requirements due to their presumed negligible air quality impacts. Interagency consultation is required to determine whether any of these normally exempted projects “should be treated as nonexempt in cases where potential adverse emissions impacts may exist for any reason.”

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG, 1996b) in response to federal and state requirements. The following text from the process M-5 directly addresses the requirement for consultation on exempt projects:

“...the Metropolitan Planning Organization (i.e. MAG, for this region) shall initiate consultation for evaluating whether projects listed as exempt from conformity in the conformity regulation should be treated as nonexempt projects where potential adverse emission impacts may exist for any reason. In this consultation process, MAG provides for the participation of the transportation and air quality agencies, as well as the public.”

MAG consults on the designation of exempt status for a specific project proposal at the time the project in question is proposed for addition to the TIP and RTP. This consultation process is described in MAG process M-8.

For the 2010 MAG Conformity Analysis, the anticipated approach includes the exempt projects which are contained in the EPA conformity regulations, as listed in the three tables which follow. Table C-1 identifies the specific types of projects which require no conformity determination of any kind, by any agency. These project types include specific actions involving safety, mass transit, air quality, and other actions likely to have no adverse air quality impacts. Table C-2 lists projects for which a regional emissions analysis is not required. These projects are, however, not exempt from other conformity requirements. In addition, Table C-3 lists traffic signal synchronization projects which are exempt from conformity determinations prior to being funded, approved, or implemented.

TABLE C-1.
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Safety

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
*Rehabilitation of transit vehicles.
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.

*Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

TABLE C-1. (continued)
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:

- Planning and technical studies.
- Grants for training and research programs.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Noise attenuation.

Emergency or hardship advance land acquisitions (23 CFR 710.503).

Acquisition of scenic easements.

Plantings, landscaping, etc.

Sign removal.

Directional and informational signs.

Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

- * In PM-10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

TABLE C-2.
PROJECTS NORMALLY EXEMPT FROM REGIONAL EMISSIONS ANALYSIS, BUT NOT
FROM OTHER CONFORMITY REQUIREMENTS
(From 40 CFR 93.127)

Intersection channelization projects.
Intersection signalization projects at individual intersections.
Interchange reconfiguration projects.
Changes in vertical and horizontal alignment.
Truck size and weight inspection stations.
Bus terminals and transfer points.

TABLE C-3
TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS
(From 40 CFR 93.128)

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by sections 93.118 and 93.119 for transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

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

DATE:

March 23, 2010

SUBJECT:

Consultation on Potentially Regionally Significant Projects for the Draft FY 2011-2015 MAG Transportation Improvement Program

SUMMARY:

Federal and State conformity regulations require that Metropolitan Planning Organizations consult with federal, state, and local air quality and transportation agencies regarding which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. The Potentially Regionally Significant Projects for the Draft FY 2011-2015 MAG Transportation Improvement Program is based on information received through March 2, 2010 and is subject to refinement. It is important to note that the Valley Metro Rail Board may identify project schedule changes prior to April 1, 2010. On March 2, 2010, MAG distributed for interagency consultation the regionally significant projects subject to conformity requirements. Comments on the list of potentially regionally significant projects are requested by March 26, 2010.

PUBLIC INPUT:

An opportunity for public comment was provided at the March 10, 2010 Management Committee meeting and no public comments were received. On March 11, 2010, MAG received comments from the Arizona Department of Transportation on several projects.

PROS & CONS:

PROS: Interagency consultation on regionally significant projects provides required notification to the planning agencies.

CONS: The consultation on transportation conformity requires additional time in the development of the Draft FY 2011-2015 MAG Transportation Improvement Program and the MAG Regional Transportation Plan 2010 Update.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: In general, regionally significant projects include arterial construction (or widening) of greater than one-half mile in length, freeway construction, or provision of major fixed transit facilities. MAG may approve a Transportation Improvement Program or amendment only if conformity criteria are met. A transportation project that is designated regionally significant is required to meet conformity requirements. This requirement applies not only to federal projects, but also to locally and privately funded transportation projects.

POLICY: The consultation for the regionally significant projects for the Draft FY 2011-2015 MAG Transportation Improvement Program is being conducted in accordance with federal regulations and MAG Conformity Consultation Processes adopted by the Regional Council.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the March 10, 2010 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

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

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

CONTACT PERSON:

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

March 2, 2010

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

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON POTENTIALLY REGIONALLY SIGNIFICANT PROJECTS FOR
THE DRAFT FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is distributing for interagency consultation the transportation projects which will be considered "regionally significant" for the purpose of performing the regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects for the Draft FY 2011-2015 MAG Transportation Improvement Program is attached for your review and comment. In addition, on February 25, 2010 a draft copy of the Project Listing, including the potentially regionally significant projects, was provided to members of the MAG Transportation Review Committee. Please provide any comments regarding the list by March 26, 2010.

The MAG designation of transportation projects as regionally significant is considered advisory to the sponsoring agencies of the projects. Federal conformity regulations specify that a regionally significant project is a transportation project that is on a facility that serves regional transportation needs, and would normally be included in the modeling of the transportation network. In addition, Section R18-2-1429(B) of the Arizona Administrative Code requires the project sponsor that is a recipient of federal highway or transit funds to determine whether or not the project is regionally significant. The criteria used to identify regionally significant projects are also detailed in the MAG Transportation Conformity Guidance and Procedures.

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

Attachment

cc: Ira Domsy, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

A Voluntary Association of Local Governments in Maricopa County

DRAFT FISCAL YEARS 2011 THROUGH 2015
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION IMPROVEMENT PROGRAM
LISTING OF POTENTIALLY REGIONALLY SIGNIFICANT
PROJECTS

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**HIGHWAY SECTION
POTENTIALLY REGIONALLY SIGNIFICANT
PROJECTS**

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Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund- ing	Federal	Regional	Local	Total
2011	DOT12-123	303 (Estrella Fwy): Peoria Ave - Waddell Rd	Construction				State	0	0	60,000,000	60,000,000
	DOT11-112	303 (Estrella Fwy): Waddell Rd - Mountain View Rd	Construction				State	0	0	94,000,000	94,000,000
	DOT11-829	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	Construct traffic interchange (Phase 1, I-10 realignment)	0.0	0	0	RARF	0	253,000,000	0	253,000,000
	DOT11-105	85: Warner Street Bridge	Construction				State	0	0	5,300,000	5,300,000
Total for FY 2011								0	253,000,000	159,300,000	412,300,000
2012	DOT09-826	10: TI at Desert Creek/323rd Avenue/Mp 105.6	Construct Traffic Interchange	0.1	8	10	Private	0	0	18,500,000	18,500,000
	DOT09-901	10:395th Ave	Construct Traffic Interchange	0.0	0	0	Private	0	0	18,200,000	18,200,000
	DOT12-841	101 (Agua Fria Fwy): Northern Ave to US-60 (Grand Ave)	Construct northbound auxiliary lanes	3.0	0	0	State	0	0	1,900,000	1,900,000
	DOT12-121	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Construction				State	0	0	113,000,000	113,000,000
	DOT12-124	303 (Estrella Fwy): Thomas Rd - Camelback Rd	Construction				State	0	0	72,000,000	72,000,000
	DOT99-124	PI101L10IRC -- 101L Pima Fwy: Pima Rd Extension (JPA)	Construct roadway extension	3.0	0	4	RARF	0	3,634,000	0	3,634,000
Total for FY 2012								0	3,634,000	223,600,000	227,234,000
2013	DOT13-129	10: 32nd St - SR202L, Santan, Phase 1	Construct Local Express Lanes	11.0			NHS	157,858,200	0	9,541,800	167,400,000
	DOT13-948	10: Perryville Rd	Construct Traffic Interchange	0.0	0	0	NHS	13,800,000	0	4,200,000	18,000,000
	DOT13-928	101 (Pima Fwy): I-17 - Tatum Blvd	Construct HOV	7.0	6	8	State	0	0	41,900,000	41,900,000
	DOT13-132	202 (Santan Fwy): Gilbert Rd to Price Rd	Construct HOV and Ramp				STP-AZ	36,200,000	40,600,000	0	76,800,000
	DOT13-136	303 (Estrella Fwy): Camelback Rd - Glendale Ave	Construction				State	0	0	62,900,000	62,900,000
	DOT13-953	60 (Superstition Fwy) at Meridian Rd	Construct Traffic Interchange	0.0	0	0	State	0	0	11,700,000	11,700,000
Total for FY 2013								207,858,200	40,600,000	130,241,800	378,700,000
2014	DOT14-144	10: 32nd St - SR202L, Santan, Phase 2	Construct Local Express Lanes	11.0			NHS	107,502,000	0	6,498,000	114,000,000
	DOT14-166	101 (Agua Fria Fwy): I-10 to US 60 (Grand Ave)	Construct HOV lanes				State	0	0	41,100,000	41,100,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2014	DOT14-147	101 (Pima Fwy): Shea Blvd to SR 202 (Red Mountain)	Construction General Purpose lanes	6.0	2	2	State	0	0	91,000,000	91,000,000
	DOT14-148	202: 17th Avenue to 51st Avenue, Segment 3	Construction				State	0	0	227,700,000	227,700,000
	DOT14-152	303 (Estrella Fwy): Grand Ave/SR303L Interchange	Construction Interim TI				State	0	0	48,400,000	48,400,000
	DOT14-155	60 (Grand Ave) : SR101L (Agua Fria Fwy) - Van Buren St, Phase 2	Construction				State	0	0	20,500,000	20,500,000
Total for FY 2014								107,502,000	0	435,198,000	542,700,000
2015	DOT15-170	10: 32nd St - SR202L, Santan, Phase 3	Construct Local Express Lanes	11.0			RARF	0	134,600,000	0	134,600,000
	DOT08-668	10: Loop 101 (Agua Fria Fwy) to I-17, Phase 1	Construct roadway widening	9.2	8	10	STP-AZ	43,400,000	25,000,000	0	68,400,000
	DOT09-698	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 lanes to 6, plus HOV lanes	6.3	4	6	NHS	65,195,000	3,705,000	0	68,900,000
	DOT15-171	10: Sky Harbor West Airport Access	Construct Access Ramps				RARF	0	37,400,000	0	37,400,000
	DOT15-188	101 (Agua Fria Fwy): US 60 (Grand Ave) to I-17	Construct HOV lanes				State	0	0	47,400,000	47,400,000
	DOT13-950	17: Arizona Canal - SR101L	Construct General Purpose Lane	6.0	8	10	State	0	0	86,400,000	86,400,000
	DOT15-172	202 (Red Mountain Fwy): SR101L - Gilbert Rd	Construct General Purpose Lane				State	0	0	56,400,000	56,400,000
	DOT13-931	202 (Santan Fwy): Price Rd - I-10	Construct HOV and Ramp	6.0	6	8	State	0	0	50,000,000	50,000,000
	DOT15-175	202: I-10 West/202 Interchange, Segment 9	Construction				State	0	0	149,200,000	149,200,000
	DOT15-178	202: Salt River to Van Buren St, Segment 8	Construction				State	0	0	177,100,000	177,100,000
Total for FY 2015								108,595,000	200,705,000	566,500,000	875,800,000
Total for ADOT								423,955,200	497,939,000	1,514,839,800	2,436,734,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	AVN08-802	107th Ave: Broadway Rd to Alta Vista Rd alignment	Add 1 southbound lane	0.8	2	3	Private	0	0	1,000,000	1,000,000
	AVN08-623	99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd	Add 1 southbound through lane	0.5	4	5	Private	0	0	800,000	800,000
	AVN08-801	99th Ave: Osborn Rd to Indian School Rd	Add 1 southbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN10-813	99th Ave: Thomas Rd to Osborn Rd	Add 1 southbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN08-806	Broadway Rd: Dysart Rd to Avondale Blvd	Construct new 4 lane roadway	2.0	0	4	Private	0	0	2,500,000	2,500,000
	AVN11-102	Dysart & McDowell Roadway Improvements	Improve Intersection capacity	0.3	6	6	Local	0	0	1,500,000	1,500,000
	AVN09-903	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 southbound lane	0.5	4	5	Private	0	0	1,000,000	1,000,000
	AVN08-808	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 northbound lane	0.5	4	5	Private	0	0	1,000,000	1,000,000
	AVN08-807	Dysart Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Add 1 northbound lane	1.0	2	3	Private	0	0	500,000	500,000
	AVN08-809	El Mirage Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Widen roadway from 2 to 4 lanes	1.0	2	4	Private	0	0	1,000,000	1,000,000
	AVN08-810	Indian School Rd: 103rd to 99th Ave	Add 1 eastbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN10-904	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 eastbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN09-902	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 westbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN96-608	Thomas Rd: 103rd to 99th Ave	Add 1 westbound lane	0.5	2	3	Private	0	0	750,000	750,000
	AVN08-625	Van Buren St: 107th Ave to 105th Ave	Add 2 westbound through lane	0.5	2	4	Private	0	0	900,000	900,000
	AVN07-702	Van Buren St: 111th Ave to 107th Ave	Add 2 westbound lane	0.5	3	5	Private	0	0	900,000	900,000
Total for FY 2011								0	0	14,350,000	14,350,000
2012	AVN07-621	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new 3 lane roadway	0.5	0	2	Local	0	0	2,620,849	2,620,849
	AVN12-103	McDowell Road: Aqua Fria Bridge to 119th Avenue	Widen McDowell from 4-lane to a 6-lane	0.5	4	6	Local	0	0	2,000,000	2,000,000
Total for FY 2012								0	0	4,620,849	4,620,849

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	AVN13-104	Avondale Blvd: McDowell to Thomas	Add a southbound lane	0.0	2	4	Local	0	0	1,000,000	1,000,000
	AVN10-703	Van Buren St: El Mirage to 122nd Ave (North half)	Add 1 westbound through lane, paving, curb and gutter.	0.5	2	3	Local	0	0	145,000	145,000
Total for FY 2013								0	0	1,145,000	1,145,000
2014	AVN14-106	107th Avenue & McDowell Roadway Improvements	Widen 107th Ave & McDowell Road	0.3	3	4	Local	0	0	1,900,000	1,900,000
	AVN14-105	El Mirage and Lower Buckeye Road	Widen El Mirage & Lower Buckeye Road	0.2	2	4	Local	0	0	810,000	810,000
Total for FY 2014								0	0	2,710,000	2,710,000
2015	AVN11-705	Litchfield Rd: Broadway Rd to Lower Buckeye Rd	Add 1 through lane in each direction	1.0	2	4	Local	0	0	550,000	550,000
Total for FY 2015								0	0	550,000	550,000
Total for Avondale								0	0	23,375,849	23,375,849

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	BKY11-904	Southern Ave: Apache Rd to Watson Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.0	2	6	Local	0	0	5,145,941	5,145,941
Total for FY 2011								0	0	5,145,941	5,145,941
2012	BKY10-903	Apache Rd: Maricopa Rd to MC 85	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks, rail crossing and canal crossing	0.5	2	4	Local	0	0	2,491,474	2,491,474
	BKY12-906	Rainbow Road: Durango St to Lower Buckeye Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.5	2	6	Local	0	0	2,572,970	2,572,970
	BKY04-401B	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	1.5	0	4	Private	0	0	1,500,000	1,500,000
	BKY12-905	Watson Rd: Durango St to Lower Buckeye Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.5	2	6	Local	0	0	2,572,970	2,572,970
	BKY07-702	Watson Rd: Extension to MC-85	Construct new roadway with crossing over Palo Verde Nuclear Generating Station water line, BID Canal and RR Tracks	1.0	0	2	Local	0	0	2,852,000	2,852,000
Total for FY 2012								0	0	11,989,414	11,989,414
2013	BKY12-907	Dean Rd: RID Canal to Southern Ave	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2.3	2	4	Local	0	0	11,578,367	11,578,367
	BKY07-701	Miller Rd: Irwin Ave to Southern Ave	Widen roadway adding 1 through lane in each direction	2.0	2	4	Local	0	0	3,224,000	3,224,000
	BKY10-901	Miller Rd: Maricopa Rd to Narramore Ave	East half street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.8	2	6	Local	0	0	6,228,684	6,228,684
	BKY10-902	Miller Rd: Narramore Ave to Hazen Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.3	2	6	Local	0	0	3,737,210	3,737,210
Total for FY 2013								0	0	24,768,261	24,768,261
Total for Buckeye								0	0	41,903,616	41,903,616

Agency: Chandler

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	CHN120-07CZ2	Chandler Blvd at Dobson Rd	Construct intersection improvement	0.3	4	6	RARF	0	1,144,000	1,792,000	2,936,000
	CHN130-08C	Ray Rd at Alma School Rd	Construct intersection improvement	0.3	4	6	RARF	0	1,484,000	5,220,000	6,704,000
Total for FY 2011								0	2,628,000	7,012,000	9,640,000
2012	CHN110-09C	Chandler Blvd at Alma School Rd	Construct intersection improvement	0.3	4	6	RARF	0	2,398,000	7,295,000	9,693,000
	CHN12-103CZ3	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	RARF	0	254,000	4,283,000	4,537,000
	CHN12-103CZ2	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	RARF	0	1,847,000	792,000	2,639,000
	CHN12-103CZ	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	RARF	0	556,000	238,000	794,000
Total for FY 2012								0	5,055,000	12,608,000	17,663,000
2013	CHN13-101	McQueen Rd: Ocotillo to Chandler Heights	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Local	0	0	8,150,000	8,150,000
	CHN06-213	Chandler Blvd: Colorado Street to McQueen Road	Widen roadway from 4 to 6 lanes, plus turn lanes	0.8	4	6	Local	0	0	19,400,000	19,400,000
	CHN430-11ACZ2	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	RARF	0	2,368,000	11,291,000	13,659,000
	CHN09-703	Ocotillo Rd: Arizona Ave to McQueen Rd	Widen roadway to add 2 through lane in each direction	1.0	2	6	Local	0	0	16,575,000	16,575,000
Total for FY 2013								0	2,368,000	55,416,000	57,784,000
2014	CHN14-104CZ2	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	RARF	0	1,847,000	792,000	2,639,000
	CHN14-104CZ3	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	RARF	0	254,000	4,283,000	4,537,000
	CHN14-104CZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	RARF	0	556,000	238,000	794,000
Total for FY 2014								0	2,657,000	5,313,000	7,970,000
2015	CHN15-102	McQueen Rd: Chandler Heights to Riggs Road	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Local	0	0	7,015,000	7,015,000
	CHN12-806	Chandler Heights Rd: Arizona Ave to McQueen Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Local	0	0	13,520,000	13,520,000
	CHN08-607	Frye Rd: Consolidated Canal to Cooper Rd	Construct bridge over the Canal and extend Frye Rd to Cooper Rd	0.1	0	2	Local	0	0	2,962,000	2,962,000
	CHN10-101CZ2	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	RARF	0	4,078,000	1,748,000	5,826,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	CHN10-101CZ	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	RARF	0	2,894,000	1,240,000	4,134,000
	CHN10-102CZ	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	RARF	0	2,808,000	1,203,000	4,011,000
	CHN10-102CZ2	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	RARF	0	2,000,000	3,589,000	5,589,000
	CHN15-105CZ	Ray Rd at Dobson Rd	Construct intersection improvement	0.3	4	6	STP-MAG	5,552,000	0	2,380,000	7,932,000
Total for FY 2015								5,552,000	11,780,000	33,657,000	50,989,000
Total for Chandler								5,552,000	24,488,000	114,006,000	144,046,000

Agency: El Mirage

Draft FY 2011 - FY 2015 MAG TIP - Highway Section Listing - Potentially Regionally Significant Projects

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund- ing	Federal	Regional	Local	Total
2011	ELM11-101	Dysart Road from Cactus Road to Thunderbird Road	Design and Construction	1.0	4	6	Local	0	0	1,150,000	1,150,000
Total for FY 2011								0	0	1,150,000	1,150,000
2012	ELM11-102	Olive Avenue from Dysart Road to El Mirage Road	Design and Construction	1.0	2	4	Local	0	0	1,600,000	1,600,000
Total for FY 2012								0	0	1,600,000	1,600,000
Total for El Mirage								0	0	2,750,000	2,750,000

Agency: Fountain Hills

Draft FY 2011 - FY 2015 MAG TIP - Highway Section Listing - Potentially Regionally Significant Projects

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund- ing	Federal	Regional	Local	Total
2011	FTH11-102	Shea Blvd: Eastern Town Limit to Technology Drive	Construct 3rd WB lane, Bicycle Lane and Intersection Improvement	0.0	5	6	Local	0	0	0	0
Total for FY 2011								0	0	0	0
2014	FTH12-002	Fountain Hills Blvd: Glenbrook Blvd to North Town Limit	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	1.5	2	4	Private	0	0	5,200,000	5,200,000
Total for FY 2014								0	0	5,200,000	5,200,000
2015	FTH12-001	Fountain Hills Blvd: Shea Blvd to El Lago	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	2.0	2	4	Local	0	0	6,800,000	6,800,000
Total for FY 2015								0	0	6,800,000	6,800,000
Total for Fountain Hills								0	0	12,000,000	12,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	GLB11-801	Chandler Heights Rd: Greenfield Rd to Higley Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	3,000,000	3,000,000
	GLB11-802	Germann Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,500,000	3,500,000
	GLB11-803	Germann Rd: Val Vista Dr to Greenfield Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,500,000	3,500,000
	GLB11-003CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	RARF	0	947,000	1,157,000	2,104,000
	GLB09-720	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	2,500,000	2,500,000
	GLB10-731C	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	RARF	0	3,347,000	5,802,000	9,149,000
	GLB02-808	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB05-113	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	0.4	2	6	Private	0	0	1,500,000	1,500,000
Total for FY 2011								0	4,294,000	24,959,000	29,253,000
2012	GLB12-806	Greenfield Rd: Queen Creek Rd to Ocotillo Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB12-807	Lindsay Rd: Queen Creek Rd to Ocotillo Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB12-808	Ocotillo Rd: 148th St to Greenfield Rd	Reconstruct roadway to add one lane in each direction	1.5	2	4	Private	0	0	3,000,000	3,000,000
	GLB12-810	Val Vista Dr: Ocotillo Rd to Chandler Heights Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	4,500,000	4,500,000
Total for FY 2012								0	0	15,500,000	15,500,000
2013	GLB13-002CZ	Greenfield Rd: Elliot Rd to Ray Rd	Construct roadway widening	2.0	4	6	RARF	0	1,716,000	736,000	2,452,000
	GLB13-004CZ	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	RARF	0	2,160,000	926,000	3,086,000
	GLB11-804CZ2	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	RARF	0	2,352,000	1,009,000	3,361,000
	GLB11-804	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	RARF	0	2,352,000	1,009,000	3,361,000
	GLB13-011CZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Construct roadway widening	2.0	2	4	RARF	0	6,568,000	3,130,000	9,698,000
	GIL13-913	Recker Rd: Queen Creek to Ocotillo Rds	Add 1 lane in each direction	1.0	2	4	Private	0	0	2,000,000	2,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	GIL13-912	Riggs Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	5,000,000	5,000,000
	GIL13-911	Riggs Rd: Val Vista Rd to Greenfield Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	5,000,000	5,000,000
Total for FY 2013								0	15,148,000	18,810,000	33,958,000
2014	GLB14-008CZ	Warner Rd at Greenfield Rd	Construct intersection improvement	0.5	4	6	RARF	0	2,365,000	1,013,000	3,378,000
Total for FY 2014								0	2,365,000	1,013,000	3,378,000
2015	GLB15-102CZ	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	RARF	0	2,266,000	971,000	3,237,000
	GLB15-102CZ2	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	RARF	0	2,266,000	971,000	3,237,000
	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	RARF	0	7,795,000	3,341,000	11,136,000
	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	RARF	0	3,843,000	1,647,000	5,490,000
Total for FY 2015								0	16,170,000	6,930,000	23,100,000
Total for Gilbert								0	37,977,000	67,212,000	105,189,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	GLN12-803	Sarival Ave: Northern Ave to Olive Ave	Widen roadway with curb, gutter, sidewalk, and landscaping.	1.0	3	6	Private	0	0	3,000,000	3,000,000
Total for FY 2012								0	0	3,000,000	3,000,000
2013	GLN07-601	Bethany Home Rd: 91st to 83rd Aves	Construct new 4 lane roadway	1.0	0	4	Local	0	0	2,000,000	2,000,000
Total for FY 2013								0	0	2,000,000	2,000,000
Total for Glendale								0	0	5,000,000	5,000,000

Agency: Goodyear

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	GDY10-712	Estrella Pkwy: MC-85 to Vineyard Ave	Reconstruct road from 2 to 4 lanes with bridge widening at Gila River	1.5	2	4	Local	0	0	34,000,000	34,000,000
	GDY97-008	Lower Buckeye Rd: Estrella Pkwy to 159th Ave	Reconstruct 2 lanes, curb, gutter, sidewalk & landscape	0.5	2	4	Private	0	0	500,000	500,000
	GDY10-902	Van Buren: Estrella Parkway to 158th Avenue	Street Improvement - Widen south side of Van Buren with second lane. Relocate RID facility	0.5	3	5	Local	0	0	1,750,000	1,750,000
Total for FY 2011								0	0	36,250,000	36,250,000
2012	GDY12-904	Cotton Lane: Indian School to Thomas	Street Improvement - Construct four lane arterial street	1.0	2	4	Local	0	0	4,800,000	4,800,000
	GDY12-905	Sarival: Harrison to Yuma	Street Improvement - Add second south bound lane and relocate power poles	0.5	2	3	Local	0	0	600,000	600,000
	GDY12-906	Sarival: I-10 to McDowell Road	Street Improvement - Add second lanes north/south bound, relocate power poles	0.5	2	4	Local	0	0	600,000	600,000
	GDY12-907	Sarival: MC85 to Eddie Albert	Street Improvement - Add two north bound and one south bound lanes	0.5	2	5	Local	0	0	900,000	900,000
	GDY12-908	Sarival: Mesquite to Harrison	Street Improvement - Add second south bound lane and relocate power poles	0.5	2	3	Local	0	0	300,000	300,000
	GDY12-909	Sarival: Yuma to Elwood	Street Improvement - Add two south bound lanes, curb, gutter, sidewalk, relocate power poles, street lights and storm system	1.5	2	3	Local	0	0	3,600,000	3,600,000
	GDY12-903	Yuma Road: Sarival to 167th Avenue	Street Improvement - 3 eastbound lanes, curb gutter, sidewalk, street lights, relocate power poles, add second lane westbound to 165th avenue	0.5	2	6	Local	0	0	2,400,000	2,400,000
Total for FY 2012								0	0	13,200,000	13,200,000
2013	GDY13-911	Cotton Lane: Indian School to Thomas	Street Improvement - Construct four lane arterial street	1.0	2	4	Local	0	0	4,800,000	4,800,000
	GDY13-916	Elliot Road: 185th to Rainbow Valley Road	Expand to 6 lanes	1.5	2	4	Local	0	0	3,750,000	3,750,000
	GDY13-912	Estrella Parkway Bridge over the Gila River	Bridge - Widen Bridge from 2 lanes to 6	0.5	2	6	Local	0	0	52,000,000	52,000,000
	GDY13-913	McDowell: Cotton Lane to Perryville	Street Improvement - Construct four lane arterial street	2.0	2	6	Local	0	0	9,200,000	9,200,000
	GDY13-107	Rainbow Valley Road and Riggs Road to State Road 238	Construct Sonoran Valley Parkway	20.0	0	2	Local	0	0	75,000,000	75,000,000
	GDY13-914	Sarival: Indian School to Camelback	Street Improvement - Construct four lane arterial street	1.0	0	0	Local	0	0	4,800,000	4,800,000
	GDY13-910	Sarival: Van Buren to Portland	Street Improvement - Add second north bound lane and relocate power poles	0.8	2	3	Local	0	0	1,200,000	1,200,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	GDY09-901	Van Buren - 161st Avenue to Sarival	Street Improvement - Add second west bound lane	0.5	3	4	Local	0	0	480,000	480,000
	GDY13-106	Yuma Road: Estrella Parkway to Litchfield Road	Construct six lanes with landscaped median	2.0	2	6	Local	0	0	12,000,000	12,000,000
Total for FY 2013								0	0	163,230,000	163,230,000
2014	GDY10-711	Elliot Rd: 185th Ave to Rainbow Valley Rd	Reconstruct road from 2 to 4 lanes	1.0	2	4	Local	0	0	3,750,000	3,750,000
Total for FY 2014								0	0	3,750,000	3,750,000
Total for Goodyear								0	0	216,430,000	216,430,000

Agency: Maricopa County

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund- ing	Federal	Regional	Local	Total
2011	MMA11-107CZ	El Mirage Rd: Bell Rd to Deer Valley Drive	Construction	3.0	2	4	Local	0	0	4,285,000	4,285,000
	MMA09-608	MC-85: 107th Ave to 91st Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2.0	4	6	Local	0	0	15,000,000	15,000,000
	MMA10-009CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	4	STP-MAG	15,248,000	0	6,535,000	21,783,000
	MMA09-812	Williams Field Rd: Gilbert Rd to Eastern Canal	Widen roadway from 2 to 4 lanes	1.5	4	6	Local	0	0	7,190,000	7,190,000
Total for FY 2011								15,248,000	0	33,010,000	48,258,000
2012	MMA11-816	Ellsworth Rd: Hunt Hwy to S of Chandler Heights Rd	Widen roadway from 2 to 6 lanes, DCR Only	1.8	2	6	Local	0	0	7,800,000	7,800,000
	MMA08-605	MC-85: 91st Ave to 75th Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2.0	4	6	Local	0	0	29,848,000	29,848,000
	MMA11-930	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	4	4	STP-MAG	19,530,000	0	8,370,000	27,900,000
Total for FY 2012								19,530,000	0	46,018,000	65,548,000
2013	MMA10-813	7th St: Carefree Hwy to Desert Hills Dr	Widen roadway from 2 to 4 lanes	3.0	2	4	Local	0	0	12,445,000	12,445,000
	MMA11-719	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	1.8	0	4	Local	0	0	25,000,000	25,000,000
Total for FY 2013								0	0	37,445,000	37,445,000
2015	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	0.0	0	6	STP-MAG	5,766,000	0	17,083,000	22,849,000
	MMA15-102CZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Construct roadway widening	2.0	2	6	RARF	0	7,747,000	3,320,000	11,067,000
	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.6	4	6	STP-MAG	10,028,000	0	23,535,000	33,563,000
	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	2.0	4	6	STP-MAG	7,134,000	0	7,467,000	14,601,000
Total for FY 2015								22,928,000	7,747,000	51,405,000	82,080,000
Total for Maricopa County								57,706,000	7,747,000	167,878,000	233,331,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund- ing	Federal	Regional	Local	Total
2011	MES310-11AC	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	RARF	0	820,000	1,294,000	2,114,000
	MES11-111CZ	Hawes Rd: Santan Fwy to Ray Rd	Construct roadway widening	0.0	0	6	RARF	0	1,493,000	1,014,000	2,507,000
	MES11-116CZ	Ray Rd: Sossaman Rd to Ellsworth Rd	Construct roadway widening	0.0	0	6	RARF	0	1,544,000	2,529,000	4,073,000
Total for FY 2011								0	3,857,000	4,837,000	8,694,000
2012	MES12-107CZ	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	RARF	0	820,000	1,294,000	2,114,000
	MES150-10C	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	RARF	0	4,853,000	8,446,000	13,299,000
Total for FY 2012								0	5,673,000	9,740,000	15,413,000
2013	MES13-102CZ	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	RARF	0	5,277,000	7,885,000	13,162,000
	MES13-103CZ	Country Club Dr at University Dr	Construct intersection improvement	1.0	4	6	RARF	0	1,579,000	2,786,000	4,365,000
	MES08-801	Elliot Rd: Hawes Rd to Loop 202 (Santan Fwy)	Widen roadway to add 2 through lanes in each direction and a center turn lane	0.5	2	6	Private	0	0	2,800,000	2,800,000
	MES08-802	Elliot Rd: Signal Butte Rd to Mountain Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	0.5	4	6	Private	0	0	2,000,000	2,000,000
	MES08-803	Ellsworth Rd at Pecos Rd	Widen intersection along all four legs to add 2 through lanes in each direction and center turn lanes	0.3	2	6	Private	0	0	3,200,000	3,200,000
	MES08-804	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	0.5	2	4	Private	0	0	2,000,000	2,000,000
	MES08-805	Hawes Rd: Elliot Rd to Paloma Ave alignment	Widen roadway to add 2 through lanes in each direction and a center turn lane	0.5	2	6	Private	0	0	2,800,000	2,800,000
	MES470-12AC	Lindsay Rd at Brown Rd	Construct intersection improvement	0.5	4	6	RARF	0	636,000	273,000	909,000
	MES470-12AC22	Lindsay Rd at Brown Rd	Construct intersection improvement	0.5	4	6	RARF	0	1,004,000	430,000	1,434,000
	MES08-806	McKellips Rd: Hawes Rd to Ellsworth Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	1.0	2	4	Private	0	0	2,000,000	2,000,000
	MES08-808	Signal Butte Rd: Elliot Rd to Ray Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	1.0	2	4	Private	0	0	2,000,000	2,000,000
	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	RARF	0	4,106,000	3,133,000	7,239,000
	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	RARF	0	4,106,000	3,133,000	7,239,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	MES13-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	RARF	0	1,641,000	2,798,000	4,439,000
	MES13-122CZ	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	RARF	0	3,221,000	2,136,000	5,357,000
Total for FY 2013								0	21,570,000	39,374,000	60,944,000
2014	MES14-104CZ	Country Club Dr at Brown Rd	Construct intersection improvement	0.5	4	6	RARF	0	1,641,000	1,395,000	3,036,000
	MES151-11C	Mesa Dr at Broadway Rd	Construct intersection improvement	1.0	4	6	Local	0	0	10,364,000	10,364,000
	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	0	2,986,000	2,278,000	5,264,000
	MES14-120CZ	Southern Ave at Higley Rd	Construct intersection improvement	0.5	4	6	RARF	0	4,106,000	3,133,000	7,239,000
	MES14-123CZ	Val Vista Dr: Southern Ave to University Dr	Construct roadway widening	2.0	4	6	RARF	0	3,220,000	1,381,000	4,601,000
Total for FY 2014								0	11,953,000	18,551,000	30,504,000
2015	MES15-109CZ	Guadalupe Rd: Power Rd to Hawes Rd	Construct roadway widening	2.0	4	6	RARF	0	4,625,000	4,366,000	8,991,000
	MES15-119CZ	Southern Ave at Lindsay Rd	Construct intersection improvement	0.5	4	6	STP-MAG	3,229,000	0	2,463,000	5,692,000
Total for FY 2015								3,229,000	4,625,000	6,829,000	14,683,000
Total for Mesa								3,229,000	47,678,000	79,331,000	130,238,000

Agency: Peoria

Draft FY 2011 - FY 2015 MAG TIP - Highway Section Listing - Potentially Regionally Significant Projects

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	PEO11-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	7,769,000	11,317,000	19,086,000
	PEO11-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	1,211,000	1,764,000	2,975,000
Total for FY 2011								0	8,980,000	13,081,000	22,061,000
2012	PEO12-101	75th Ave at Thunderbird Rd	Widen intersection to add additional through and right turn lanes and dual lefts.	0.3	4	6	Local	0	0	6,400,000	6,400,000
	PEO09-718	83rd Ave: Butler to Mountain View Rd	Widen roadway to add 1 through lane in each direction	0.5	2	4	Local	0	0	18,000,000	18,000,000
	PEO12-101CZ3	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	1,461,000	2,128,000	3,589,000
	PEO12-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	5,655,000	8,238,000	13,893,000
	PEO12-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	RARF	0	4,163,000	6,065,000	10,228,000
	PEO12-102	Lone Mountain: El Mirage to Loop 303	Build a 2 lane roadway with curb, gutter, streetlights	1.0	0	2	Private	0	0	6,000,000	6,000,000
Total for FY 2012								0	11,279,000	46,831,000	58,110,000
2015	PEO09-712	67th Ave at Peoria Ave	Widen intersection	0.2	4	6	Local	0	0	1,200,000	1,200,000
	PEO09-802	El Mirage Rd: Vistancia Blvd to Westland Rd	Construct new 6 lane roadway	2.0	4	6	Private	0	0	12,000,000	12,000,000
Total for FY 2015								0	0	13,200,000	13,200,000
Total for Peoria								0	20,259,000	73,112,000	93,371,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	PHX08-613	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	1.0	2	4	Local	0	0	3,000,000	3,000,000
	PHX11-843	32nd St: Washington St to McDowell Rd	Construct roadway narrowing removing one northbound lane	1.0	6	5	Local	0	0	6,071,820	6,071,820
Total for FY 2011								0	0	9,071,820	9,071,820
2013	PHX13-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	7,261,000	0	3,112,000	10,373,000
	PHX100-12C	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	0.0	0	6	STP-MAG	8,559,000	0	3,668,000	12,227,000
	PHX12-860	Pinnacle Peak Rd: 51st Ave to 43rd Ave	Reconstruct roadway to 74ft section, adding 2 through lanes	1.0	2	4	Local	0	0	5,180,000	5,180,000
	PHX13-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	RARF	0	5,684,000	7,156,000	12,840,000
Total for FY 2013								15,820,000	5,684,000	19,116,000	40,620,000
2014	PHX14-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	8,521,000	0	3,651,000	12,172,000
	PHX13-102CZ	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	0.0	0	6	STP-MAG	8,559,000	0	3,668,000	12,227,000
	PHX14-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	RARF	0	4,275,000	5,848,000	10,123,000
Total for FY 2014								17,080,000	4,275,000	13,167,000	34,522,000
2015	PHX15-183	16th St at Thomas Rd	Widen intersection	0.8	4	6	Local	0	0	148,000	148,000
	PHX10-629	32nd St: Southern Ave to Broadway Rd	Reconstruct roadway to 64ft section, adding 2 through lanes	1.0	2	4	Local	0	0	3,960,000	3,960,000
	PHX15-182	7th St at Camelback Rd	Widen intersection	0.3	5	6	Local	0	0	150,000	150,000
	PHX09-620	91st Ave: Indian School Rd to Camelback Rd	Reconstruct roadway to 74ft section, adding 1 through lane in each direction	1.0	2	4	Local	0	0	6,000,000	6,000,000
	PHX15-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	5,262,000	0	2,255,000	7,517,000
	PHX15-138	Baseline Rd: 59th Ave to 51st Ave	Construct roadway widening from 4 lanes to 6	1.0	4	6	Local	0	0	3,400,000	3,400,000
	PHX15-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	RARF	0	11,503,000	15,736,000	27,239,000
Total for FY 2015								5,262,000	11,503,000	31,649,000	48,414,000
Total for Phoenix								38,162,000	21,462,000	73,003,820	132,627,820

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	QNC07-701	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC07-713	Ellsworth Rd: Rittenhouse Rd to Ellsworth Loop Rd	Widen roadway	0.5	2	4	Private	0	0	1,000,000	1,000,000
	QNC07-719	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	1.0	2	4	Private	0	0	2,000,000	2,000,000
	QNC07-721	Hawes Rd: Rittenhouse Rd to 1000 ft south of Queen Creek Rd	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC07-722	Ocotillo Rd: 209th Way to Ellsworth Loop Rd	Widen roadway	0.5	2	4	Private	0	0	700,000	700,000
	QNC07-729	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway	0.3	2	4	Private	0	0	500,000	500,000
	QNC07-728	Ocotillo Rd: Rittenhouse Rd to Crismon	Widen roadway	0.5	2	4	Local	0	0	3,000,000	3,000,000
	QNC07-730	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC09-778	Rittenhouse Rd: Queen Creek Wash to Cloud Rd	Widen roadway, adding 2 through lanes and add Bridge	0.5	2	4	Private	0	0	4,000,000	4,000,000
Total for FY 2011								0	0	12,700,000	12,700,000
2012	QNC07-707	Ellsworth Rd: Ocotillo Rd to Queen Creek Wash	Widen roadway and add Bike Lane	0.5	2	3	Local	0	0	500,000	500,000
	QNC08-747	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	New 6 lane road	1.0	0	6	Private	0	0	3,000,000	3,000,000
	QNC09-768	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway	1.0	2	6	Private	0	0	4,000,000	4,000,000
	QNC07-724	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC09-769	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway	1.0	2	4	Private	0	0	2,000,000	2,000,000
	QNC08-751	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway	1.0	2	4	Private	0	0	1,000,000	1,000,000
	QNC08-759	Rittenhouse Rd: Germann to 203rd	Widen roadway	2.0	2	4	Local	0	0	6,000,000	6,000,000
	Total for FY 2012								0	0	17,000,000
2013	QNC09-766	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway	1.0	2	4	Local	0	0	2,000,000	2,000,000
	QNC08-748	Meridian Rd: Chandler Heights Rd to Riggs Rd	New 6 lane road	2.0	0	6	Local	0	0	10,000,000	10,000,000

Agency: Queen Creek

Draft FY 2011 - FY 2015 MAG TIP - Highway Section Listing - Potentially Regionally Significant Projects

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	QNC08-750	Ocotillo Rd: Recker Rd to Power Rd	New 4 lane road	1.0	0	4	Private	0	0	4,000,000	4,000,000
	QNC09-773	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	0.5	2	5	Private	0	0	1,500,000	1,500,000
	QNC07-735	Queen Creek Rd: Crismon Rd to 213th St	Widen roadway	0.5	2	4	Private	0	0	1,000,000	1,000,000
	QNC08-801	Queen Creek Rd: Crismon Rd to Signal Butte Rd	Widen roadway	1.0	2	4	Private	0	0	1,000,000	1,000,000
	QNC08-802	Queen Creek Rd: Signal Butte Rd to Meridian Rd	Widen roadway	1.0	2	4	Private	0	0	1,000,000	1,000,000
	QNC13-903	Riggs Rd: Ellsworth Rd to Meridian Rd	Widen roadway	3.0	0	4	Local	0	0	20,000,000	20,000,000
	QNC09-774	Rittenhouse Rd (re-aligned): Sossaman Rd to Hawes Rd	Construct new roadway	1.0	2	4	Local	0	0	3,000,000	3,000,000
	QNC09-775	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	0.5	2	4	Local	0	0	2,000,000	2,000,000
	QNC09-776	Rittenhouse Rd: Octillo Rd to Queen Creek Wash	Widen roadway	2.0	2	4	Local	0	0	4,000,000	4,000,000
	QNC09-779	Signal Butte Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, from 2 to 4 lanes	1.0	2	4	Private	0	0	3,000,000	3,000,000
	QNC09-781	Sossaman Rd: Ocotillo Rd to Via Dejardian	Widen roadway	0.5	2	4	Local	0	0	1,500,000	1,500,000
Total for FY 2013								0	0	54,000,000	54,000,000
Total for Queen Creek								0	0	83,700,000	83,700,000

Agency: Scottsdale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund- ing	Federal	Regional	Local	Total
2011	SCT100-11C2	Pima Rd: McKellips Rd to Via Linda	Construct roadway widening	8.0	2	6	RARF	0	14,523,000	6,224,000	20,747,000
	SCT11-001CZ	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	1.5	4	6	RARF	0	8,925,000	3,825,000	12,750,000
	SCT210-10AC	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	RARF	0	3,732,000	1,600,000	5,332,000
Total for FY 2011								0	27,180,000	11,649,000	38,829,000
2012	SCT12-014CZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	RARF	0	3,732,000	1,600,000	5,332,000
	Total for FY 2012								0	3,732,000	1,600,000
2013	SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	RARF	0	3,481,000	1,492,000	4,973,000
	SCT13-007CZ	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	RARF	0	9,686,000	4,151,000	13,837,000
Total for FY 2013								0	13,167,000	5,643,000	18,810,000
2014	SCT14-103CZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	RARF	0	3,856,000	1,652,000	5,508,000
	SCT14-104CZ	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	4	RARF	0	1,110,000	476,000	1,586,000
Total for FY 2014								0	4,966,000	2,128,000	7,094,000
2015	SCT15-106CZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.0	0	2	RARF	0	563,000	241,000	804,000
	SCT15-102CZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct roadway widening	0.0	0	2	RARF	0	4,630,000	1,985,000	6,615,000
	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	RARF	0	2,217,000	950,000	3,167,000
	SCT15-107C22	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	RARF	0	681,000	292,000	973,000
	SCT15-107CZ	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	RARF	0	1,522,000	652,000	2,174,000
	SCT15-109CZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	Local	0	0	29,491,000	29,491,000
Total for FY 2015								0	9,613,000	33,611,000	43,224,000
Total for Scottsdale								0	58,658,000	54,631,000	113,289,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Fund-ing	Federal	Regional	Local	Total
2011	SUR11-110	165th Avenue - DUSD #19 Access Road between Pat Tillman Blvd to .32 miles south	Construct new 2 lanes with curb, gutter, and sidewalks	0.3	0	2	Private	0	0	680,000	680,000
	SUR11-115	Autoshow Avenue between Cactus and Peoria	Construct new 4 lane with center left turn lane, curb, gutter, raised median, and 4 right turn lanes	1.0	0	4	Private	0	0	4,000,000	4,000,000
	SUR11-118	Bullard Avenue between Bell Road and Paradise Lane	Construct new 2 lanes and slurry seal of existing 2 lanes with curb, gutter, raised median with landscaping, left turn lanes, right turn lane, and bike lane	0.5	2	4	Local	0	0	2,000,000	2,000,000
	SUR11-109	Cotton Lane between Greenway Road and South .5 miles	construct new Southbound 1 lane with 2 right turn lanes, curb and gutter, and sidewalk	0.5	3	4	Private	0	0	500,000	500,000
	SUR11-111	Cotton Lane between greenway Road and south 1/2 mile	Construct new 2 Northbound lanes and 2 right turn lanes with curb, gutter, and sidewalk	0.5	2	4	Private	0	0	1,000,000	1,000,000
	SUR11-103	Dysart Road at intersection of Grand Avenue 700 feet on north and south of Grand Avenue	Constructing 1 southbound lane with curb and gutter, sidewalk, median, and turn lane	0.5	3	4	Local	0	0	2,600,000	2,600,000
	SUR11-108	Greenway Road between Cotton Lane and 1/4 mile west	Construct new Eastbound 1 lane with right turn lane and sidewalk	0.3	3	4	Private	0	0	250,000	250,000
	SUR11-101	Greenway Road Between Litchfield Road and Bullard Avenue	Construct new arterial roadway, sidewalk, curb and gutter, and median.	1.0	2	4	Local	0	0	2,700,000	2,700,000
	SUR11-112	Greenway Road From Cotton Lane East 1/4 miles	Construct new 2 lanes with 2 right turn lanes, median, curb, gutter, and sidewalk	0.3	2	4	Private	0	0	500,000	500,000
	SUR11-120	Litchfield Road between Desert Cove and Cactus	Construct new 2 northbound and 2 southbound lanes	0.5	2	4	Local	0	0	2,472,000	2,472,000
	SUR11-119	Litchfield Road between Sweetwater and Cactus	Construct new 2 northbound and 2 southbound lanes on arterial roadway	0.5	2	4	Local	0	0	2,189,000	2,189,000
	SUR11-106	Litchfield Road between Waddell Road and Sweetwater Avenue	Construct new 2 south bound lanes on arterial roadway	0.5	2	4	Local	0	0	1,315,000	1,315,000
	SUR11-116	Peoria Avenue between Perryville Road and East 1/4 mile	Construct new 2 westbound lanes with curb, gutter, sidewalk, raised median, and 1 turn lane	0.3	2	4	Private	0	0	500,000	500,000
	SUR11-104	Perryville Road between Peoria Ave and Cactus Road	Construct new 2 lane arterial roadway	1.0	0	2	Private	0	0	1,000,000	1,000,000
	SUR11-114	Reems Road between Cactus Road and Peoria Ave	Reconstructed 2 lane arterial road adding 1 southbound and 1 northbound lane with curb, gutter, median, and sidewalk	1.0	2	4	Local	0	0	2,600,000	2,600,000
	SUR11-113	Union Hills Road between 111th Avenue to 115th Avenue	Construct new 1 lane westbound with curb, gutter, and sidewalk	0.5	2	3	Local	0	0	500,000	500,000
	SUR11-102	Waddell Road between Dysart Road and west 900 feet	Constructing the south side of Waddell Road	0.3	2	6	Local	0	0	2,300,000	2,300,000
	SUR11-107	Waddell Road between Litchfield and 1/4 mile west	Construct new 3 lanes on south side of Waddell	0.3	3	6	Private	0	0	1,000,000	1,000,000
Total for FY 2011								0	0	28,106,000	28,106,000

Agency: Surprise

Draft FY 2011 - FY 2015 MAG TIP - Highway Section Listing - Potentially Regionally Significant Projects

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
Total for Surprise								0	0	28,106,000	28,106,000

**TRANSIT SECTION
POTENTIALLY REGIONALLY SIGNIFICANT
PROJECTS**

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Agency: Buckeye

Draft FY 2011 - FY 2015 MAG TIP - Transit Section Listing - Potentially Regionally Significant Projects

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	BKY10-805T	I-10/Jack Rabbit Trail	Construct regional park-and-ride (I-10/Miller Rd)	11.33.04	PTF	0	2,898,201	0	2,898,201
Total for FY 2011						0	2,898,201	0	2,898,201
Total for Buckeye						0	2,898,201	0	2,898,201

Agency: Glendale

Draft FY 2011 - FY 2015 MAG TIP - Transit Section Listing - Potentially Regionally Significant Projects

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	GLN12-812TB	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.04	5309-FGM	1,322,436	330,609	0	1,653,045
	GLN12-812TA	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.04	5307	174,425	43,606	0	218,031
Total for FY 2011						1,496,861	374,215	0	1,871,076
2012	GLN12-812TC	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.01	5309-fgm	5,064,421	1,266,105	0	6,330,526
	Total for FY 2012						5,064,421	1,266,105	0
Total for Glendale						6,561,282	1,640,320	0	8,201,602

Agency: Phoenix

Draft FY 2011 - FY 2015 MAG TIP - Transit Section Listing - Potentially Regionally Significant Projects

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	PHX11-801T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	None	Local	0	0	130,540,000	130,540,000
Total for FY 2011						0	0	130,540,000	130,540,000
2012	PHX11-105T	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	11.33.04	5307	9,850,558	2,462,639	0	12,313,197
	PHX12-801T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	None	Local	0	0	84,650,000	84,650,000
Total for FY 2012						9,850,558	2,462,639	84,650,000	96,963,197
2015	PHX15-101T	59th Ave/Laveen	Construct regional park-and-ride (59th Ave/Laveen)	None	5309-FGM	2,951,760	737,940	0	3,689,700
Total for FY 2015						2,951,760	737,940	0	3,689,700
Total for Phoenix						12,802,318	3,200,579	215,190,000	231,192,897

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	VMR11-102T	I-10 WEST Phoenix	Phoenix West Transit Ramp	13.23.01	CMAQ	12,500,000	3,125,000	0	15,625,000
	VMR11-705T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	13.23.01	PTF	0	884,800	0	884,800
	VMR11-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	13.23.01	CMAQ-Flex	800,000	200,000	0	1,000,000
Total for FY 2011						13,300,000	4,209,800	0	17,509,800
2012	VMR12-841T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	13.23.01	5309	4,400,000	4,400,000	0	8,800,000
	Total for FY 2012						4,400,000	4,400,000	0
2013	VMR13-925T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	3,220,000	805,000	0	4,025,000
	VMR13-936T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	20,000,000	8,175,000	0	28,175,000
	VMR13-104T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	360,000	90,000	0	450,000
	VMR13-933T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	8,500,000	4,600,000	0	13,100,000
Total for FY 2013						32,080,000	13,670,000	0	45,750,000
2014	VMR14-102T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	17,000,000	24,000,000	0	41,000,000
	VMR14-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	8,200,000	2,050,000	0	10,250,000
	VMR14-108T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	3,750,000	937,500	0	4,687,500
	VMR14-109T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	6,100,000	0	24,100,000
Total for FY 2014						46,950,000	33,087,500	0	80,037,500
2015	VMR15-104T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction	13.23.01	5309	13,400,000	3,150,000	0	16,550,000
	VMR15-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	9,200,000	2,300,000	0	11,500,000
	VMR15-102T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	None	19,000,000	25,700,000	0	44,700,000

Agency: Valley Metro Rail

Draft FY 2011 - FY 2015 MAG TIP - Transit Section Listing - Potentially Regionally Significant Projects

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2015	VMR15-109T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	7,100,000	0	25,100,000
	VMR15-108T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	3,000,000	750,000	0	3,750,000
Total for FY 2015						62,600,000	39,000,000	0	101,600,000
Total for Valley Metro Rail						159,330,000	94,367,300	0	253,697,300

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MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 23, 2010

SUBJECT:

Development of the Fiscal Year 2011 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the draft fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date.

The MAG Regional Council Executive Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 19, 2010 and February 16, 2010. The Regional Council reviewed the development of the Work Program and Annual Budget at its meetings in January and February 2010. The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings in January, February and March 2010. The estimated dues and assessments were presented at these meetings. Because of the uncertainty of economic conditions, the MAG Dues and Assessments were reduced by fifty percent in FY 2010. Staff is proposing to continue with the overall reduction to the FY 2011 draft Dues and Assessments of fifty percent with changes for individual members due to population shifts.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2011 were first presented to the MAG Regional Council Executive Committee at the February 16, 2010, meeting. Revisions to the proposed projects for FY 2011 are described below and these project updates are reflected in the MAG "Programs In Brief":

- The Regional Community Network (RCN) Operations project was added to the list of new projects at the beginning of March. This project will provide for the ongoing implementation and maintenance and network management of the RCN. This project allows the network to continue to carry traffic camera transmissions between participating member Traffic Management Centers and support videoconferencing without interruption. This project is for \$180,000.
- The 2011 Freight Database purchase for \$200,000 was added to provide data for the proposed Freight Framework Study and to update the MAG Transportation Model. The Freight Database includes information for type of commodity, outbound-inbound shipments by geography, tonnage of shipments, modal detail for truck, rail, and air shipments. The database will also include a future year freight forecast for the study area.
- The Southeast Corridor Major Investment Study was advanced to the current fiscal year in order to coordinate this with the I-10 Environmental Impact Statement Study currently underway by ADOT. This project was for \$300,000.

- Following a discussion of two projects at the February 16, 2010, Executive Committee meeting, the Grand Avenue and I-10 West Sustainable Transportation and Land Use Integration Studies, each for \$300,000, were combined and the southeast region of the valley, Chandler and Tempe were included, to form an overall regional study of sustainable transportation and land use integration. This project has been added to the new projects for FY 2011 and is for \$750,000.

For many years, MAG has been working on resolving its office space and meeting space needs. MAG currently occupies a portion of the first floor and the second and third floors of the building. A portion of the fourth floor of this building is leased by another tenant through June 30, 2010, and the tenant currently leasing an approximate 75 percent of the fourth floor has indicated that they will not be renewing their lease. MAG has been working with the City of Phoenix on the potential for expanding MAG office space by leasing this fourth floor space. This portion of the fourth floor of the building will be available beginning July 1, 2010 with the potential of the entire fourth floor becoming available during the fiscal year. The fourth floor would be used for staff offices, and the second floor would be reconfigured as meeting space. The estimated costs of this expansion and reconfiguration will be accounted for as capital assets for FY 2011.

MAG is requesting the following staff positions for FY 2011:

- Regional Community Network (RCN) Program Manager. This position would be hired for the last four months of FY 2011 to transition from the Regional Community Network Operations consultant. This position is needed to manage the RCN Operations for the region.
- Senior Transportation Modeler. This position is needed to assist with the growing transportation modeling needs.
- Transportation Engineer II. This position will assist with the Highway Performance Monitoring System (HPMS) process.
- Planner II. This position is needed for work in Socioeconomic Research and Analysis to assist with significant increasing requests from member agencies and MAG staff. In addition, new needs, such as evaluating unpaved alleys or providing data for transportation and socioeconomic models have been developed and require additional time and effort.
- Application Developer. This position is needed for the programming development of internal applications and databases. Currently the Database Administrator is performing this function in addition to maintaining corporate GIS infrastructure, maintaining existing databases and applications, and assisting other divisions the overall programming needs at MAG.
- Receptionist. This position is requested for the second floor meeting space for one-half of FY 2011 if MAG expands its office space.

The Intermodal Planning Group meeting is scheduled for April 29, 2010. This meeting includes a review and comments on the draft FY 2011 MAG budget by the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, ADOT, the Arizona Department of Environmental Quality, and other related parties. The comments from this meeting are extremely helpful regarding the project work that MAG has underway in meeting the federal requirements. Information from this meeting will be presented to you in May.

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, a summary budget document, "MAG Programs in Brief," is produced that allows our members to quickly decipher the financial implications of the MAG budget. The summary budget highlights the changes from the prior year budget in a summarized form. The summary document also includes the list of new projects with summary narrative, any changes to staff positions if necessary, and the budgeted resources needed to implement these items.

Information for this presentation of the draft budget documents is included for your early review and input. Enclosed for your information are the following documents:

- Draft of the FY 2011 "MAG Programs in Brief." The draft documents presents the newly proposed projects and proposed FTE.

- Draft FY 2011 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

The information is considered draft and is subject to change as the budget continues through the review process.

The draft of the FY 2011 MAG Unified Planning Work Program and Annual Budget has narrative for each division and associated program costs, draft budget and position schedules in the appendix, including overall program allocations, allocation of funding by funding source, budgeted positions, dues and assessments, and consultant pages for new and carryforward consultants.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January and February proposed new projects and dues and assessments were reviewed. MAG is presenting a draft summary for the FY 2011 budget document, "MAG Programs in Brief." The format for this document is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget. MAG is providing a budget summary that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation.

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:

This item was on the March 10, 2010, Management Committee agenda.

MEMBERS ATTENDING

- | | |
|---|--|
| Mark Pentz, Chandler, Chair | Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation |
| Carl Swenson, Peoria, Vice Chair | Rick Davis, Fountain Hills |
| # George Hoffman, Apache Junction | Rick Buss, Gila Bend |
| Rogene Hill for Charlie McClendon,
Avondale | * David White, Gila River Indian Community |
| David Johnson for Stephen Cleveland,
Buckeye | Tami Ryall for Collin DeWitt, Gilbert |
| * Gary Neiss, Carefree | Brent Stoddard for Ed Beasley, Glendale |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | Mark Gaillard for John Fischbach, Goodyear |
| Spencer Isom for B.J. Cornwall, El Mirage | Bill Hernandez, Guadalupe |
| | Darryl Crossman, Litchfield Park |
| | Christopher Brady, Mesa |

Jim Bacon, Paradise Valley
Thomas Remes for David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Dave Richert, Scottsdale
Randy Oliver, Surprise

Jeff Kulaga for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
* John Halikowski, ADOT
David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

This item was on the February 24, 2010, Regional Council agenda.

MEMBERS ATTENDING

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

Councilwoman Gloria Cota for Mayor
Yolanda Solarez, Guadalupe
* Supervisor Mary Rose Wilcox, Maricopa Co.
Mayor Scott Smith, Mesa
* Mayor Vernon Parker, Paradise Valley
Vice Mayor Ron Aames for Mayor Bob Barrett,
Peoria
Mayor Arthur Sanders, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
Councilwoman Sharon Wolcott, 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.

This item was on the February 16, 2010, Executive Committee agenda.

MEMBERS ATTENDING

Councilwoman Peggy Neely, Chair
Mayor Thomas L. Schoaf, Litchfield Park,
Vice Chair
Mayor Hugh Hallman, Tempe, Treasurer

Mayor Marie Lopez Rogers, Avondale
Mayor James M. Cavanaugh, Goodyear
Mayor Scott Smith, Mesa
Mayor Jim Lane, Scottsdale

* Not present

Participated by video or telephone conference call

This item was on the February 10, 2010, Management Committee agenda.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction

Charlie McClendon, Avondale
David Johnson for Stephen Cleveland,
Buckeye

- Gary Neiss, Carefree
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- George Pettit, Gilbert
- Brent Stoddard for Ed Beasley, Glendale
- Mark Gaillard for John Fischbach, Goodyear
- Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- 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
- Joy Grainger for Randy Oliver, Surprise
- Charlie Meyer, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- Lloyce Robinson, Youngtown
- * 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.

Regional Council: This item was on the January 27, 2010, Regional Council agenda.

MEMBERS ATTENDING

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

- Councilmember Frank Cavalier for 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, CTOC

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

Executive Committee: This item was on the January 19, 2010 MAG Regional Council Executive Committee agenda.

MEMBERS ATTENDING

- Councilwoman Peggy Neely, Chair
- Mayor Thomas L. Schoaf, Litchfield Park, Vice Chair
- Mayor Hugh Hallman, Tempe, Treasurer
- * Mayor Marie Lopez Rogers, Avondale

- Mayor James M. Cavanaugh, Goodyear
- * Mayor Scott Smith, Mesa
- Mayor Jim Lane, Scottsdale

* Not present

Participated by video or telephone conference call

Management Committee: This item was on the January 13, 2010 Management Committee agenda.

MEMBERS ATTENDING

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

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

CONTACT PERSON:

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

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

DATE:

March 23, 2010

SUBJECT:

Regional Transit Framework Study

SUMMARY:

MAG is responsible for system level transit planning activities that have the potential of impacting the Regional Transportation Plan (RTP). In cooperation with MAG member agencies, Valley Metro Rail (METRO), and the Regional Public Transportation Authority (RPTA), MAG has developed a Regional Transit Framework. The Framework will identify regional transit needs beyond what is currently funded through the RTP. The study will also help establish a regional transit vision for 2050, with more detailed project descriptions for year 2030. A copy of the Executive Summary is enclosed, and the full study report is available at www.bqaz.org.

The Framework identifies high leverage transit investments that are more competitive with other travel options. This approach is more “market based” than past transit planning efforts in the MAG region, and is dependent on determining what factors affect the choices that transportation system users make in selecting a mode of travel. A market based approach also needs to be informed by system compatibility factors such as land use, local plans and policies, and other regional and statewide efforts such as Building a Quality Arizona (BqAZ). In particular, this study has revealed that in order to attract new transit riders, the future regional transit system will need to provide clear benefits in terms of convenience and time.

To understand how transit services in the MAG region compare to other transit systems, six peer regions were reviewed, including Atlanta, Dallas, Denver, Salt Lake City, San Diego, and Seattle. The peer regions process included a review of population and development patterns, transit services operated, and overall investments in transit. Representatives of five of the peer regions provided a combined briefing to the MAG Transportation Policy Committee, Valley Metro/RPTA Board, and Valley Metro Rail Board on November 19, 2008. The peer review panel provided several observations, including the following: 1) the reliability and level of service trumps geographic coverage for attracting riders; 2) the region should focus on transit market demand, as serving areas with high demand potential is important for attracting choice riders; 3) the region should commit to strengthening the relationship of land use to transit ridership and pursue local/regional policies that support transit; and 4) the current transit system is a collection of transit routes and services, and future efforts should focus on developing a regional transit system.

Three transit modeling scenarios were developed to meet the goals of the Regional Transit Framework. Transit service and capital investments included in each scenario were derived from an understanding of related studies, existing and future transit services, projected travel demand characteristics, land use and growth patterns, and regional connectivity. A brief summary of each scenario is provided below.

Basic Mobility Scenario

The Basic Mobility Scenario includes minimal service expansion with the same types and levels of service provided today and currently programmed in the Regional Transportation Plan (RTP). The purpose of this scenario is to illustrate what could be accomplished in the region if all current transit revenue sources are extended through 2030. In 2008 dollars, the Basic Mobility Scenario would require an additional \$2.05 billion over the assumed \$14 billion RTP Base Scenario.

Enhanced Mobility Scenario

The Enhanced Mobility Scenario assumes that the region funds transit service at a level comparable to the average of the peer regions evaluated through this study. Additional service would be provided for improved bus service frequencies, expanded express bus service with some routes operating all day, expanded arterial Bus Rapid Transit (BRT) service, the construction and operation of new high-capacity transit corridors, and a seamless regional Americans With Disabilities (ADA) paratransit program. In 2008 dollars, the Enhanced Mobility Scenario would require an additional \$11.05 billion over the assumed \$14 billion RTP Base Scenario.

Transit Choice Scenario

The Transit Choice Scenario assumes that the region funds transit service at a level comparable to the Seattle region, which had the highest per capita investment level among the peer regions evaluated for this study. The Transit Choice Scenario accomplishes all of the elements in the Enhanced Mobility Scenario, and it also includes additional high-capacity transit corridors and a larger network of supergrid bus routes to serve more areas of the region. In 2008 dollars, the Transit Choice Scenario would require an additional \$21.5 billion over the assumed \$14 billion RTP Base Scenario.

PUBLIC INPUT:

The Framework was discussed at more than 50 public and agency coordination meetings. The study process included seven focus group meetings to gauge people's perceptions and attitudes toward transit. Two focus group meetings were held with transit riders, two with transit non-riders, and three with representatives of the disability community. Participants identified barriers to using transit, including substantial wait times, inadequate hours and frequency of operation, and inadequate route coverage. Current riders want more routes, greater frequency, and longer service hours.

PROS & CONS:

PROS: This study provides a coordinated, regional framework for implementing future transit services throughout the MAG region.

CONS: Additional funding would be required to implement the recommendations for new transit services identified in the Regional Transit Framework.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: To provide a balanced approach for measuring the relative potential for alternative transit investments, the study process established specific transit performance standards and indicators. The performance standards and indicators were used to identify potential transit markets and to analyze alternative transit services. The evaluation of needs also involved an analysis of existing and future (2030) transit services and deficiencies. This analysis revealed that the transit system currently does not provide a comprehensive and cohesive system that allows transit riders to efficiently travel from one part of the region to another. Further, the analysis indicated that the RTP will expand fixed route service to cover a wider area, but planned service span and headway improvements are minimal.

POLICY: The Regional Transit Framework provides a technical foundation for future policy discussions related to transit system implementation, prioritization, and funding.

ACTION NEEDED:

Acceptance of the findings of the Regional Transit Framework as the public transportation framework for the MAG region; acceptance of the enclosed Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan; and recommend consideration of future planning actions identified in the study through the MAG Unified Planning Work Program process.

PRIOR COMMITTEE ACTIONS:

This item is on the March 24, 2010, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

The Management Committee recommended acceptance of the Regional Transit Framework on March 10, 2010.

MEMBERS ATTENDING

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

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

The Transportation Review Committee recommended to accept the Regional Transit Framework on February 25, 2010.

MEMBERS ATTENDING

- | | |
|--|--|
| Peoria: Andy Granger for David Moody | Glendale: Terry Johnson |
| ADOT: Steve Hull for Floyd Roehrich | Goodyear: Cato Esquivel |
| Avondale: David Fitzhugh | Guadalupe: Gino Turrubiarres |
| Buckeye: Scott Lowe | Litchfield Park: Paul Ward for Woody Scoutten |
| Chandler: RJ Zeder for Patrice Kraus | Maricopa County: Mike Sabatini for John Hauskins |
| # El Mirage: Pat Dennis for Lance Calvert | Mesa: Jeff Martin for Scott Butler |
| Fountain Hills: Randy Harrel | Paradise Valley: Bill Mead |
| * Gila Bend: Eric Fitzer for Rick Buss | Phoenix: Wylie Bearup for Ed Zuercher |
| Gila River: Sreedevi Samudrala for Doug Torres | * Queen Creek: Wendy Kaserman |
| Gilbert: Michelle Gramley for Tami Ryall | |

RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant
Tempe: Jyme Sue McClaren for
Chris Salomone

Valley Metro Rail: Wulf Grote for John Farry
* Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook
* 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

The MAG Transit Committee recommended to accept the Regional Transit Framework on February 11, 2010.

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair
ADOT: Mike Normand
Avondale: Rogene Hill
Buckeye: Andrea Marquez
Chandler: RJ Zeder
El Mirage: Pat Dennis
Gilbert: Tami Ryall
Glendale: Cathy Colbath
Goodyear: Cato Esquivel
Maricopa County: Mitch Wagner
Mesa: Mike James

Paradise Valley: William Mead
Peoria: Maher Hazine
* Queen Creek: Wendy Kaserman
Scottsdale: Theresa Huish
Surprise: Michael Celaya
Tempe: Robert Yabes for Jyme Sue McLaren
Tolleson: Chris Hagen
Valley Metro Rail: Wulf Grote
Regional Public Transportation Authority:
Carol Ketcherside

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

CONTACT PERSON:

Kevin Wallace, Transit Program Manager, MAG (602) 254-6300.

2010 Update Regional Transportation Plan

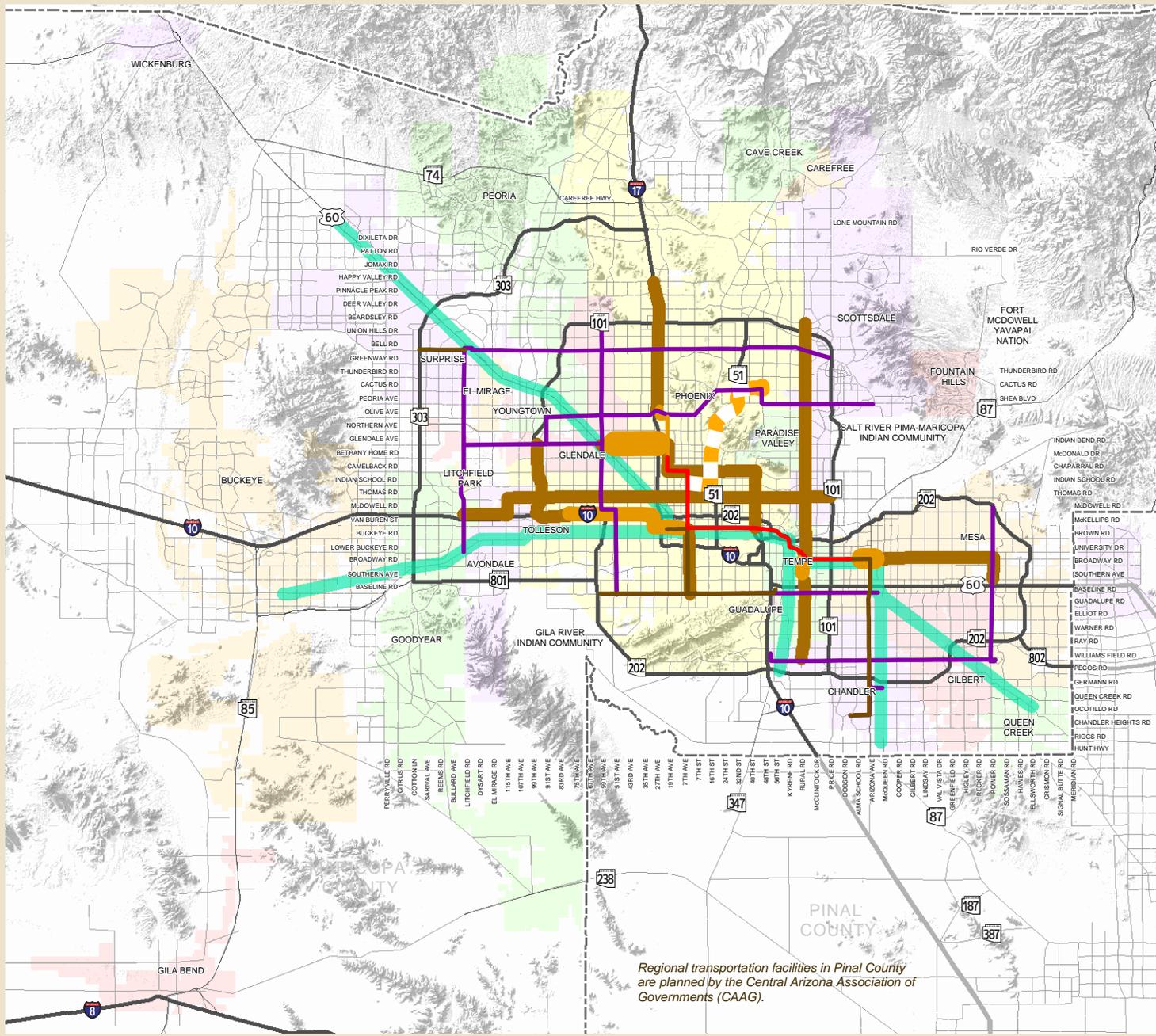


Illustrative Transit Corridors

- Initial 20-mile Light Rail Segment
- Adopted High Capacity Transit (Design & ROW Only)
- Adopted High Capacity Transit Corridors (RTP Funded) *
- Adopted Arterial Bus Rapid Transit (RTP Funded) *
- Illustrative High Capacity Transit (All-day Service) **
- Illustrative High Capacity Transit (Peak Service) **
- Illustrative Arterial Bus Rapid Transit **
- Freeways
- Highways
- Other Roads
- County Boundary

* RTP funding based on estimates of reasonably available revenues (2011-2031)

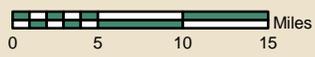
** Illustrative corridors do not have funding identified in the RTP



Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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



Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

DRAFT

MAG Regional Transit Framework Executive Summary



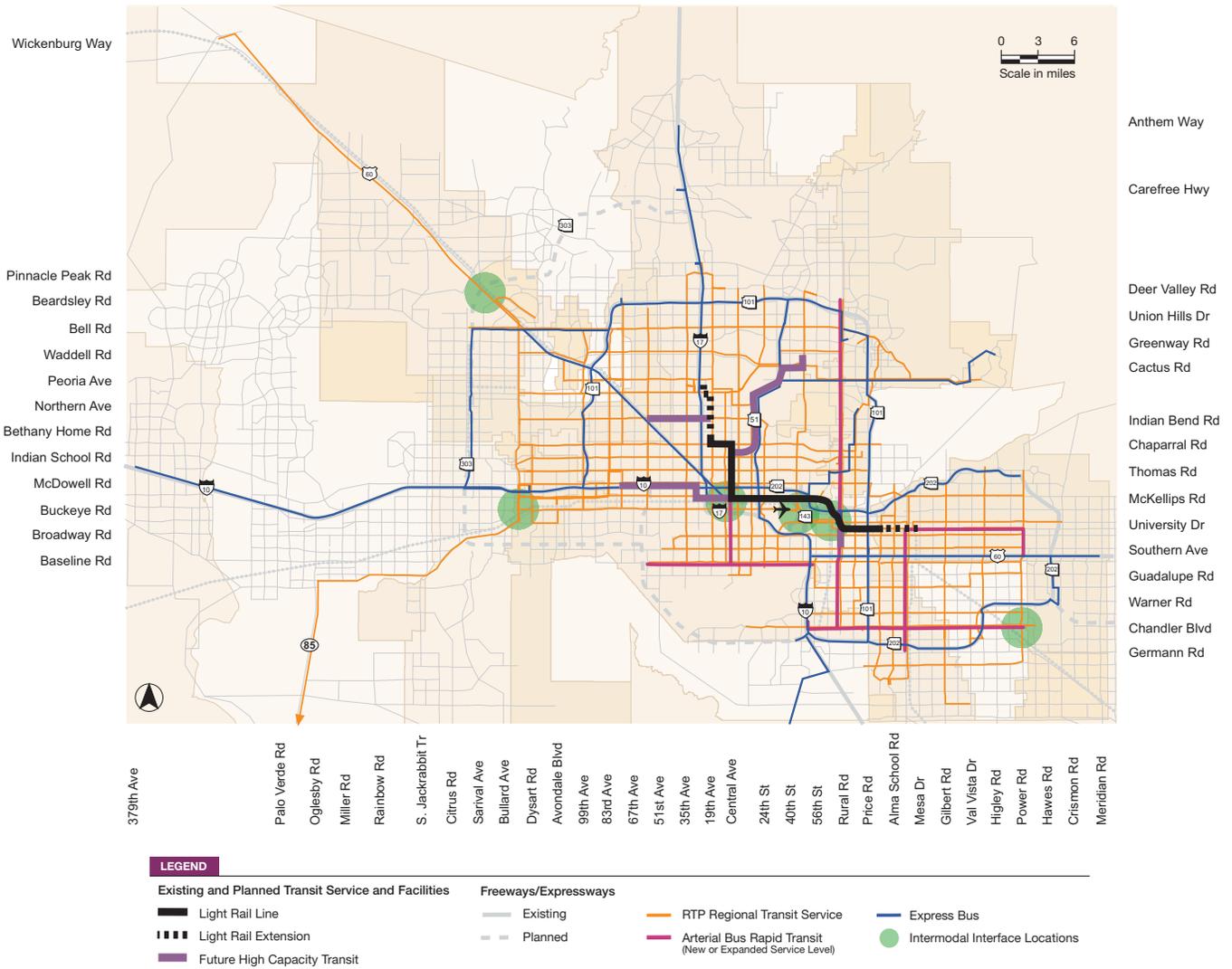
Project Background and Process

Nearly 700,000 new residents were added to Maricopa County between 2000 and 2006. The U.S. Census Bureau estimates the county's population to be approximately 3.8 million people today, but regional forecasts indicate that Maricopa County may be home to 6.1 million by 2030. Significant development is predicted on the edge of the existing urban area and beyond, where few or no transit services are currently planned. Despite a Regional Transportation Plan (RTP) – with transit funded by the same half-cent sales tax that pays for freeway expansion – and financial support from local communities, additional public transit funding will be required to keep up with growth. An approach embracing all modes of transportation, including

public transit, is essential to address the region's growing transportation demand.

The MAG Regional Transit Framework identified and prioritized needs for regional transit improvements to supplement the existing RTP through 2030, with consideration for longer range transportation needs through 2050. The analysis of land use, socioeconomic (population and employment) conditions, existing and planned transit service, and infrastructure, along with input from transit riders and nonriders, enabled MAG to identify transit needs, deficiencies, opportunities, and constraints. Three scenarios for transit services and facilities were then developed to address future travel needs.

MAG 2030 Planned Regional Transit System



Review of Peer Regions

To understand how the transit system in the MAG region compares to others, six similar (peer) regions were reviewed. Peer regions were selected based on their location, size, transit system characteristics, land use patterns, and other factors. The six peer regions were: Atlanta, Dallas, Denver, Salt Lake City, San Diego and Seattle.

Population and Population Density

REGION	2006 UZA Population	2000 UZA Land Area	Population per Square Mile
Atlanta	4,051,000	1,963	2,064
Dallas	4,809,000	1,529	3,146
Denver	2,316,000	585	3,959
Salt Lake City	945,000	231	4,094
San Diego	2,722,000	782	3,479
Seattle	2,875,000	954	3,015
Average ¹	2,531,143	1,007	2,932
MAG Region	3,228,000	779	4,040

Source: National Transit Database
¹ Average does not include MAG Region

Population and Population Density

Total population and its density affect the performance of and need for public transportation. In comparing the urbanized area (UZA) of the peers, the MAG region ranks third (of seven) in population and second in population density.

Peer Region Transit Services

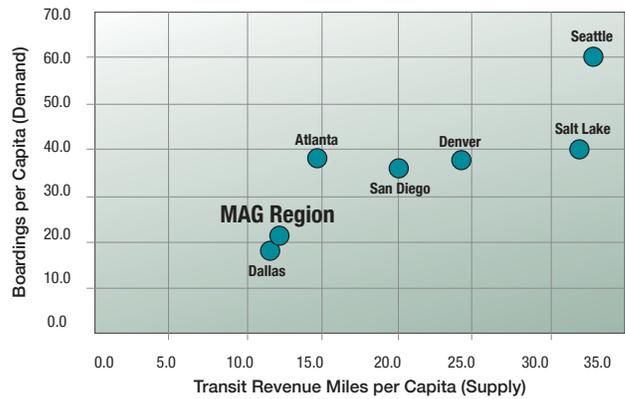
All of the peer regions, including the MAG region, operate bus and vanpool service. Each operates light rail or (in Atlanta) heavy rail service. The primary difference between light and heavy rail is the number of people that they can carry, both are designed to operate frequent, all-day service. In addition to these modes, commuter rail is a service designed to have a limited number of stops over long distances, and to connect suburbs with busy activity centers during peak periods. Atlanta, Denver and the MAG region currently lack commuter rail service.

Transit Supply and Demand

Knowing how many people use transit, and how much transit service is available, is important for understanding the differences between regional transit systems. Transit supply is a measure of the number of miles operated by all transit modes (buses, trains, etc.) in a region. Transit use, or demand, is a measure of the number of passengers boarding transit in a region. In general, data from the peer regions indicates that as transit revenue

miles (supply) per capita increase, passenger boardings per capita (demand) also increase. This pattern does not directly account for other variables such as land use and development patterns, traffic congestion, vehicle ownership rates, and parking costs.

2006 Transit Boardings & Miles of Service

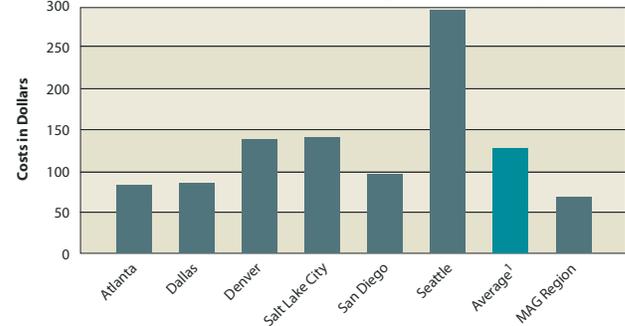


Source: National Transit Database

Investment in Transit

Regional investments in transit service vary greatly. On average, the peer regions invest approximately \$130 per person per year. The MAG region invests just over \$71 per year.

2006 Transit Operating Costs Per Capita



Public Involvement

MAG and its partners, Valley Metro Rail (METRO) and Valley Metro, conducted a comprehensive public outreach process geared towards both transit riders and non-riders. Its goal was to reach a broad range of citizens to obtain feedback on Maricopa County's current transit system, and on the types of regional transit service that the community would like to see. The process involved a series of focus groups and a telephone survey of Maricopa County residents who were not regular public transit riders. Public feedback helped to identify future transit needs and played a key role in defining regional transit deficiencies for the RTFS.

Regional Transit Problem Definition

The RTFS was intended to identify improvements designed to attract new transit riders and improve transit service for existing customers. To accomplish this, it was necessary to understand the factors that affect the decision to use transit, as well as the relationships among transit, land use, local plans and policies, and other transportation planning efforts. Through research and stakeholder input (such as the focus groups and telephone survey), the MAG study team identified the following regional transit deficiencies:

- Transit demand exceeding capacity (in areas and corridors with high demand for service), causing overcrowding
- Insufficient service expansion (as funded and programmed in the twenty-year RTP)
- Capital deficiencies (i.e., insufficient infrastructure, facilities and vehicles)
- Unmet needs for convenient services
- Unserved sparsely developed areas (with a need for rural or inter-community service)
- Unserved growth areas
- Route patterns not well suited to support broadly dispersed employment, which makes conventional transit service less efficient and more costly to provide
- Congested roadways (slowing transit service, making it less efficient and less appealing)
- Insufficient support for economic competitiveness (which is becoming more dependent on good public transit)
- Lack of funding for new transit investments

In general, deficiencies of the public transportation system in Maricopa County fall within three overlapping categories: service area coverage, passenger convenience, and funding.

Service Area Coverage

Most long-term population growth is projected to occur in areas outside the Loop 101 and 202 freeways—areas that currently have little or no transit service. While the RTP provides for some expansion to these areas, geographic coverage will still be limited, as will hours and frequency of service. Addressing future transit needs on the periphery of the metropolitan area will require consideration of both residential and employment concentrations.

Passenger Convenience

Regional focus groups and the survey revealed many forms of inconvenience that discourage transit ridership among those who have other travel options, including long waits at transfer points, safety and security concerns (e.g., lighting, safe crosswalks, visibility), lack of amenities at many transit stops, absence of real-time arrival information, overcrowding, roadway congestion, and inadequate park-and-ride capacity. The RTP addresses only some of these issues at a limited number of locations.

Funding and Seamless Service

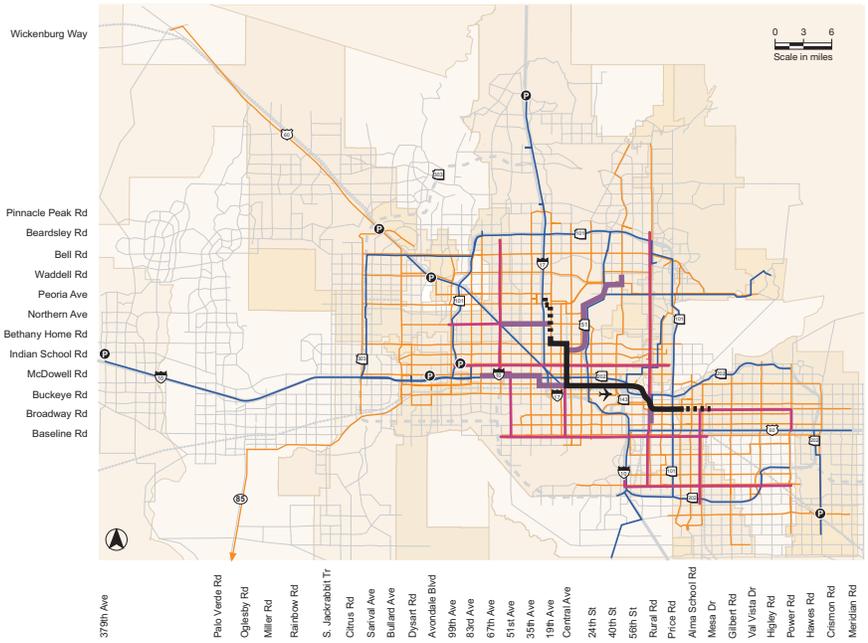
Not only is transit funding in Maricopa County modest compared with many peer regions, it also comes from a mix of regional and local sources. As a result, the level of service will continue to vary from one community to another, even when the RTP improvements have been fully implemented. A truly seamless and consistent regional system would require funding beyond the level provided through the RTP.

The analysis of transit deficiencies led the MAG study team to identify four categories of regional transit needs around which the recommended scenarios were developed: (1) new and expanded transit services, (2) new service corridors, (3) higher-speed travel opportunities, and (4) new revenue sources.

Year 2030 Transit Scenarios

Three regional transit scenarios were developed for 2030 to provide options for improving transit service in the MAG region. The scenarios build on the transit enhancements identified in the MAG RTP (funded through proposition 400 and local sources) and are based on a defined level of financial investment. New enhancements beyond those already defined in the RTP include improvements to existing transit service, expansion of transit service to new areas, and the inclusion of new transit service options (e.g., express bus, arterial bus rapid transit, high-capacity transit).

Scenario I - Basic Mobility



LEGEND

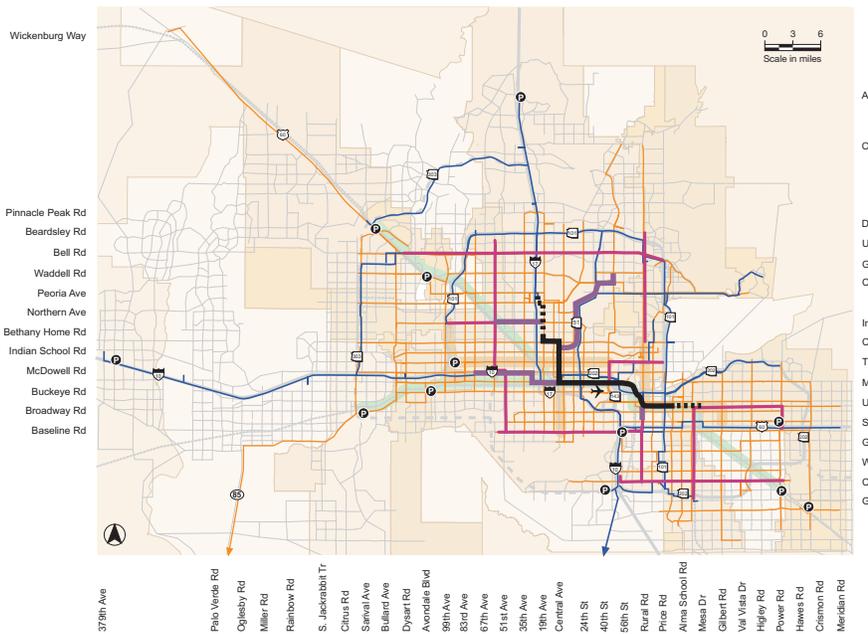
Existing and Planned Transit Service and Facilities

- Light Rail Line
- Light Rail Extension
- Future High Capacity Transit
- Express Bus
- Regional Supergrid and Connector Bus
- Arterial Bus Rapid Transit
- Emerging Transit Corridors Beyond 2030
- Park-and-Ride Facility
- Transit Center
- Intermodal Interface Locations

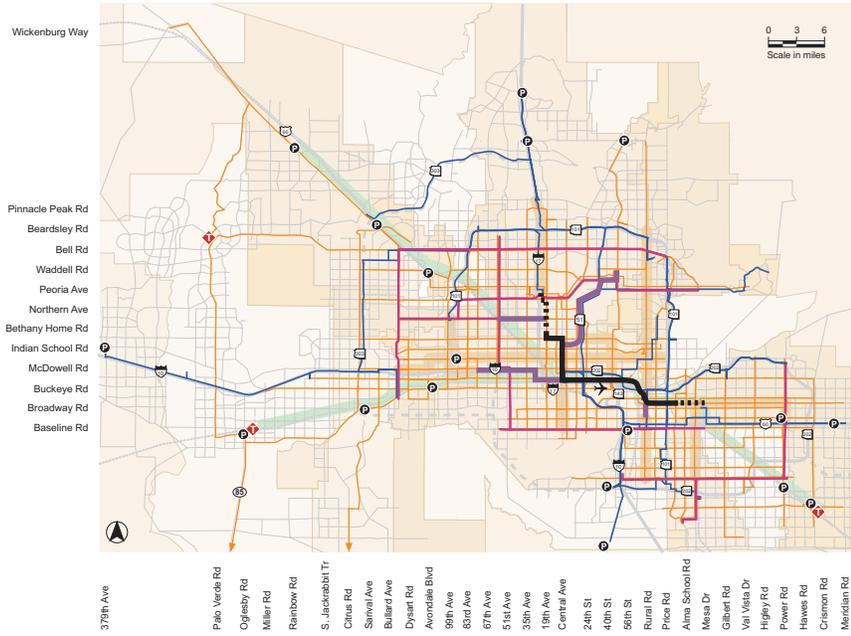
Freeways/Expressways

- Existing
- Planned

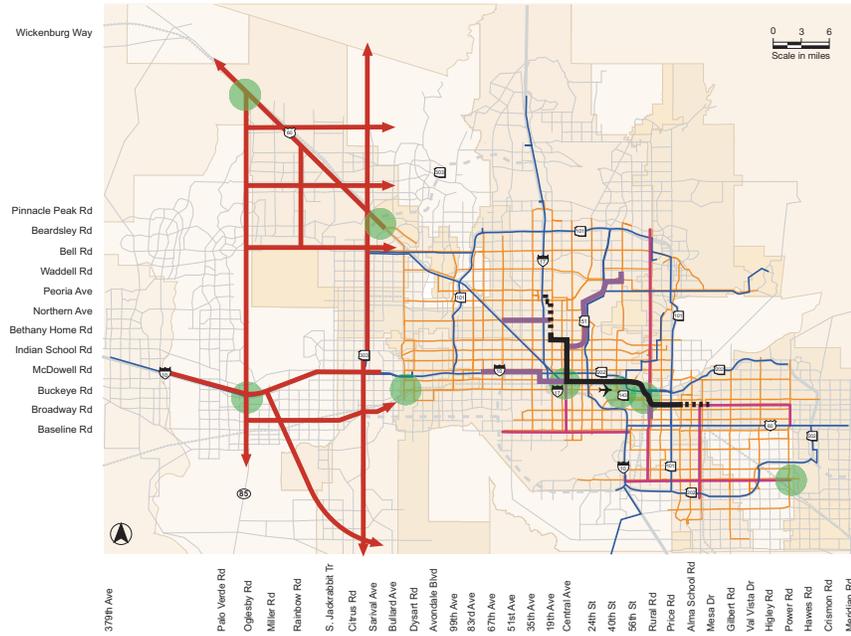
Scenario II - Enhanced Mobility



Scenario III - Transit Choice



Beyond 2030



MAG REGIONAL TRANSIT FRAMEWORK

Scenario	Investment Level	Philosophy	Characteristics
I: Basic Mobility	Lowest (extend existing sources)	Continuation of RTP <ul style="list-style-type: none"> Minimal service expansion with same types of services and programs as currently programmed in the RTP 	<ul style="list-style-type: none"> Expands service to new areas Improves service levels within a limited number of high demand transit corridors Many deficiencies not addressed
II: Enhanced Mobility	Moderate (comparable to peer regions level)	Concentrated Expansion <ul style="list-style-type: none"> Moderate service expansion Moderate increase in service area Improved frequencies to meet standard service levels Higher speed options (express bus, arterial BRT & HCT) Activity centers outside urbanized area primarily connected through frequent, limited stop express services 	<ul style="list-style-type: none"> Expands regional transit service levels Improves transit travel speeds in highest priority corridors Deficient service levels improved
III: Transit Choice	Higher (comparable to Seattle level)	Growth Expansion <ul style="list-style-type: none"> Most aggressive service expansion Comparatively greatest increase in service area Improved frequencies to meet standard service levels More high-speed options in urban/non-urban area Activity centers outside urbanized area connected through frequent, limited stop express services and Supergrid bus 	<ul style="list-style-type: none"> Expands regional transit service levels Provides a more comprehensive regional transit system Improves transit travel speeds in many more corridors Nearly all deficiencies are addressed

Investment Options	Scenario I	Scenario II	Scenario III
Local Transit Service Improvements	---	●	●
Basic Expansion of ADA Paratransit Service	●	●	●
Regional Paratransit Service	---	●	●
Regional Connector – New Routes	---	---	●
Supergrid - Route Extensions	●	●	●
Supergrid - Increased Frequency	---	●	●
Express – New Routes & Increased Frequency	●	●	●
Express – Two-way All-day Service	●	●	●
Arterial BRT – New Routes	●	●	●
Arterial BRT – Increased Frequency	●	●	●
HCT Peak Period – New Routes	---	●	●
HCT All Day – Route Extensions	---	●	●



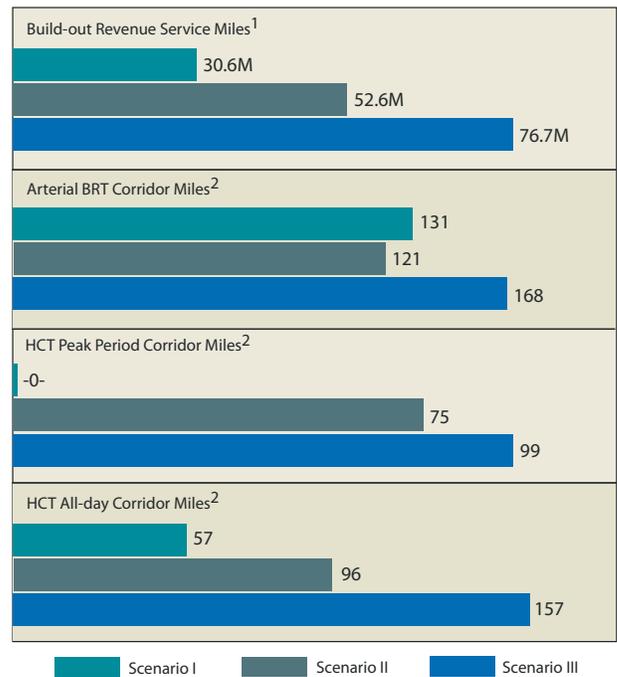
Descriptions of each transit mode in the transit service scenarios are provided below. Photos of similar services are displayed in the column to the left.

- A** ADA Paratransit (dial-a-ride) – Curb-to-curb shared ride service for eligible persons with disabilities who are unable to travel alone by bus.
- B** Regional Connectors—Intercity buses connecting outlying communities with activity centers.
- C** Supergrid—Bus service on major arterial streets serving major activity centers with consistent levels of service operating across jurisdictional boundaries.
- D** Express Bus—Services using the regional freeway system and HOV lanes to connect park-and-ride lots with major employment centers.
- E** Arterial Bus Rapid Transit (BRT)—Arterial bus service that operates faster than supergrid routes, by making a limited number of stops and taking advantage of features such as traffic signal priority.
- F** High-Capacity Transit All-Day—Frequent, all-day rail or bus service that typically operates in a dedicated guideway and stops for passengers only at designated stations.
- G** High-Capacity Transit Peak-Period—Long-distance rail (i.e., commuter rail) or bus service operating in a dedicated guideway, making infrequent stops, and operating primarily during the morning and afternoon peak periods.

The transit service scenarios provide the community with three separate visions for the future. The first scenario (Basic Mobility) includes minimal service expansion with the same types and levels of service provided today and currently programmed in the RTP. The purpose of this scenario is to illustrate what could be accomplished in the region if all current transit revenue sources are extended through 2030.

The second scenario (Enhanced Mobility) assumes that the region funds transit service at a level comparable to the peer regions average, providing for improved bus service frequencies, expanded express bus service with some routes operating all day, expanded arterial BRT service, the construction and operation of new high-capacity transit corridors, and a seamless regional ADA paratransit program. This scenario provides a greater emphasis on concentrating transit services in areas with the greatest population and employment densities. Low-density areas are connected to activity centers and other regional transit services through direct express routes and other services.

Comparison of Scenarios



1 Includes all regional transit modes (local services not included)
 2 Includes all corridor miles operated including original RTP funded corridors

Scenario III accomplishes all of the elements in Scenario II, but includes additional high-capacity transit corridors and a larger network of supergrid bus routes to serve more areas of the region with high-quality transit service. This scenario assumes that the regional transit program would be funded at a level comparable to the Seattle region. The Seattle region invests approximately four times more in transit than the Phoenix region (adjusted for population).

Funding

The Regional Transit Framework scenarios were developed based on the region’s needs and deficiencies, as well as other considerations including regional connectivity and integration with other transportation modes. Expenditures or costs were another factor in determining the transit services and capital investments identified for each scenario.

Expenditures represent estimated costs associated with implementing, developing or purchasing the transit elements defined in each scenario (see below). Since the framework establishes a guide for future regional planning, not a financially constrained implementation plan, potential revenue sources are not specified.

Transit and Sustainable Development

Maricopa County’s investment today in transit is an important element in shaping the region’s future travel behavior. Focus groups, telephone survey respondents, the general public and peer regions expressed support for transit investment to provide a convenient system that supports economic development and provides mobility choices. To attain these goals in other regions, transit districts are working with municipal agencies to develop a foundation for successful transit investments through better land use integration. They recognize that the relationship between regional land use development and transit service is a key to building and sustaining ridership. Transit authorities have promoted zoning regulations that implement desired land use patterns around transit stations, and are working with their communities

to enhance transit connections through bus, bike and pedestrian facilities. These agencies have also considered parking strategies and their effect on transit use.

Transit-Supportive Land Use

Transit use is strongly dependent on development density and land use. Typically, concentrated, mixed-use development produces higher residential and employment densities, which boost transit ridership. In particular, downtown employment centers, especially ones with limited or costly parking, generate a strong transit ridership base.

Transit Oriented Development (TOD) is defined as compact mixed-use (e.g., residential, office, retail, entertainment) development, located within an easy walk of a transit station or stop. By focusing compact development around transit stations, transit-supportive developments capitalize on public investments. The typical components of transit-supportive development near a station include moderate to high-density development, a mix of land use types, parking behind buildings or on the street, plazas or public spaces, and public art.

Activity Centers

Activity centers can produce significant transit ridership. An activity center can be a recreational or sports facility, a major shopping destination, or an entertainment venue. Structured parking is often built next to the site along with other uses. At some locations, parking is shared between uses to allow more intense land use. The combination of limited parking and activity center demand can mean higher transit ridership to these locations.

Parking and Transit

In addition to station proximity and transit service quality, parking policies influence ridership. An ample and easily accessible supply of parking, such as that found in many suburban office parks, encourages auto use and reduces attractiveness to transit riders. Conversely, the concentrated uses and limited and costly parking supply found in many major downtowns leads to higher ridership. The decreased amount of land dedicated to parking not only generates transit ridership, but supports the development of denser land uses.

Comparison of Estimated Expenditures by Scenario (in 2008\$)

Scenario	Local/Other	Regional	Total	Program Years
RTP Base	\$6.85 billion ¹	\$7.15 billion ²	\$14.00 billion	2008 – 2028
Scenario I	\$0	\$2.05 billion	\$2.05 billion	2027 – 2030
Scenario II	\$2.90 billion	\$8.15 billion	\$11.05 billion	2015 – 2030
Scenario III	\$3.80 billion	\$17.70 billion	\$21.50 billion	2015 – 2030

¹ RTP local/other supported by fares, local sales tax, general funds, etc. (local taxes/gen fund = 69.3% of local/other category)

² RTP regional supported by regional sales tax and federal funds (Prop 400 sales tax = 59.5% of regional category)

Source: MAG Study Team, 2009

Relationship to Statewide Transportation Planning Framework Study

The MAG RTF identifies future transit needs for the entire county. The same concerns for meeting future travel demand are shared by communities across the state. To address the issue statewide, other framework studies have been completed throughout Arizona. The MAG RTF will join these studies as input into a statewide multi-modal transportation planning framework. This coordinated planning framework process is known as Building a Quality Arizona (bqAZ).

Regional Transit Program for the Future

Developed through a demand-based approach, the regional transit framework scenarios provide a blueprint for a better coordinated and integrated regional transit system. Implementation of the concepts in these scenarios would transform the current regional transit system to one that more effectively and efficiently addresses travel needs throughout the region. To advance the transit service scenarios beyond a mere blueprint, the region must reach consensus on the future transit vision, identify resources and develop a detailed implementation strategy.

FOR MORE INFORMATION

Visit bqaz.org and select "MAG Regional Transit Framework Study," or contact Kevin Wallace of Maricopa Association of Governments, phone: 602-254-6300
e-mail: kwallace@mag.maricopa.gov



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